

PASS-WORD



OF THE

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PASS-WORD

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EDITOR CUTTING'S "WAR" WITH MEXICO

by John Middagh

El Paso has had its share of odd newspaper editors and one of the strangest was A. K. Cutting who, in 1886, almost brought on war between the United States and Mexico—at least in the newspapers.

Cutting was "local editor" of the *El Paso Times* under S. C. Slade in 1884, but he didn't last long. He left the paper shortly after arriving in El Paso when some of his methods of covering the news were questioned. ("Local editor," incidentally, was a euphemism of early El Paso journalism for the more honest title of "reporter." In the early days everyone was an "editor" if he had anything to do with the news content of a newspaper.)

After leaving the *Times*, Cutting scratched up enough funds in El Paso to start his own newspaper, the *Bulletin*, which, like so many other papers in El Paso's history, lasted only a short while. When it failed, Cutting moved his activities to Juarez and started a Spanish-language paper called *El Centinela*.

He was at least making a living when a Mexican newspaper man named Emigdio Medina started a paper in opposition. Cutting attacked Medina in *El Centinela*, asserting that Medina's paper was a "scheme to swindle advertisers" and that he was a "fraud" as a newspaperman.¹ If ever libel was committed, this was a libel.

Medina took one look at *El Centinela* and went after Cutting's scalp. He had the American brought before a court in Juarez and the judge ordered Cutting to print a "reconciliation," or retraction. Cutting did so and then retreated hastily to El Paso. He didn't leave well enough alone, however. The more he thought of Medina and his newspaper the angrier he became. So he inserted a notice in the *El Paso Herald*—he and the *Times* editors weren't on very good terms—which retracted the "reconciliation" he had published in the Mexican newspaper. Then he went back to Juarez where he was seized and thrown in jail.

Taken before the same judge who had ordered him to print the original retraction, Cutting was again charged with libel and, more serious in the eyes of the judge, with contempt of court. He was ordered back to the *calabozo* while the judge pondered his case.

¹El Paso *Times*, June 23, 1886.

The judge later sent word to Cutting that he had better get himself a lawyer before he again appeared in court. The editor refused, declaring that as an American citizen he could not be held in a Mexican jail for an alleged offense committed on American soil—the printing of the retraction of his first libel.

When the Mexicans informed him that his knowledge of Mexican law was abysmal and that under their laws a foreigner could be punished for a crime committed elsewhere if he ever returned to Mexican soil, Cutting declared he would have nothing more to say. Instead, he called on the aid of the United States government in the person of Consul J. Harvey Brigham.

Brigham appeared at Cutting's jail cell. They talked and the consul left to start negotiations to get the American out of jail. As Brigham departed, Cutting issued a ringing pronunciamiento: "Now the matter is between two nations."

Up to this point, Cutting's problems had received rather perfunctory news coverage but on June 30, 1886, the *El Paso Times* characterized his imprisonment as an "outrage" and explained its feelings in the matter in an editorial:

A. K. Cutting, of the *Centinela* of Paso del Norte, is still confined in the Mexican jail on what every fair-minded man must consider a frivolous and unfounded charge. The Mexicans are avenging themselves on him for an offense he committed on this side of the river, on American soil. This is an unjustifiable outrage. Although Mr. Cutting has during his journalistic career on this side of the river never exhibited any very friendly spirit towards this paper, still the *Times* feels constrained to say that his imprisonment is an unqualified outrage. He is an American citizen and entitled to protection against frivolous and undeserved imprisonment. We trust that Judge Brigham, our consul, will succeed in interesting the state department at Washington in his case and have ample reparation exacted.²

By early July the story of Cutting's imprisonment started building up interest all over the nation. It received almost daily notice in newspapers all over the country and by July 21 public opinion had reached such a state, not only in El Paso but elsewhere, that the *El Paso Times* moved the story of Cutting's troubles to Page One.³ By late July and early August it began to look as though war might actually break out, if not between the United States and Mexico then certainly between El Paso and Juarez.

On July 21 the *Times* headlined its story with the question:

²*Ibid.*, June 30, 1886.

³In the 1880's the front page of local newspapers was taken up by telegraphic news. Local news was relegated to inside pages or the back page. It took a momentous local story to deserve Page One space.

"IS IT WAR?"

There were subheads throughout the story stating that "The American Eagle Flaps His Wings" and "He Must Be Released or the Cannon May Be Ordered to the Front."

At Vicksburg, Mississippi, a mass meeting was called "for the purpose of expressing indignation at the course of Mexico towards American citizens and [for] endorsing Governor [John] Ireland's manly course" in suggesting to the Federal Government that he be allowed to use "the material at his command within the borders of the Lone Star State" to protect the citizens of the border.⁴ At Dallas one George Waler, "a saloon-keeper" raised "a cavalry company in anticipation of war with Mexico." He already had 126 men signed up and expected to enroll at least 500 before he stopped his recruiting campaign.⁵

Even President Porfirio Diaz of Mexico was brought into the story. Contacted by an American newspaperman at Chapultepec Castle, the president said he doubted that war would ensue "when Congress learned the facts of the case."⁶

Feeling in the affair was high for two reasons—the sensational treatment given the story by newspapers all over the country and, secondly, because people, Texans especially, felt that the United States government was not doing all that it could to free the newsman. While Secretary of State Thomas F. Bayard had made "representations" to the Mexican government, they had little effect, it appeared to Texans. Bayard told newsmen in Washington only that he "had no doubt whatever that the Mexican authorities would do what was right in the matter."⁷

Then on August 6 Cutting was taken into court, sentenced to a year's imprisonment at hard labor, and fined \$600. El Paso received the news with the hottest anger since the incident began. According to the *Times* of August 9, "for the first time since the Mexican border troubles commenced, can it be truly said that considerable excitement prevails on both sides of the river." Large crowds gathered on El Paso streets to discuss the situation, and across the river Mexican troops drilled and paraded throughout the town, the *Times* said.

In Las Cruces, Colonel A. J. Fountain, formerly of El Paso but now a New Mexican of growing influence, telegraphed El Pasoans that he was "ready with four hundred drilled, disciplined, and equipped men to take the field should New Mexico be called upon to furnish aid." At Denver, Colorado, John A. McBeth, "captain of the Chaffee Light Artillery," telegraphed President

⁴El Paso *Times*, August 3, 1886.

⁵Galveston *Daily News*, August 5, 1886.

⁶*Ibid.*, August 6, 1886.

⁷El Paso *Times*, July 27, 1886.

Cleveland that he had a battery of two guns and 100 equipped men "in case war is declared with Mexico."⁸

Tension mounted to such an extent that there was much demand in El Paso that the garrison at Fort Bliss be increased to regimental size. Offers of assistance continued to pour into the city.

It really seemed that there might at least be border incidents—raids between El Pasoans and citizens of Juarez—when the whole affair blew up. On August 21, in its first "extra" in history, the *El Paso Times* announced that Cutting had been freed. The Supreme Tribunal of Chihuahua, sitting in Chihuahua City, ruled that the two months Cutting had spent in jail should "be considered a complete purgation" of his crimes. The court ordered his release.

Cutting returned to El Paso in triumph. He issued a "manifesto" to the press: "I am at last free from my Mexican dungeon, and I consider it my first duty to tender my heart-felt thanks to the people of my country for the patriotic and determined stand they have taken in my behalf." The manifesto continued for a full column.

Back in El Paso, Cutting presided at many sessions in many of the city's saloons, regaling all who would listen with his experiences in the Mexican jail. His audiences gave him an idea. He would tour the country, giving lectures to reveal the cruelty of Mexican laws and the darkness of Mexican jails. After all, wasn't he one of the most famous men in the nation?

He departed El Paso in the fall and for several weeks the *El Paso Times* traced his tour through East Texas and neighboring states. Finally, on December 4, 1886, the paper carried a story telling how in Shreveport, Louisiana, only one person turned up to hear Cutting's stirring tale. That ended the lecture tour.

Cutting disappeared from El Paso's notice until 1892. In February of that year a small item appeared in the *Times*, noting that the newspaper's former employe had moved his field of operations to California. The paper further noted that Cutting had inserted an advertisement in a San Francisco newspaper seeking 10,000 men "to settle up the northern states of Mexico." The *Times*, concluding that Cutting had not forgotten his Mexican jail adventures and that he still felt enmity toward that nation, hinted editorially that he was attempting to raise an army of freebooters to go to the aid of one of the Mexican revolutionaries operating on the border at that time.

A few days later another small item appeared, saying that Cutting had failed in his attempt to raise his "army."

That was the last heard of the adventurer.

⁸*Ibid.*, August 10, 1886.

THE CENTENNIAL OF A LOCOMOTIVE

. by Adolph A. Stoy

In the small park adjacent to the Southern Pacific Building at Stanton and Franklin streets, El Paso, stands a reminder of old times, the El Paso & Southwestern Locomotive No. 1. This year of 1957 marks its 100th anniversary.

The builders of Old No. 1 were Breese, Kneeland & Company, Jersey City, N. J., also identified under the name of New York Locomotive Works. The full period of operation of that company is lost to recorded history. One source of information places the over-all dates as 1850-1869, with breaks in continuity incident to the business panic of the year 1857 and two subsequent reorganizations.¹ Be that as it may, there seems to be no cause for doubt concerning the span 1854-1858, in that the published city directories for Jersey City for those years reveal the regular presence of advertisements by the firm.²

Old No. 1 bears the builder's No. 73. Constructed in 1857 for its original owner, the Milwaukee & Prairie du Chien Railway Company, it received that carrier's No. 40.³ Subsequently, when becoming the property of the present Chicago, Milwaukee, St. Paul & Pacific Railroad, it was given the road No. 111.⁴ It has been impossible to determine the exact date on which the locomotive was removed from the equipment lists of the Milwaukee road.⁵ However, it is definitely known that thirty-two years after its construction its ownership passed by purchase from Buss & Norton of Chicago to the Arizona and Southeastern Railroad Company.⁶ It was the first locomotive to be owned by that company. Its purchase price is recorded as \$4,564.25.⁷

¹Alfred W. Bruce, *The Steam Locomotive in America* (New York, 1952). This information appears in the chapter exhibiting list of builders whose production exceeded 100 locomotives each.

²Letter and photoprint from William J. Roehrenbeck, Director, Free Public Library, Jersey City, N. J., to the author, September 5, 1956.

³Folio *Locomotive Diagrams*, latest revised edition, October 31, 1924, Motive Department, El Paso & Southwestern System.

⁴*Ibid.*

⁵Letter from W. E. Broberg, Auditor of Capital Expenditures, CMStP&P RR Co., to W. J. Whalen, Vice-President for Operations, same company, June 27, 1956. Copy of letter given to author by Mr. Whalen.

⁶Folio, *Locomotive Diagrams*, October 31, 1924. Also folio, *Locomotives*, Motive Power Department, El Paso & Southwestern System.

⁷*Ibid.*

NEW YORK LOCOMOTIVE WORKS

BREESE, KNEELAND & CO.,

PROPRIETORS.

E. P. GOULD, Superintendent.

OFFICE, 49 WILLIAM STREET, NEW YORK CITY.



On Steuben, Warren, and Morgan Streets, Jersey City.

Where Old No. 1 was built in 1857. (This print through the courtesy of the Free Public Library, Jersey City, N. J.)

The Arizona & Southeastern Railroad, subsequently identified as the El Paso & Southwestern, began construction in 1889 and finally developed by building and acquisitions into a rail line extending from Tucson, Arizona, to Dawson, New Mexico. Its operations covered a period of 35 years, and ended only on November 1, 1924 when it was merged with the Southern Pacific. It played a prominent part in the development of the territory traversed and its passing was accompanied by no small regret on the part of the general public which it had served so well.

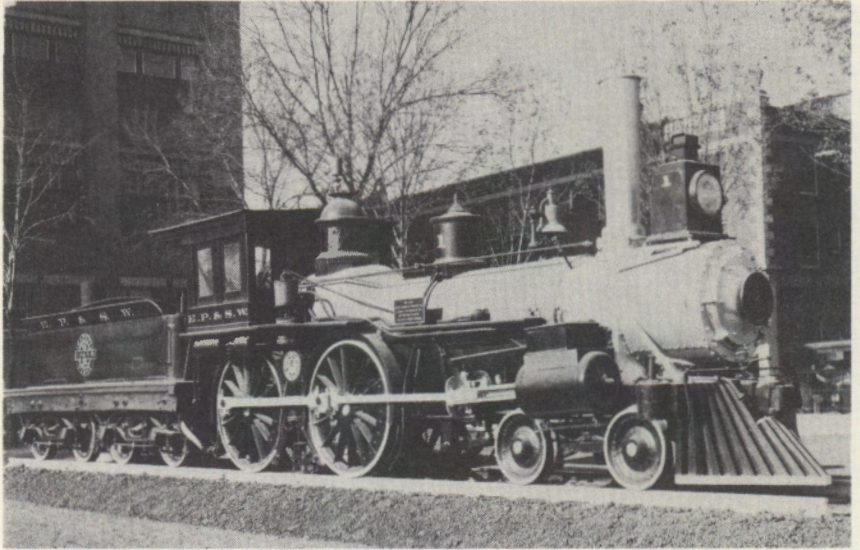
Old No. 1 was the first locomotive to operate into the city of Bisbee, Arizona.⁸ It performed regular service on the Arizona & Southeastern and the El Paso & Southwestern until 1903.⁹ Six years later, on April 3, 1909, it was dropped from the equipment roster of the road.¹⁰ In June-July, 1909, it was overhauled and "generally rejuvenated" and placed in its present park location.¹¹ There it has remained ever since with the single exception of a short period in November-December, 1938, when it was borrowed by Metro-Goldwyn-Mayer Studios for use in their screen production "Let Freedom Ring" which was filmed at Wymola, Arizona.

⁸Information from cast-brass plate affixed at front of locomotive.

⁹Folio, *Locomotive Diagrams*, October 31, 1924.

¹⁰*Ibid.*

¹¹*Ibid.*



OLD NO. 1

Having been built twenty-eight years after the founding of the locomotive industry in America, No. 1 well deserves to be placed among the patriarchs of the Iron Horse. This is especially true in view of the great progress that was made during the first quarter-century of American locomotive building. The crudeness of design and construction which prevailed in the early units was, of course, due to the absence of experience. As the builders gained in knowledge of their craft, needed improvements followed naturally.

In a reference to Old No. 1, made in 1922, Mr. Thomas Paxton, Superintendent of Motive Power, EP&SW, called the locomotive the "progenitor of a breed distinguished for worthiness everywhere."¹² Doubtless the term "worthiness" as used by Mr. Paxton had reference to the value of the four-wheel engine truck, in that the 4-4-0¹³ or American Type locomotive was still being built at the turn of the century.

¹²Thomas Paxton, 1855-1930, served as Master Mechanic, EP&SW, from 1904 to 1905 and Superintendent of Motive Power, 1905 to 1924. The author was acquainted with Mr. Paxton and was befriended by him for many years.

¹³In the twentieth century locomotives are classified by a method originated by F. M. Whyte, using the wheel arrangement on which to base the classification. Thus the American Type known as a 4-4-0 is an engine with four-wheel leading truck, with four driving wheels, and no wheels behind the drivers. See Stewart H. Holbrook, *The Story of American Railroads* (New York, 1947), 30fn. (Editor's note.)

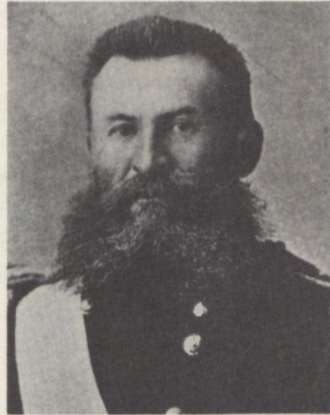
THE APACHES

by Albion Smith

No story of the Southwest is complete that does not include an account of the Apache Indians. This race of primitives, closely related to the Navajos, originated in the Yukon and Mackenzie River regions of Canada.¹ They migrated southward during a long period of time and shortly before the discovery of America settled in the Southwest in an area bounded on the west by the Colorado River, on the east by the Rio Grande, on the north by the southern boundary of Colorado, and on the south by the Mexican states of Sonora and Chihuahua. Castañeda, the chronicler of Coronado's expedition, first referred to them in 1541. However, he called them "Querechos." A generation later Juan de Oñate called them "Apaches," a word of Navajo origin meaning "enemy." Through the years the cruelty of the Apaches became so universally known that to this day in Spain and France the most heartless criminals are nicknamed "Apaches."

These nomads, for they had no fixed place of abode, roamed the plains in search of a living, a living they gained through rapine and hunting. Many of the early Spaniards called them "Apache Vaqueros" because they lived to a large extent on the buffaloes that were plentiful on the plains. Whenever in need they would raid those who possessed the things they wanted. Although they could stand and fight to the death if need be, they preferred flight when the tide of battle surged against them. They spurned civilization and culture which in the end passed over and submerged them.

The Apaches lived as tribes rather than as a nation, and they became known by the geographical features of the country which they inhabited or by the name of some animal with which they were associated, as Chiricahuas, Membrenos, Mescaleros, White Mountain, San Carlos, Vaqueros, and Coyoters.³ Although the Athapaskan race with which the Apaches



GENERAL GEORGE CROOK
Commander

¹Pliny E. Goddard, *Indians of the Southwest* (New York, 1921), 140.

²Frank C. Lockwood, *The Apache Indians* (New York, 1938), 6.

³*Ibid.*, 7.

are ethnologically associated constitutes a majority of all Indians in the Southwest, the Apache tribes proper never numbered more than 30,000 and some authorities estimate their number at half that figure.

The Spaniards and Mexicans were constantly at war with the Apaches from early in the sixteenth century until the Mexican War when the United States assumed its share of responsibility under the Treaty of Guadalupe Hidalgo. This treaty provided that our government would prevent Indian incursions into the bordering states of Mexico, a provision that became impossible to enforce for many years. As the Spanish population increased in northern Mexico so did the Apache raids, until by 1724 it seemed that the white civilization might be wiped out.⁴ Flying squadrons were organized in times of emergency to pursue the marauders, but due to corruption and incompetence this measure was only partially successful. In 1765 the Marques de Rubi, a distinguished soldier and a capable statesman, relieved the situation by establishing a line of *presidios*⁵ or forts all the way across Mexico from Coahuila to Sonora. These were garrisoned by small detachments of scouts and fast moving cavalry that could take the field instantly. For a short time in the middle of the nineteenth century Chihuahua officials commissioned Apache scalp hunters. One of these, James Kirker, was an American citizen who later served as a guide for Colonel Doniphan in the Mexican War. Kirker with a party of Delaware Indians, scoured the plains in search of Apaches for whose scalps, it is said, he received as much as one hundred dollars each.⁶ It is also said that when Apache scalps were difficult to obtain he had no reluctance in substituting those of Mexicans.

During the Mexican War Colonel Doniphan's expedition camped in El Paso [Juarez] from December 27, 1846 to February 8, 1847. In his official

⁴*Ibid.*, 15.

⁵A total of 15 *presidios* were built.

⁶Lockwood, *op. cit.*, 36.



Mail Company. When Texas seceded from the Union, Emmett, accompanied by six other young men, decided to take one of the company's wagons and escape with the company's records to California. They were overtaken at Cooke's Springs, New Mexico, by a band of several hundred Apaches led by the famous chieftan, Mangas Colorado.¹² After a heroic siege of three days in a company building all seven of the men were killed. Mills, fearing that the bodies would be mutilated by the Indians, had the calmness to make a list of the names of the party, which he hid under a rock in the stage coach station.¹³ A monument to the group stands on the north lawn of the El Paso Public Library.

In spite of occasional raids, El Paso was at peace with the Apaches more often than not. There were several reasons for this. El Paso was on the fringe of the Apache country. The area between the Rio Grande River and the Guadalupe Mountains formed a sort of "No-man's Land" between Comanches on the east and the Apaches on the west. Furthermore it was the policy of the Apaches not to be at war with everyone at the same time. For example, if they were raiding Sonora it might be to their advantage to remain at peace with Chihuahua. Such an arrangement not only provided a refuge in flight but also a place to exchange loot for things they needed. El Paso seemed to offer these advantages.

During the War Between the States and for some years thereafter the Apaches not only increased greatly in numbers but also in daring. The countryside in the vicinity of Prescott, Arizona, was all but depopulated by them.¹⁴ Their complete subjugation became a prime objective of the federal government. During the years 1872-3 General George Crook took the field and harassed them so much that they begged for peace. They were moved onto reservations in Arizona and New Mexico and became wards of the government. The Indians remained at peace until 1875 when they left the reservations and began raiding all over the Southwest and into Mexico. Troops were sent after them and they were eventually forced back on the reservations, only to break out again within a short time. In fact, the history of the Apaches from 1875 to 1886 is a repetition of sporadic escapes from the reservations.

In October, 1880, Victorio escaped with a band into Mexico. He was pursued by General Joaquin Terrazas of the Mexican Army and trapped in a box canyon in the Tres Castillos Mountains between Carrizal and Ojinaga.¹⁵ The resulting battle lasted throughout the night and into the morning. Victorio was wounded several times and his followers ran out of ammunition. Neverthe-

¹²Roscoe P. and Margaret B. Conkling, *The Butterfield-Overland Mail: 1857-1869* (Glendale, Calif., 1947), 11, 115.

¹³In the party were Emmett Mills, Freeman Thomas, M. Champion, Robert Alvin, Joseph Porcher, John Pontel, and John Wilson.

¹⁴Lockwood, *op. cit.*, 192.

¹⁵Ojinaga, a Mexican village, is situated at the confluence of the Conchos and the Rio Grande.

less the Indians would not surrender until Victorio was finally killed, whereupon the remainder gave themselves up.

In April, 1882, a large band of Apaches led by Nachez, Chatto, and Loco broke out of the reservation and headed south through Willcox, Arizona, into the Chiricahua Mountains towards Mexico. Colonel W. W. Forsyth with four troops of the Fourth Cavalry set off in vigorous pursuit. He overtook the fleeing Indians in the Chiricahua Mountains, but due to the natural skill of the Apaches in fighting rear guard actions, he was never able to make contact with the main body. The Indians thus made good their escape into Mexico only to run head on into Colonel García of the Mexican Army, who was on a routine march with his troops. Suddenly from the north a dust cloud was seen and it was surmised to be caused by raiding Indians. Colonel García placed his troops in ambush in a position that the Indians would have to pass, and waited. Soon the Indians were passing through the trap and fire was opened with dire effect. However, as was customary in an Indian retreat, the aged, women, and children were leading the way, and it was these who suffered great loss of life. The braves, bringing up the rear, attacked fiercely and successfully fought their way through the trap. With the survivors of their families they found safety in the mountains of Chihuahua.¹⁶

Another important engagement was fought in July at Big Dry Wash, Arizona. A force comprised of Colonel A. W. Evans with a detachment of the Sixth Cavalry, Captain Adrian R. Chaffee also with a detachment of the Sixth Cavalry, and Major John S. Mason with a troop of the Third Cavalry took to the field to round up a large party of Apaches under Nati-o-tish who had bolted the reservation earlier in the year. The troopers caught up with the Indians near the Salt River and the present site of Roosevelt Dam. In the ensuing battle Nati-o-tish and a number of his braves were killed.¹⁷

A difference of opinion between General Crook and the War Department concerning the policy being employed in dealing with the Indians led to General Crook's removal from command on April 2, 1886. He was succeeded by General Nelson A. Miles with instructions to carry on ceaselessly the most vigorous operations looking to the total destruction or capture of the hostiles. The fact that he eventually accepted the surrender of Geronimo, the worst of the Apache chiefs, was regarded by his superiors as a failure to carry out instructions and caused him considerable criticism and discomfiture.¹⁸

By the time General Miles had taken command in Arizona the Apache problem had resolved itself into curbing the depredations of small bands who were nothing more or less than renegades. The great majority of Apaches had

¹⁶Lockwood, *op. cit.*, 247.

¹⁷*Ibid.*, 251.

¹⁸*Ibid.*, 306.

finally become convinced that they must live in peace with the white man¹⁹ and were doing just that on the reservations provided for them. However, renegade leaders visited the reservations from time to time and either persuaded or forced the less content to bolt. So long as men like Geronimo remained at large no one could be certain what would happen. Well aware of this situation General Miles resumed a vigorous campaign against the renegades in the spring of 1886.

In the operations that followed Lieutenant Charles B. Gatewood played a prominent part in persuading Geronimo to surrender at Skeleton Canyon, Arizona, to General Miles on September 4, 1886. Four hundred and ninety-eight Apaches led by Geronimo, Nachez, Chatto, Nana, and Loco surrendered at the same time and were held in confinement until sent under guard to Fort Marion, Florida.²⁰

In the years that followed the Apache prisoners suffered such severe mortality in the damp eastern climate that, at their own request, they were returned in 1894 to the military reservation at Fort Sill, Oklahoma. There they remained on the Kiowa and Comanche Reservation until 1913 when they were offered the option of remaining permanently at Fort Sill or returning to the Mescalero Reservation in New Mexico. Most of the Indians elected to return and were resettled in 1914.

Gradually all of the renegade chieftains either died rebelliously or reformed. With their passing, Christianity, kind treatment, and education changed the character of the people. Geronimo was confined for a while in the old stone guardhouse at Fort Sill.²¹ Later he was released and adopted the Christian religion, but he was kept under surveillance until his death of natural causes in 1909. Nana and Loco lived to return from Florida and also died of natural causes, but still unreconstructed to the end and bitter toward the white man. Nachez and Chatto lived to ripe old ages after resettling on the Mescalero Reservation. They became highly respected citizens and finally died in 1921 and 1934, respectively.

Today as one drives along U. S. Highway 70 through the Indian Reservation near Ruidoso, New Mexico, he no longer feels any fear of the Apaches. After three and one-half centuries of constant warfare they have at long last learned to live in peace. Today they live as Christian citizens on their farms and cattle ranches, enjoying the same comforts and privileges as other American citizens. No one cares to remember that the fathers and grandfathers of these people were mortal enemies of the white man only two generations ago.

¹⁹Evidence of this lies in the fact that thousands of Apaches lived in peace on the reservations, and many were organized into Scout companies to serve with the Army against other Apaches.

²⁰Lockwood, *op. cit.*, 315.

²¹This old building contained a basement cell with a barred window at ground level to permit light to enter. It is still standing and is an object of interest to tourists.

LIGHT ARTILLERY AT THE PASS OF THE NORTH

by Richard K. McMaster

Following the American Revolution and until 1821, the Artillery arm of the United States Army underwent numerous changes in name and organization. An Act of Congress in 1821 authorized four regiments of artillery, each to consist of nine companies, one company of each regiment to be designated and equipped as light artillery. By 1847 each regiment had been increased to fourteen batteries, two of which were to be harness batteries of light artillery.¹

In 1861 the Fifth Regiment of Artillery was formed, and in 1898 the Sixth and Seventh Regiments came into being. In 1901 the seven regiments were merged into the Artillery Corps which consisted of 30 batteries of field artillery and 126 companies of coast artillery.

In 1907 the Field Artillery and Coast Artillery became separate branches of the service, each maintaining a regimental organization. This arrangement continued until 1949 when the two arms were again combined into a single branch, this time using a battalion rather than a regimental organization.

Despite the apparent shortage of light artillery, the rumble of gun carriages and the jingle of trace chains has been a familiar sound at the strategic Pass of the North for nearly one hundred years.

On 1 February, 1847, one year before orders were issued for the establishment of a post at El Paso del Norte, a six-piece battery of Missouri Artillery marched through the pass and into town. Under Major Meriwether L. Clark



Light Artillery (Horse) going into action on the Mexican Border.

¹Seven of the authorized light batteries served in the War with Mexico. With the exception of the light batteries, the artillery regiments served as infantry.

and Capatin Richard H. Weightman, the 117 man battery had taken almost a month of hardship and toil to transport their guns down from Santa Fé to join the Doniphan Column. Following the battle of El Brazito² on Christmas Day, 1846, Doniphan had crossed to Juarez where he encamped awaiting his artillery. The column left for Chihuahua and Saltillo on 8 February, 1847.

A year later, on 23 February, 1848, two more light batteries arrived at El Paso with Colonel Sterling Price's Column for a second invasion of Chihuahua. In Major Walker's battalion of Santa Fé Horse were three companies of horse and Captain Hassendeubel's battery of light artillery. With the 1st U. S. Dragoons, commanded by Major Benjamin L. Beall, were three companies of dragoons, one of which was acting as light artillery under Lieutenant John Love. Price's Column departed El Paso on March 1, 1848, for Chihuahua.

The following September, 1848, a mounted column consisting of three companies of the 1st Dragoons and Light Battery "E," 3rd Artillery, all under the command of Lieutenant-Colonel John M. Washington,³ 3rd Artillery, passed through El Paso del Norte en route to its home station at Santa Fé.

The year 1855 found a detachment of the 1st Artillery stationed at Fort Bliss as a part of the four company garrison. The post was commanded at that time by Lieutenant-Colonel John B. Magruder,⁴ 1st Artillery.

On 31 March, 1861, Fort Bliss was surrendered to the local Confederate Commissioners. On 12 December, 1861, Brigadier General Henry H. Sibley, CSA, arrived at Fort Bliss and assumed command of Confederate forces assembled for the invasion of Arizona and New Mexico. Included in his command was a battery



THE UPPER RIO GRANDE

²The opposing Mexican troops included the Vera Cruz Dragoons and the Actavo Battalion of Chihuahua, with four pieces of artillery. For a detailed account of the battle of Brazito see George Ruhlen, "Brazito—The Only Battle in the Southwest Between American and Foreign Troops," in *PASS-WORD*, V. II, No. 1, (February, 1957) 2-13.

³Lt.-Col. Washington commanded Light Battery "B," 4th Artillery, at Buena Vista.

⁴Commanded Light Battery "I," 1st Artillery at Cerro Gordo, Contreras, and Chapultepec.

of six mountain howitzers of the Texas Light Artillery commanded by Captain Trevanion T. Teel, CSA.

General Sibley's force marched up the Rio Grande valley and maneuvered in the vicinity of the Union post at Fort Craig, New Mexico, from 12 February to 20 February, 1862. On the morning of 21 February, 1862, a fight developed for the Valverde river crossing a few miles north of Fort Craig.

Light artillery was employed by both sides. During this engagement the Union battery of Captain Alexander McRae was overrun and Captain McRae killed. McRae's battery of six 24 pounders was formed from the 2nd and 3rd Cavalry. McRae, an officer of the 3rd Cavalry, although wounded many times, was the last man at the gun position where he was killed. A two-piece Union battery commanded by Lieutenant Robert H. Hall, 5th Infantry, was saved when the Union line gave away.

Following a Confederate set-back on 28 March, 1862, at Glorieta Pass, New Mexico, General Sibley withdrew to Fort Bliss. In June he retired to San Antonio.

On 4 July, 1862, a Union force known as the California Column arrived at Fort Thorn on the Rio Grande above Mesilla, New Mexico. Commanded by Colonel James H. Carleton, USA, it consisted of California volunteers with Light Battery "A", 3rd Artillery attached. The four-piece battery was commanded by First Lieutenant John B. Shinn.⁵ Passing through El Paso, the column occupied Fort Quitman on 21 August, 1862.

The Spanish-American War found Fort Bliss in the hands of a care-taking detachment, and it was not until 1914 that the light artillery returned. Now known as Field Artillery, a battalion of the 3rd Field Artillery arrived from San Francisco to join the command of Brigadier General John J. Pershing.

In 1915 a battalion of the 4th Field Artillery with its pack mules joined the command. With the departure of most of the garrison for Mexico in 1916, additional troops began to arrive. Among them, the 5th Field Artillery from Fort Sill, and the newly formed 8th Field Artillery.

With the outbreak of World War I, these regiments were replaced by the 82nd Field Artillery (Horse)⁶ which became the artillery of the Fifteenth Cavalry Division with headquarters at Fort Bliss. The 16th Field Artillery trained at Fort Bliss for a few months in 1918.

⁵In 1865 Captain Shinn was brevetted to Major for successfully bringing his battery across the Yuma and Gila deserts in 1862.

⁶The 24th Cavalry became the 82nd Field Artillery in 1917. The designation "Horse" indicated that the cannoneers rode horseback rather than on the gun carriages.

On the night of 15 June, 1919, batteries "C" and "D" of the 82nd Field Artillery, under Captain R. D. Delehanty, crossed the Rio Grande River at San Lorenzo Ford. The batteries were attached to a cavalry column entering Mexico to dislodge Villista rebels bivouacked near the Juarez Race Track. During the night, Batteries "A" and "B" of the same regiment placed accurate fire upon the Race Track area from positions near the Santa Fé Bridge. Batteries "E" and "F", although in position, were not called upon to fire. With the coming of daylight, the Villistas fled to the south pursued by the cavalry and fired upon by the attached artillery.

When the 1st Cavalry Division was organized at Fort Bliss in 1921 it included the separate 82nd Field Artillery Battalion (Horse). During the Escobar Revolution of 1929, this battalion manned two armored railway cars equipped with light artillery near the Santa Fé Bridge.

In 1932 the battalion was expanded into a regiment. In 1941 the 2nd Battalion was redesignated the 61st Field Artillery Battalion, and the regimental organization was replaced by a new command unit, the 1st Cavalry Division Artillery. In February, 1943, the division was alerted for an overseas assignment as a dismounted unit, and the 99th Field Artillery Battalion (Pack) joined the Division Artillery. The last units of the division cleared Fort Bliss in June, 1943.

In 1946, Fort Bliss was designated the Antiaircraft Artillery and Guided Missile Center, and although some of its units bear the name of Field Artillery, it is a far cry from the long dust-covered columns of sweating horses and men of the light artillery.

THE JACKASS TRAIL

. by Emily Chase Giddings
and Emmie Wheatley Mahon

This year of 1957 marks the centennial of the first transcontinental passenger and mail service in the United States—the San Antonio & San Diego Stage Coach Line. Known locally as “The Overland Mail” and popularly as “The Jackass Trail,”¹ it was “the longest uninterrupted route in the United States if not in the world”² and the first to put the United States mail on wheels from coast to coast.³ “It was truly a pioneering enterprise,” a recent writer asserts, “of far greater significance than was understood at the time, or is generally appreciated a century later.”⁴ Many factors entered into the settlement of the West and the closing of the frontier but the chief of these factors was transportation. The Overland Mail is important because it was the first attempt in the field of transportation to tie the West to the East.

The forty-niners, lured by the discovery of gold, brought California into the Union as a full-fledged state in 1850. In the southern part of the country there was nothing to link this new state to the Union nearer than San Antonio, Texas. To the north there were no means of communications overland farther west than the Salt Lake wagon trains which hesitated to cross the Sierras in mid-winter. In addition, the flood of immigrants, representing almost every nation in the world with as yet no feeling of unity or loyalty to the United States, created a potential danger. Indeed, “as early as 1850, with California’s admission to statehood, alarmists were not alone in their misgivings that the retention of perhaps half of the New Western Empire might depend upon the immediate driving of spikes and the clenching of iron bands across the Continent.”⁵

¹Several theories have been advanced as to the origin of the term “Jackass Trail.” Possibly the most acceptable one is that the name was first employed in 1857 “by an envious San Francisco editor. Mules did serve as saddle-animals for messengers and passengers between Fort Yuma and Diego, and to haul the coaches between the Colorado River and San Antonio; but a mule is not a jackass, as any skinner will testify. The editor, however, was hellbent on belittling.” See Stuart N. Lake, “Birch’s Overland Mail in San Diego County,” in *San Diego Historical Society Quarterly*, V. III, No. 2 (April, 1957), 15.

²*San Diego Herald*, January 27, 1858.

³This was the first scheduled overland mail service from coast to coast but transport of mail over the trails which the line followed had been commonplace for ten years prior to the initial trip. “Military couriers had maintained letter service between the Atlantic seaboard, way stations, and the Army posts at Fort Yuma and San Diego from 1847 on and had carried some civilian mail.” Lake, *loc. cit.*, 15.

⁴*Ibid.*, 15.

⁵Captain William and George H. Banning, *Six Horses* (New York, 1930), 5-6.

This period of agitation for a railroad was marked by the threatened division, petty quarrels, and serious problems of the North and South. Each section was determined to preserve the balance of power in the national government, and statesmen and politicians did not lose sight of the fact that along the line of march of a transcontinental railroad settlements would develop and western lands made ready for statehood. Thus the broadly divided national interests were hurling one political faction against the other over the question of which overland route should be favored by a Federal appropriation.⁶ The northern route was condemned by the South and the southern route by the North.⁷ While bickering, quarreling, accusations and acrimony were occupying the minds of the Senators and Congressmen, California and the West were threatened with either "languishing on the vine" or sending out new shoots, thus forming separate principalities.

A further hindrance to any action on the part of Congress for a transcontinental system of transportation were the steamship companies which kept up a continued agitation against any kind of enterprise that would interfere with their monopoly around Cape Horn.⁸ Nevertheless, political conditions finally forced Congress to act and on March 3, 1857,* that body passed a measure which authorized the Postmaster General to grant a contract for a transcontinental stage coach service to carry the mail.⁹ The Postmaster General was further authorized to choose the route he thought best.¹⁰

A rather large number of ambitious men submitted bids for the stage service but, on June 22, 1857, the contract was awarded to James E. Birch. It was to become effective on July 1, 1857, and was to run until June 30, 1861. The contract provided for an annual payment to Birch of \$149,800. for semi-monthly mail service between San Antonio and San Diego.¹¹ This amount was later increased to \$196,000. yearly. The contract further provided that the line was to use Concord stages and four horses. In the beginning, however, almost every kind of conveyance was used until the line could be supplied with stages, and mules proved better suited than horses for the long, hard mountainous and desert trek. Birch, incidentally, was a native of Swansea,

⁶*Ibid.*, 7.

⁷David Saville Muzzey, *The American People* (New York, 1929), 414.

⁸Banning, *op. cit.*, 74.

*Previously, in 1853, Congress provided for six surveying parties to determine the most practicable route for a railroad to the Pacific. See the review of *The Land Between* on page 97 below. (Editor's note.)

⁹"Report of the Postmaster General," *Congressional Globe*, Thirty-fifth Congress, First Session, XXXVII, 25.

¹⁰Banning, *op. cit.*, 79.

¹¹Kathryn Smith McMillen, "A Descriptive Bibliography on the San Antonio—San Diego Mail Line," in *The Southwestern Historical Quarterly*, November, 1955.

Massachusetts, although at the time he received the contract he was living in California where he operated several stage lines in the northern part of the state.¹²

Immediately upon receiving the contract Birch appointed George H. Giddings agent for the Eastern Division—San Antonio to El Paso—and R. E. Doyle agent for the Western Division—El Paso to San Diego. J. C. Wood was appointed general superintendent of the entire line.¹³ Giddings sent the first San Diego-bound mail out of San Antonio on July 9. It was in charge of James E. Mason. The second batch of mail was despatched on July 24 under command of Captain Henry Skillman. Mason was delayed by Indian attacks and Skillman caught up with him near El Paso.¹⁴ A coach was scheduled to leave San Diego for San Antonio on the same day, July 24, but for some unknown reason was delayed for two weeks.

There is a story to the effect that a New York shipowner wagered Giddings \$100,000. that his ship leaving New York on the same day the coach left San Antonio would beat the coach into San Diego. Giddings won the bet.¹⁵ The stage thundered into San Diego at noon on August 31 amid the hilarious shouting of the driver, passengers, and populace. The ship docked a few hours later. The coach had traveled the entire distance from San Antonio to San Diego in "the unprecedentedly short time of 34 travelling days, the entire trip occupying 38 days."¹⁶

The postage cost for the overland trip was three cents a half ounce but stamps were not available in San Diego. The *Herald* of that city, in its issue of July 9, 1857, announced that "People will have to send to San Francisco for stamps and envelopes. The postmaster has written to the Post Office Department again and again." The passenger fare was one hundred dollars from San Antonio to El Paso and two hundred dollars for the entire trip. Passengers were each allowed thirty pounds of personal baggage, exclusive of blankets and arms. Extra baggage was taxed at the rate of forty cents a pound to El Paso and one dollar a pound from San Antonio to San Diego.¹⁷ The Concord coach weighed 3,000 pounds and was constructed of choicest hickory and iron.

¹²Lake, *loc. cit.*, 15.

¹³George H. Giddings, *The Case of Conductor of the Overland Mail Route from San Antonio, Texas, to San Diego, California* (Washington, 1860).

¹⁴Report of J. C. Wood to the Honorable A. V. Brown, Postmaster General on the Opening and Present Condition of the U. S. Overland Mail Route Between San Antonio, Texas, and San Diego, California, 1858.

¹⁵San Antonio—An Authoritative Guide to the City.

¹⁶San Diego *Herald*, September 5, 1857.

¹⁷Advertisement: "Overland to the Pacific—The San Antonio and San Diego Mail Line" in *Overland to the Pacific* (California Committee Overland Mail Centennial, 1957-58, San Diego, 1955).

The spindles of the steel axles were two and one-half inches in thickness and fourteen inches long. The cushions which were upholstered on coiled springs were filled with horsehair and covered with the best quality leather.¹⁸ The body of the coach was swung on leather braces that permitted it to swing back and forth and from side to side. Baggage and mail were carried under the driver's seat and also in the boot which was a special compartment in the rear of the coach. As much as six hundred pounds of mail could be carried at one time. Indeed, during the month of March, 1860, a total of 112,645 letters were transported over the route.¹⁹

The stage line was no sooner inaugurated than Birch left California for New York by way of Panama. But his ship, the *Central America*, sank on September 12, 1857, off Cape Hatteras, North Carolina, carrying to a watery grave its 400 passengers including Birch.²⁰ Without advising Superintendent Wood Birch's widow disposed of her husband's interest in the mail line to her step-father, Otis H. Kelton. But Giddings and other stockholders objected so strenuously that the contract was transferred on March 3, 1858, to Giddings.²¹ (Part of the money Giddings raised to purchase the line was borrowed from Simeon Hart of El Paso.)²² From that date until the expiration of the contract the stage line was known as the "Giddings Line." Wood was retained as general superintendent with headquarters in New York City.²³

After the stage line began to function regularly, stations were established over the entire route, spaced at a distance of twenty-five or thirty miles. They were constructed in the form of a quadrangle with rooms opening inside onto the court or patio. The largest and most important stations were at San Antonio, El Paso, and San Diego.

The El Paso station was located on the site where the Kress Building now stands. The Hilton Hotel occupies the site of the Giddings store which furnished supplies for the stages and passengers. On the corner where the Mills Building stands was the hotel which housed the passengers. "The Little Plaza" (Pioneer) was opposite the present site of the White House. The market in the Little Plaza, like all markets of Mexican origin, had its *tamale* and *enchilada* booths with their small *brazeros*, the burning charcoal braziers, as well as fruit and vegetable stalls. Two ash trees, one on either side, stood at the bridge

¹⁸Charles Ramsdale, "Stage Coach Days," in *San Antonio Express*, February 13, 1949.

¹⁹Claude Stanush, "Stage Coach Rolled Over History Pages," in *San Antonio Express*, July 16, 1939.

²⁰Roscoe P. and Margaret B. Conkling, *The Butterfield Overland Stage: 1857-1869* (Glendale, California, 1926), 1, 95.

²¹Letter from K. P. Aldrich, Chief Inspector of the Post Office Department, Washington, July 28, 1937, to the writers.

²²*Report of J. C. Wood, 1858.*

²³Conkling, *op. cit.*, 95-6.

crossing the irrigation ditch at El Paso Street and Little Plaza and these served as bulletin boards upon which to tack legal notices and occasionally a challenge of "some citizen who felt himself aggrieved by another citizen and had better be ready to shoot on sight when the challenger should meet him."²⁴ W. W. Mills relates that his brother Anson tacked up a notice on one of the trees, calling another citizen a liar."²⁵ Incidentally, San Antonio and Overland streets take their name from the stage line.

There is no denying that El Paso was a "rough" and primitive town in the days of the stage coach. Almost every man carried a gun. The brother of George, Dr. Frank Giddings, was killed by a stray bullet that passed through the door of a saloon and hit him as he was driving past on an errand of mercy. (Dr. Giddings was buried in the present library park but later was removed with the other bodies to Concordia Cemetery.) Once Giddings' store was robbed and the clerk who was sleeping in the rear was murdered.²⁶



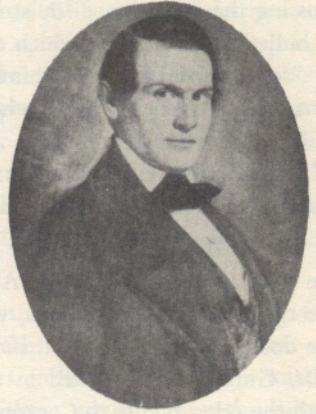
Regardless of the primitiveness of El Paso, all travelers who have left their impressions of the little border town have been fulsome in its praise. W. W. H. Davis, the United States Attorney for New Mexico, wrote that "The climate is delightful; a region of perpetual spring and summer where most tropical fruits and plants flourish."²⁷ George Giddings in later years liked to tell his daughters of the fertile El Paso valley which abounded in grapes, citrus fruits, and vegetables. He liked to relive the days when for twenty-five cents vendors would supply him with more grapes than he could carry.

²⁴*Memoirs of S. H. Newman* (written in 1906 and in the possession of his son, Lee Newman.)

²⁵W. W. Mills, *Forty Years in El Paso* (El Paso, 1901), 36.

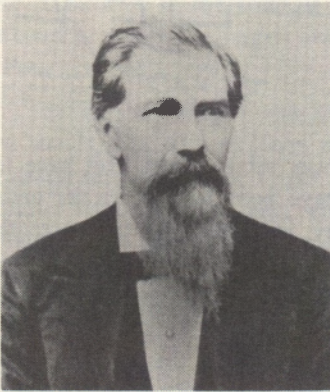
²⁶*Ibid.*, 36.

²⁷W. W. H. Davis, *El Gringo or New Mexico and Her People* (New York, 1857), 379.



JAMES E. BIRCH

The Jackass Trail was short-lived—four short years—but it fills an important place in history. "It was the last link between the old and new."²⁸ It served its purpose and "we today may cherish it as a promoter of settlement and a precursor of the railroads into the West."²⁹ Of the stage personnel Conkling notes that they were the "hardy pioneers who stretched our boundaries and played such a large part in the settlement of the frontier, contributing in no small measure to the glories of American History, although unsung and forgotten by all."³⁰



GEORGE H. GIDDINGS

²⁸Leroy R. Hafen, *The Overland Mail* (Cleveland, 1926), 329.

²⁹*Ibid.*, 331.

³⁰Conkling, *op. cit.*, 1, 100.

Editor's note: George H. Giddings has been commemorated in El Paso by having a street named after him, Greenwood Street which is just north of Kern Place and west of Southland Avenue and runs from Eubanks South to Southland Avenue, was recently changed to "Giddings Street."

BOOK REVIEWS

THE LAND BETWEEN

tr. & ed. by *Frederick W. Bachmann*
and *William Swilling Wallace*

(Los Angeles: Westernlore Press, 1957. \$6.00)

During the closing days of the Thirty-Second Congress, in the early spring of 1853, provisions were made for a number of government-sponsored surveys of the trans-Mississippi West to determine the most practicable route for a railroad to the Pacific. The responsibility for carrying out the surveys fell to Jefferson Davis, Secretary of War in Franklin Pierce's cabinet.

Altogether six surveying parties were sent forth by Secretary Davis. The sixth party, which is described in this book, was under the command of Captain John W. Gunnison, assisted by Lieutenant Edward G. Beckwith. Gunnison was assigned the route along the 38th and 41st parallels. That his work was successful is proved by the fact that after the Civil War three railroads were constructed along his surveys—the Central Pacific west of Salt Lake; the Atchison, Topeka and Santa Fé from Kansas City to La Junta, Colorado; and the Denver and Rio Grande Western in the Rockies.

Accompanying the Gunnison-Beckwith Expedition was Dr. James Schiel, a German physician and scientist, whose duty it was "to set broken bones, bandage the wounds, and keep a geologist's eye out for coal deposits." But Schiel did more than this. He kept a journal which was later published in Germany. The present book is a translation of Schiel's journal.

Dr. Schiel was an intelligent observer and had much to say about the wild lands his party traversed. He described the geology and geography, flora and fauna, Indians, buffaloes, and the Mormons in their newly founded Salt Lake City. His description of the massacre of Captain Gunnison and some of his companions, by Indians in Utah, is one of the dramatic episodes in the book.

Dr. Frederick W. Bachmann, Professor of Modern Languages at Texas Western College, has done an unusually good job of translating. He has transformed the typically long and involved German sentences into short and graceful ones, thereby adding greatly to the charm of the book. William Swilling Wallace, Associate Librarian and Archivist, New Mexico Highlands University, contributed the excellent introductory chapter and the explanatory notes. The two authors working together have made this one of the best books on the Early West to be published in a long time. It is a worthy volume to add to the ever-increasing list of Western Americana.

Texas Western College

Eugene O. Porter

TEXAS GOVERNMENT

. by *Stuart A. MacCorkle and Dick Smith*
(McGraw-Hill Book Company, Inc., 1956.)

This is the third edition of a text book in use for a number of years in Texas institutions of higher learning, including Texas Western College. As a work designed to meet the elemental needs of undergraduates in Texas colleges, it accomplishes its objective in a very satisfactory manner. The subject matter is clearly and, in general, simply presented. It is arranged into logical chapters, which are subdivided under distinct separate headings, all operating for ease of understanding.

The average citizen, who has never made even a moderate effort to study his state government, will find it rewarding to examine this volume. The state's reputation for the unusual and fabulous, he will find, is not missing from its political organization or from its functioning either. He will discover the historical reason for probably the longest state constitution of any of our forty-eight states, devised in the somewhat unbalanced thinking of the era immediately following Reconstruction. It is filled with endless details that have no sound place in a basic document, aimed at restricting the power of the legislature and the governor, and calling for regular biennial changes (to be approved by the not-always-informed electorate) to cope with changing conditions of modern life. He will be impressed, further, with the hodge-podge of organization that prevails in the administrative branch, operating for decentralization and divided responsibility. A thorough overhauling of the Constitution is badly needed, as the authors and others have repeatedly pointed out, but such action is not in sight at this time.

It is perhaps unfair to suggest criticism of this book which serves its purpose so well. However, like many other texts, the teacher who uses it often wishes that the normal scholastic level maintained could be departed from at times, to answer queries that students always ask about the simplest matters of personal practical relationship to the government. Students ask, for example, such questions as the difference between bail and bond, the meaning of garnishment of wages, what property can be seized to satisfy a judgment, what are judgments anyhow, how are they collected, the laws of descent and procedures in settling estates, some of the mysteries of legal practice, just how does one sue in a Justice of the Peace Court without a lawyer, what to do in automobile accidents, why can we not better the "cash-register" of justice of some of our none-too-profound Justices of the Peace, and so on. This is not government? Get a lawyer? Students think it is government and have an awe of lawyers. The addition of three or four pages to cover such matters would add some real direct interest to a subject not essentially stimulating. Or perhaps a brief glossary of legal terms in the back of the book would be good.

Texas Western College

• Daniel A. Connor

CONTRIBUTORS

John Middagh, Co-chairman of the Department of Journalism and Radio-Television at Texas Western College, is a native of Lawrenceville, Illinois. He received his degree in journalism from the University of Missouri and his master's degree in history from Texas Western. He is a former reporter for both the *El Paso Times* and the *El Paso Herald-Post*. He has been a member of the TWC faculty since 1948.

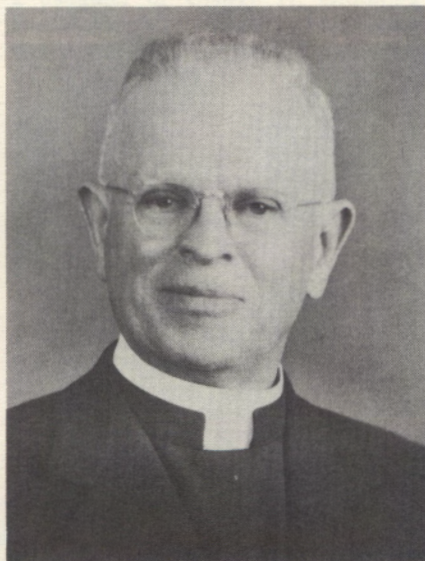
Mr. Middagh became interested in A. K. Cutting while gathering material for a book, *El Paso Times: Frontier Newspaper*, which is in the final stage of preparation for publication.



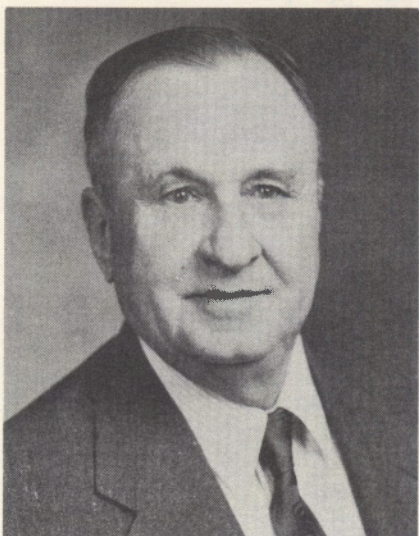
JOHN MIDDAGH

The Rev. Adolph A. Stoy was born in Philadelphia and educated in the public schools of that city. He has been a resident of El Paso, however, since June, 1911, and for almost forty years was employed in the offices of the Motive Power Department of the El Paso & Southwestern Railroad and its successor, the Southern Pacific.

In 1947 Mr. Stoy was ordained to the Diaconate and in 1949 to the Episcopal Priesthood by the Rt. Rev. James M. Stoney, then Bishop of this Diocese. He served from February, 1949, to September, 1956, as the Associate Rector of St. Alban's Episcopal Church. He is now retired.



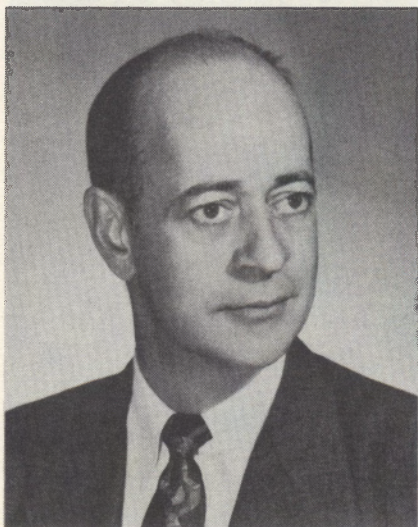
REV. ADOLPH A. STOY



COLONEL ALBION SMITH
U.S.A. Retired

Colonel Albion Smith, U.S.A. (Ret.) is well-known to the readers of PASS-WORD. He was the author of the excellent article, "The Salt War of San Elizario," in the first issue of the quarterly (February, 1956). Born in South Carolina, he was graduated in 1913 from The Citadel, the Military College of South Carolina. He was commissioned the same year in the Philippine Constabulary and served in Mindanao and Sulu against the Moros. He also served as deputy-governor of Tawi Tawi. Col. Smith then accepted a commission in the United States Army and served on the Mexican border and in both world wars. Upon retirement because of disabilities he enrolled at Texas Western College where he received the degree of Master of Arts with a major in history.

Colonel Smith served as the first president of the Beloved Vagabonds, which was founded by another member of our society, Dr. Annamarie Tyre. Membership in the Vagabonds is limited in number and to those who have enjoyed foreign travel.



MAJOR RICHARD K. McMASTER
U.S.A. Retired

Major Richard K. McMaster, U.S.A. (Ret.) will be remembered by readers of PASS-WORD for his unusually interesting "Letters from Mexico," published in the first issue of the magazine. He was born at Fort Trumbull, Connecticut, in 1904, and reared on army posts in the West. Upon being graduated from West Point Military Academy in 1926, he was commissioned in the Field Artillery. He was retired for disability in 1942. During his army career he served as an instructor in mathematics at West Point.

Major McMaster is the author of *Polo For Beginners and Spectators*, published in New York by the Exposition Press. El Paso's own Major General Terry Allen, U.S.A. (Ret.) wrote the "Foreword."

Major McMaster drew the map which accompanies his article and also the map, "The Apache Country," found on page 82.



EMILY CHASE GIDDINGS

Emily Chase Giddings is the daughter of George H. Giddings the owner and operator of the Overland Mail. She was born in Washington, D. C., and educated in the San Antonio public schools and at the Southwest Texas Normal School in San Marcos. A teacher by profession she has taught in the El Paso public schools and in the Oakland, California, schools. She is now retired.



EMMIE WHEATLEY MAHON

Emmie Wheatley Mahon is the daughter of Mary Lockwood Giddings, a daughter of George H. Giddings, and Arthur C. Wheatley. Her father was a mining engineer and she spent much of her early life in Mexico. She was graduated from the University of Texas and received a Master's degree in history from Texas Western College.

Mrs. Mahon was married in 1933 and spent the next 18 years in Mexico. The Mahons returned to the States in 1950 because of the education problem of their three children. At present Mrs. Mahon is teaching history in Austin High School.

Colonel Daniel A. Connor, U.S.A. (Ret.) is an Instructor in Government at Texas Western College. He is the author, it will be remembered, of "Civil War Operations in West Texas and New Mexico: 1861-2," in PASS-WORD, V. 1, No. 3 (August, 1956).

HISTORICAL NOTES

Several local historical societies have been organized since the El Paso Historical Society came into being three years ago. In Buffalo, New York, canal enthusiasts have formed the Canal Society of New York, a unit of the New York Historical Association. DeWitt Clinton, a Buffalo attorney and direct descendant of the governor of that name who built the Erie Canal, is president of the society. Membership is open to anyone interested in the history, folklore, engineering, or other aspects of the state canals.

In Michigan the Historical Society of Great Lansing has been organized. In March the society published V. 1, No. 1 of *Heritage*. It is intended, according to *History News*, April, 1957, "to serve as a means of communication among members of the society and to encourage others to become members."

A society of more than local interest was recently organized in Richmond, Virginia. It is The Southern Jewish Historical Society and was established for the purpose "of collecting and preserving articles and materials relating to the history of the Jews in the South."

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The Idaho State Historical Society marked its fiftieth anniversary this spring with the publication of V. 1, No. 1, of *Idaho Yesterdays*. The format is attractive and the articles are unusually interesting. H. J. Swinney, director of the society, states that "We hope to strike a balance in *Idaho Yesterdays* between the purely scholarly article and the article of primarily popular appeal, and to include some of each sort of thing in each issue."

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The North Carolinian, edited by William Perry Johnson and Russell E. Bidlack and published in Raleigh, N. C., is a quarterly journal of genealogy and history. This new magazine "is devoted exclusively to the publishing of reliable source material of North Carolina (wills, marriage bonds, tax lists, deeds, census records, pension applications, and so on), and enables persons to do, in their own homes, much of their genealogical research in North Carolina records." The subscription rate is \$3.50 a year. For further information, address the editors, Box 531, Raleigh.

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The Rand Press, Boston, has given our Society a recently published book, *The Old Dutch Burying Ground of Sleepy Hollow in North Tarrytown, New York*. It is privately printed "as a contribution by an interested person to the permanent records of the First Reformed Church of Tarrytown."

It is the policy of your Editorial Committee to review only those books which fall within the Society's area of interest (see back of cover) and those books which are written by members of the Society. This book, however, is of such interest that your Editor believes some remarks concerning it are not out of order.

In addition to a number of photographs of tombstones and an end-map of the burying grounds, the book contains complete inscriptions taken from the stones. Many of the inscriptions include "poems," similar to the following:

*Farewell dear friend my memory keep
While in death's arms my body sleeps
Short was my stay with you below
Sooner or later we all must go.*

Evidently doctors were not held in very high repute in the eighteenth century because the following "poem" is found on several tombstones:

*Afflictions sore some time I bore
Physicians were in vain
Till death did seize, and God did please
To ease me of my pain.*

On one tombstone is a bit of Revolutionary War history:

"IN MEMORY OF CAPTAIN JACOB ROMER AND FRENA HAER-
LAGER, HIS WIFE WHO EMIGRATED FROM SWITZERLAND IN 1747:
WERE MARRIED IN SLEEPY HOLLOW CHURCH BY THE REV. JO-
HANNES RITZENA AUGUST 20, 1754. JACOB DIED FEB. 14, 1807,
AGED 93 YEARS FRENA DIED JAN. 2, 1819. AGED 94 YEARS. THE
CAPTORS OF MAJOR ANDRE BREAKFASTED AT THEIR HOME THE
MORNING OF THE CAPTURE, THEIR SON JAMES ROMER, BEING
ONE OF THE PARTY; AFTER THE CAPTURE, THE ENTIRE PARTY
RETURNED TO THE ROMER HOME FOR DINNER."

All in all, the book is an excellent example of what local historical societies can accomplish.

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One of the most notable, or at least the best recorded, of the Apache outrages was the Oatman massacre of 1851. Roys Oatman, with his wife and seven children, left Independence, Missouri, in August, 1850, with a party of about 50 emigrants, part of whom remained in Tucson and the rest at Pima villages, while the Oatman family went on alone in February, 1851, for California. While encamped on the Gila just below the big bend, "at a place since known by this name," the family was visited by a party of Indians who seemed

friendly at first but soon attacked and killed the father, mother, and four children. Lorenzo, the fourteen year old son was stunned and left for dead, and two daughters, Olive aged 16 and Mary Ann aged 10, were carried into captivity. Lorenzo recovered and found his way back to the Pima villages, thence going with the other emigrant families to Fort Yuma and to San Francisco.

The captive girls were carried northward into the mountains, and after a time sold to the Mojaves. The younger died after a year but Olive was kept a slave until 1856 when, "chiefly by the efforts of a Mr. Grinnell, she was ransomed." She later joined her brother and the two returned east to New York.

A book based upon their experiences had a wide circulation and also an unusual title: *Stratton, Captivity of the Oatman girls; being an interesting narrative of life among the Apache and Mohave Indians; containing also an interesting account of the massacre of the Oatman family by the Apache Indians in 1851; the narrow escape of Lorenzo D. Oatman; the capture of Olive A. and Mary A. Oatman; the death of the latter; the five years' suffering and captivity of Olive A. Oatman; also, her singular recapture in 1856; as given by Lorenzo D. and Olive A. Oatman, the only surviving members of the family, to the author, R. B. Stratton.* The book was published in San Francisco in 1857.

AN APPEAL FOR AID

The Roswell Museum of Roswell, New Mexico, under the direction of David Gebhard, needs paid memberships "from every interested citizen and supporter, to carry out its ambitious and exciting programme. The museum is known throughout the United States, and in Europe, as one of the vital small Museums in America."

The museum contains the Peter Hurd Permanent Collection, a group of paintings by Henriette Wyeth, the Bates Collection of Southwestern Pottery, and one of the finest collections in the occidental world of Chinese scrolls, paintings, and prints.

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To promote and engage in research into the History, Archeology, and Natural History of West Texas, Southern New Mexico, Eastern Arizona, and Northern Mexico; to publish the important findings; and to preserve the valuable relics and monuments.