



Historic Trail Map of the La Junta 1° × 2° Quadrangle, Southeastern Colorado and Western Kansas

Prepared in cooperation with the
Denver Public Library, Western History and Genealogy Department



Pamphlet to accompany
Scientific Investigations Map 2923



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By Glenn R. Scott, Richard H. Loudon, F. Craig Brunstein,
and Carol A. Quesenberry

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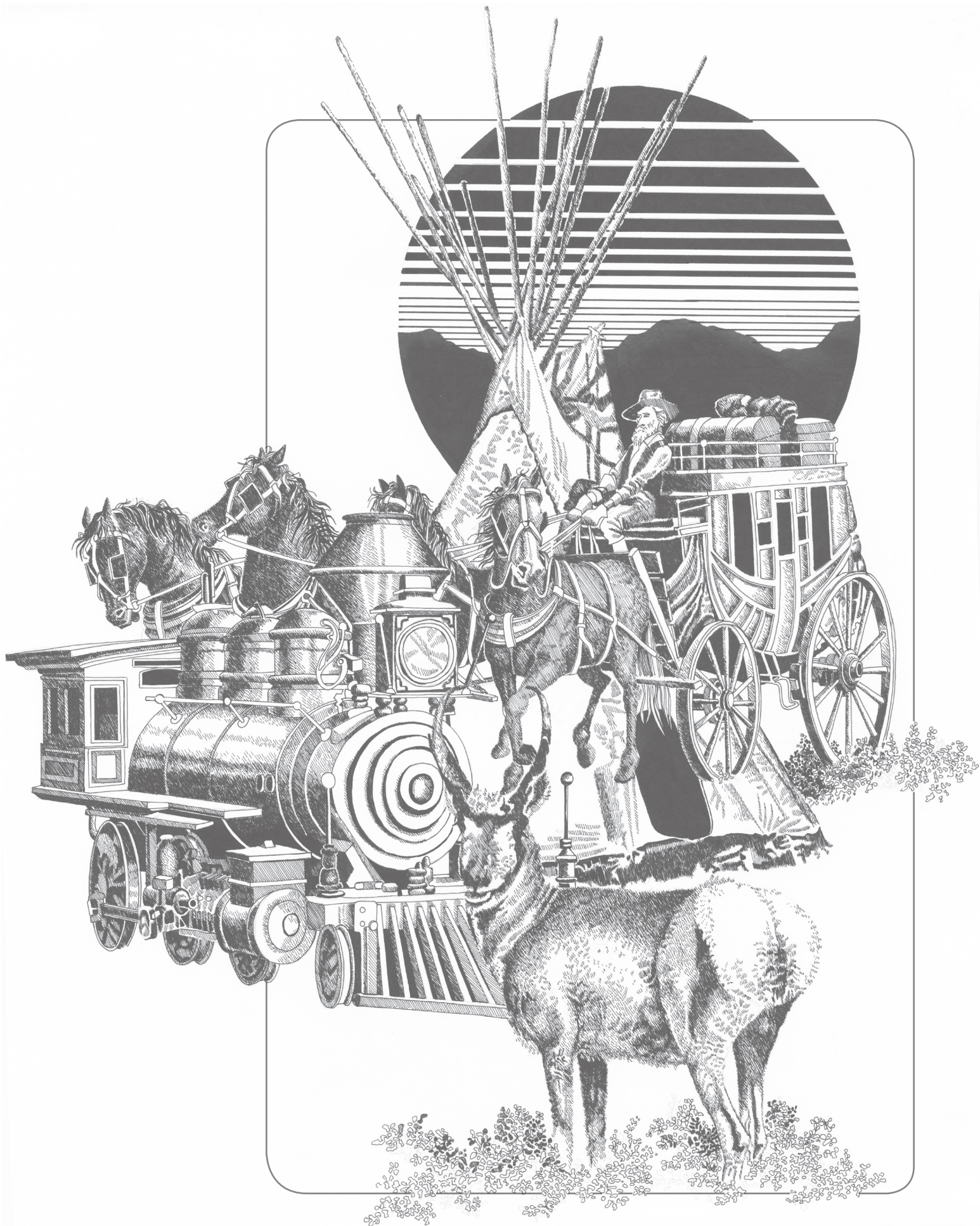
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Historic Trail Map of the La Junta 1° × 2° Quadrangle, Southeastern Colorado and Western Kansas

By Glenn R. Scott,¹ Richard H. Louden,² F. Craig Brunstein,¹ and Carol A. Quesenberry¹

Introduction

The State of Colorado contains the equivalent of 14 areas the size of the La Junta quadrangle, and each area contains about 7,200 square miles. The La Junta quadrangle contains all or part of eight Colorado and Kansas counties (fig. 1), named here with their dates of authorization and founding:

Colorado

Baca	April 16, 1889
Bent	February 11, 1870
Las Animas	February 9, 1866
Otero	March 25, 1889
Prowers	April 11, 1889

Kansas

Hamilton	January 29, 1886
Stanton	June 17, 1887
Morton	November 18, 1886

Many of the historic trails in the La Junta quadrangle were used by Indians long before the white man reached the area. The earliest recorded use of the trails by white men in the quadrangle was in the 1820's when traders brought goods from St. Louis for barter with the Indians and for commerce with the Mexican settlements in New Mexico. Trade with Santa Fe and Taos in New Mexico led to development of the Santa Fe Trail, which had two major branches, the Cimarron Cutoff and the Mountain Branch (fig. 2). Discovery of gold in the Rocky Mountains in central Colorado in 1858 led to the surveying of several other major new trails to the gold fields. Trails in the La Junta quadrangle included segments of the Mountain Branch of the Santa Fe Trail (principally a commercial route) and the Cherokee Trail (figs. 1 and 2). The Santa Fe and Cherokee Trails followed the Arkansas River through La Junta. The Santa Fe Trail took a route that always ensured a reliable source of water for travelers. In addition to the named major trails, many new local trails were opened to afford

connection to the major trails, stage stations, trading posts, and military posts. Many of the local trails were used extensively; some were so deeply worn that they still are visible on aerial photographs. Some are even shown on USGS 7.5-minute quadrangles of the area.

Stage lines and stations were established along the Santa Fe Trail. Only a few of the stations are described in the literature, and all locations are poorly known. Seven dugout stations apparently were built along the Santa Fe Trail from Fort Lyon, near Prowers, Colorado, eastward to Fort Larned in Kansas, but little information has been found that shows the locations of the stations. Some stations were built along the Cherokee Trail, which is actually on the same alignment as the Mountain Branch of the Santa Fe Trail; however, station names and locations are not well known. Nevertheless, all the known stations along the trails have been placed as accurately as the information will allow.

When trails were built, an effort was made to choose level routes; however, very little grading was done, so stages were constantly traveling down into valleys and back up the other sides or were fording streams. Diaries of the travelers give accounts of stages turning over where traversing steep stream banks along valleys. The stages traveled as rapidly as the drivers would let the horses run, and to keep the horses vigorous, they were changed about every 10–15 miles at stations where extra stock were kept. These stations were called “swing” stations, but they provided little comfort to the passengers, because stops were only long enough to change the teams of horses. About every fourth station was equipped with a kitchen and dining room so that the passengers could eat meals three times a day. These stations were called “home” stations. Some of them had beds, but generally the stages did not stop for the night and the passengers had to sleep on the coach as it traveled through the night. Along the Arkansas River, the stage passengers camped at night. Because of the scarcity of trees that could be used for lumber along the stage routes, many of the stations were simply dugouts into the banks of streams or into the sides of hills. A few stations were built of adobe or lumber.

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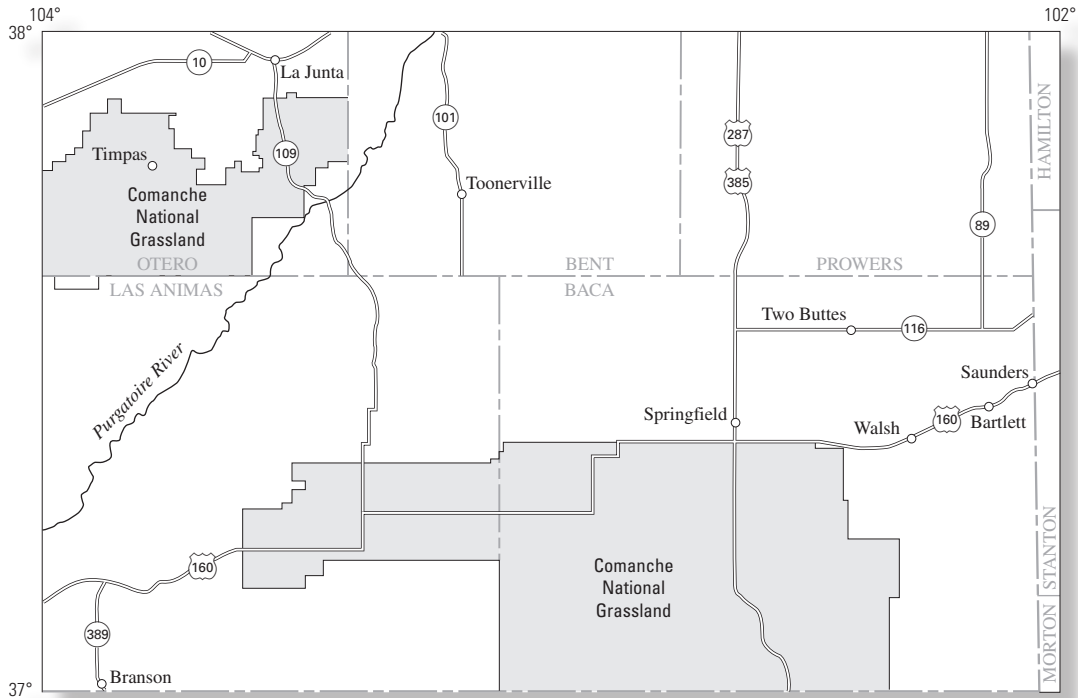


Figure 1. Index map of the La Junta 1° × 2° quadrangle showing selected modern-day major geographic features and communities.

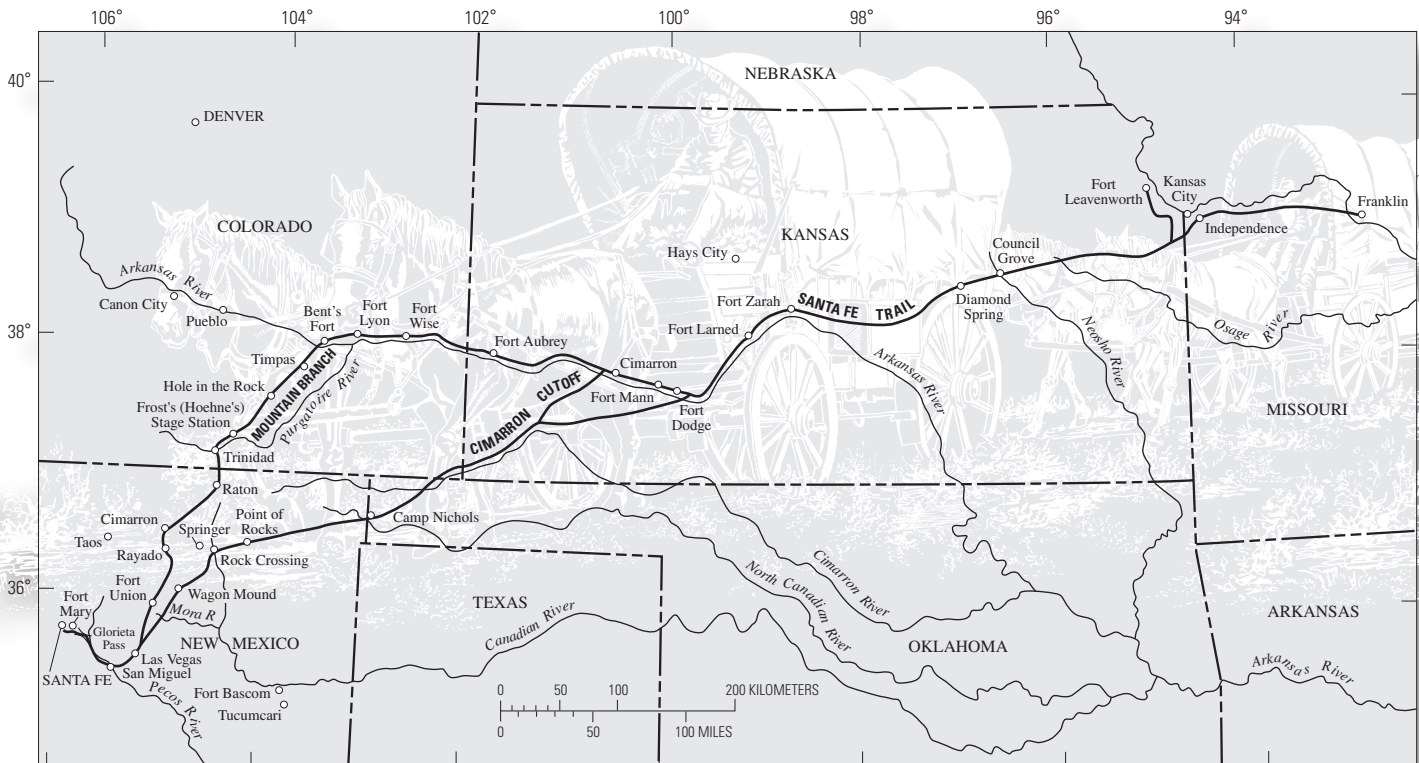


Figure 2. Map showing the Santa Fe Trail, including the Mountain Branch and the Cimarron Cutoff.

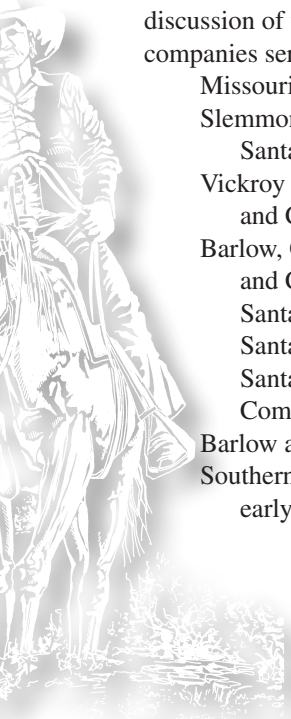
Part of the profit for the stage companies came from the transport of mail and freight. The stage contractors had to bid for the privilege of carrying the mail, and the competition was very keen, even though the profit was meager along some stage lines.

Although the stage routes were established by contractors to haul the mail and passengers, the routes were also used by freighters, immigrants, and gold seekers. A succession of mail contractors operated stage lines along the Santa Fe Trail through the La Junta quadrangle and along feeder lines leading into the main trail. The first regular mail stage to use the Mountain Branch of the Santa Fe Trail along the Arkansas River in the La Junta quadrangle was in November 1859, when the conductor, James Brice, was unable to get an army escort along the Cimarron Cutoff, so he decided to follow the Mountain Branch westward to Bent's Old Fort, then southward to Santa Fe. Later in November, another mail stage was the first to run northward along the mountains to the Arkansas River and eastward to Kansas (Taylor, 1971, p. 133). A feeder line from Fort Wallace in western Kansas led westward to Cheyenne Wells on the Smoky Hill Trail and then southwestward to New Fort Lyon; later this line extended farther west to Kit Carson and then to Fort Lyon. Many changes of routes took place between the time when delivery of mail started and when completion of railroads into the area caused abandonment of the stage lines (see Taylor, 1971, for an excellent discussion of the mail lines). The following principal mail companies served the La Junta area:

- Missouri Stage Company, February 1861
- Slemmons, Roberts, and Company—The Kansas City, Santa Fe, and Canon City Fast Line, May 1861
- Vickroy and Barnum—The Cottrill, Vickroy, and Company, April 1862
- Barlow, Cottrill, Vickroy, and Barnum—The M. Cottrill and Company, March 1863. Also known as Kansas, Santa Fe, and Canon City Express; Kansas City, Santa Fe, and Denver Mail and Express Line; Santa Fe Stage and Express; Santa Fe Stage Company; and simply Santa Fe Stage
- Barlow and Sanderson, February 1866
- Southern Overland Mail and Express Company, early 1868

During most of the time the trails were used, travel was hazardous for several reasons. The best known reason was that the Indians were antagonized by intrusion of white settlers into their native lands. The Arapaho (later spelled Arapahoe), Cheyenne, Comanche, Kiowa, and Pawnee Tribes were particularly troublesome for the white settlers in eastern Colorado. Treaties were agreed to but were not kept by either the Indians or the white intruders. In the early years (1858–1863) when there were fewer travelers into Colorado, there was much less trouble than in the later years (1864–1869). Trouble increased when the military attempted to prevent the Indians from harassing travelers along the stage lines. Retaliation by the Indians became most active after the Sand Creek massacre on November 29, 1864. Travel along all of the stage lines into Colorado was slowed or curtailed for several months after that incident. To protect the travelers along the stage routes, the U.S. Government fortified some existing stage stations and set up new camps or forts along the trails and garrisoned them with small units of cavalry. The cavalry controlled the size of traveling groups and provided escorts to assure their safety from Indian attacks. A systematic effort to kill off the bison on the plains, and thus deprive the Indians of their main food supply, probably accomplished more than anything else to stop the depredations of the Indians and force them onto reservations. The Cheyenne and Arapahoe Tribes were relative newcomers to the Colorado plains, having moved to the headwaters of the Platte River and the Platte-Arkansas divide in the early part of the 19th century (Swanton, 1953, p. 279, 385). Even though they were newcomers, they naturally were reluctant to yield their territory to the aggressive white intruders. The whites tried several methods to decrease harassment by the Indians. One method was to protect travelers by using military escorts along the trails. Another was to offer reservations where the Indians would be protected from white intrusion and have access to wild game and agricultural lands.

On February 18, 1861, a reservation was established in southeastern Colorado for the Cheyenne and Arapahoe Tribes. It existed only until October 14, 1865, and then was ceded by treaty. Unfortunately, establishment of the reservation did not bring peace to the Colorado plains or safety along the immigrant trails or along the commercial routes.



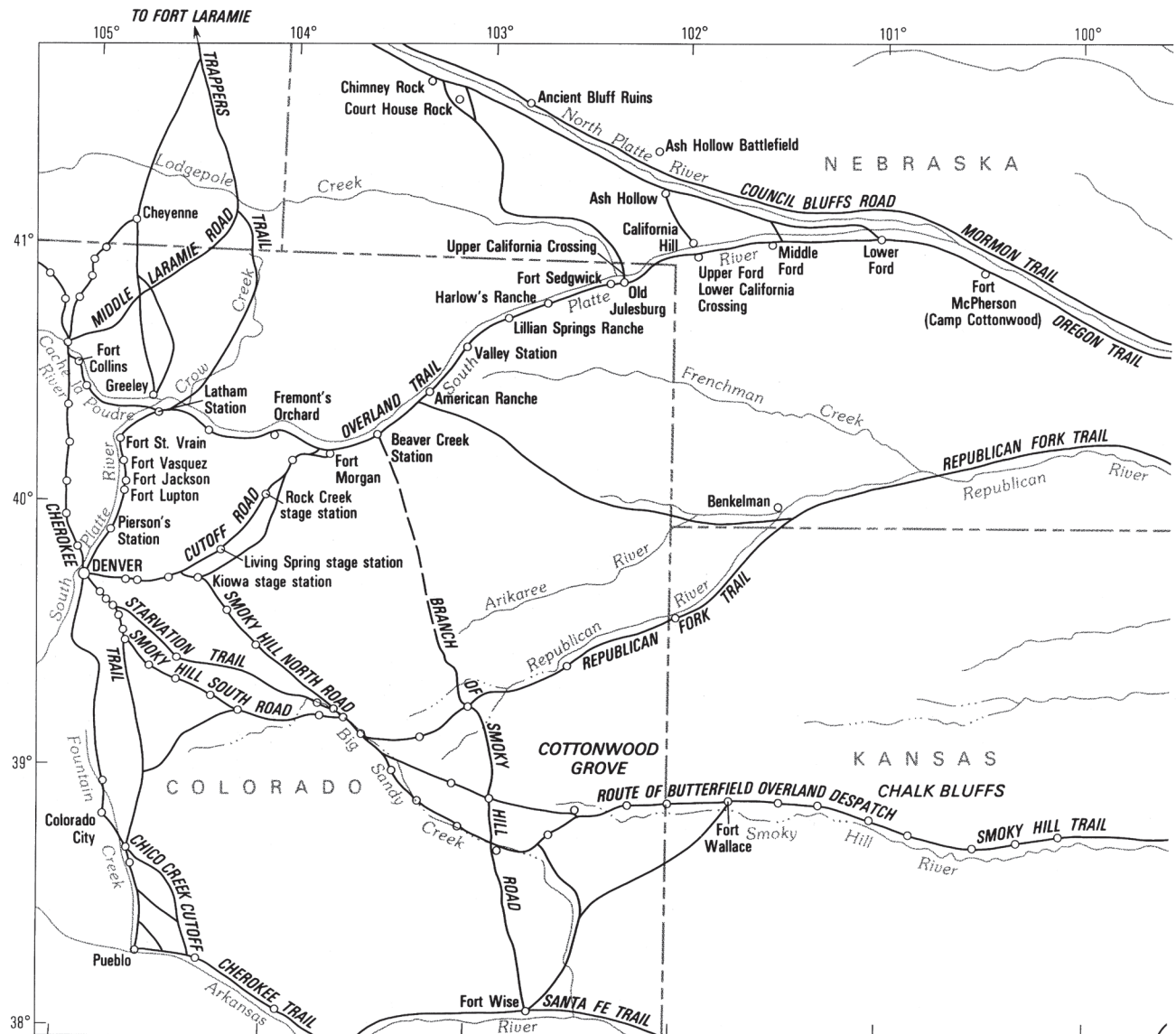
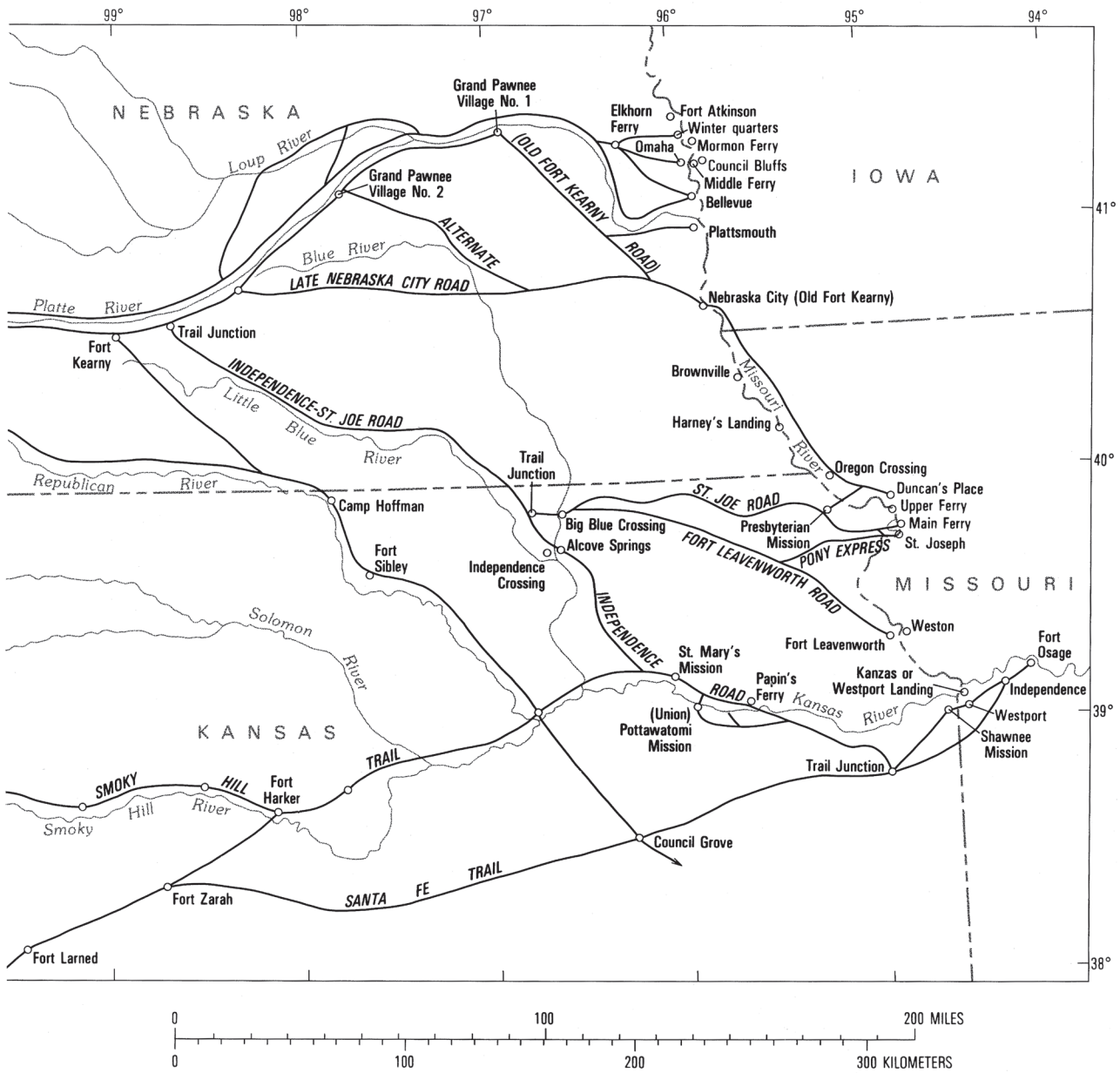


Figure 3. (Above and facing page) Regional map showing the Overland, Mormon, Smoky Hill, Santa Fe, Cherokee, Trappers, Republican Fork, and Oregon Trails and their many branches. The route of the Oregon Trail is from Mattes (1969), and its route is described in detail by Franzwa (1972). The route of the Smoky Hill Trail is from Long (1947). Unlabeled location circles are stage stations.



Even if the Indian tribes had been peaceful, travel along some of the immigrant trails would have been hazardous because of the lack of water and game. The shortage of game resulted from the early travelers eliminating the game or driving it away; thus, later travelers had difficulty in procuring meat. Westward movement and settlement of whites onto the Great Plains was encouraged by the Homestead Act of 1862. Many persons displaced by the Civil War moved onto the newly opened land, even though the Indians were still a potential menace. After the General Land Office completed the land surveys in about 1870, many of the Indians had moved out of the area. Much of the land became safe for settlement, and small towns sprang up, generally spaced no more than 10 miles apart—the distance a team and wagon could travel to town and back in a day. Roads were built to connect the new communities and provide access to the major trails. Railroads were built westward and were gradually completed across the La Junta quadrangle to meet the needs of an expanding population.

Originally the La Junta quadrangle was part of an area called the Texas Claim. The Texas Claim was an area that lay south of the Arkansas River and west of the 100th meridian. This area was claimed by Spain until 1822, then claimed by Mexico until the Mexican War Settlement in 1848, and then claimed by Texas until November 25, 1850. On that date, Texas accepted propositions offered by an Act of the U.S. Congress of September 9, 1850, for establishment of Texas' northern and western boundaries and for relinquishment of Texas' claims to lands exterior to those offered in the propositions (Barry, 1972, p. 976).

The Anis-Otis Treaty of 1819 set the Arkansas River as the boundary between Spanish New Mexico and the Louisiana Territory of the United States. The Mexican land in southern Colorado became part of the United States when the treaty of Guadalupe Hidalgo in 1848 was enacted. This southern Colorado area was still occupied by Indians until the establishment of Colorado Territory in 1861.

A wagon train of covered wagons pulled by oxen, sometime between 1870 and 1880. Stopped for midday rest and refreshment. Location and photographer unknown. (Courtesy of Denver Public Library, Western History and Genealogy Department. X-21874.)

Method of Preparation of the Trail Map

The most reliable sources for accurately identifying and locating the trails are aerial photographs, the original General Land Office (GLO) land plats, and the early GLO surveyor's field notes that were prepared only a few years after the trails were in use. The railroads were located from published maps, railroad timetables, and published books. The names and locations of towns were obtained from old maps, gazetteers, postal guides, and the earliest site localities in the official applications for the establishment of Post Offices. The correct location for many towns was obtained from U.S. Postal Service site maps; however, some towns did not have site maps, so accurate locations of those towns cannot be assured. In addition, the locations of Post Offices have changed over the years; in such instances, multiple sites where a town's Post Office existed are shown. Published articles about events along the historic trails in the quadrangle were of some help in preparing the map. Hundreds of U.S. Geological Survey aerial photographs taken mostly in the 1950's at a scale of about 1:20,000 were examined with a stereoscope to locate the railroads, settlements, and some of the trails where they were still visible. In addition, trails plotted from the land plats were searched for on the aerial photographs. Many segments of the trails are still detectable on the aerial photographs even though much of the La Junta quadrangle was plowed. Very little use of some of the trails was made after the middle of the 19th century. Aerial photographs were available to me when I prepared the geologic map of the La Junta quadrangle (Scott, 1968), and that is when I put the trails on the first La Junta trail map (Scott, 1972). Most of the trails ultimately were plotted from those shown on the land plats made from 1876 to 1890, and from old privately published maps. Then, the trails, railroads, stage stations, towns, and other features were transferred to a Mylar base map of the La Junta quadrangle, which was then scanned and digitized. All of the trails on the trail maps are only approximately located.



Many books and articles and many published and unpublished maps were examined. Unfortunately, locations of many cultural features varied from map to map, and the exact locations of some features were difficult to determine; therefore, those features may not be accurately located. Where the location of a town or other feature is uncertain, the term “location?” is added on the map.

Acknowledgments

This map was prepared principally because I thought that the original La Junta historic trail map (Scott, 1972) was not as comprehensive as the later maps, such as Denver, Trinidad, and Leadville, and I wanted to bring it closer to the quality of those later maps. Most of the research has been done in the Western History Department of the Denver Public Library. Its comprehensive collection of maps and books about the history of the Western United States was the primary source for most of the information in this publication. For their kind help, I thank the department personnel, especially Philip J. Panum, map specialist. The official records of Colorado that are preserved in the Colorado Archives provided information about toll roads in the quadrangle. Postal site location applications were studied at the Denver Regional Office of the National Archives and at the local office of the U.S. Bureau of Land Management (BLM). Also the General Land Office plats were studied at the National Archives office on the Denver Federal Center. Both the General Land Office plats and surveyor’s field notes also were examined at the U.S. Bureau of Land Management, 2850 Youngfield St., Wheat Ridge, Colorado. I benefited greatly from the assistance of the BLM staff, especially Andrew J. Senti, historian of the BLM, who is very knowledgeable about the BLM records and maps. The U.S. Geological Survey Library, Building 20, Denver Federal Center, gave access to early topographic and geologic maps; these materials permitted me to more accurately locate all the railroad spur lines in the quadrangle. The U.S. Geological Survey National Mapping Division Mapping Center in Building 810 helped me to study a small part of their immense coverage of their low-altitude aerial photographs of the La Junta quadrangle. I thank William H. Bauer, an expert on U.S. Post Offices in Colorado, who examined the list of place names in the La Junta quadrangle, and restricted the use of the title “Post Office” to only those places that actually had official Post Offices. Other places that did postal business are called unofficial post offices. Kenton Forrest of the Colorado Railroad Museum reviewed the text and maps and suggested many revisions concerning railroad names and routes, and made suggestions about content that improved the accuracy and made it easier to understand which rail lines actually operated in the map area. A skilled map reviewer, Karl Kellogg, who is a geologist of the U.S. Geological Survey, examined the maps and text and suggested many corrections and additions that were then used by us.

The Trail Map series, completed by this La Junta map, would not have been the same without the whole-hearted dedication, talent, and hard work of its editor, Craig Brunstein (1951–2008).

Early Explorers along the Arkansas River and on the Santa Fe Trail

1. Francisco Vasquez de Coronado in 1540 and 1541
2. Juan de Ulibarri in 1706
3. Paul and Peter Mallet in 1739
4. Lt. Zebulon M. Pike in 1806
5. Robert McKnight and eight others in 1812
6. Sylvester Pratte and James Ohio Pattie in the 1820’s
7. Major Stephen Harriman Long in 1820
8. William H. Becknell in 1821
9. Hugh Glenn–Jacob Fowler Company in 1821
10. Col. Henry Dodge in 1835
11. Marcus Whitman in 1842
12. Lt. John Charles Fremont in 1842 through 1853
13. Gen. Stephen Watts Kearny in 1846
14. Col. Alexander W. Doniphan in 1846
15. Francis Parkman in 1846
16. Lt. William Hemsley Emory in 1846
17. Francis X. Aubry in 1846 through 1852
18. Capt. John W. Gunnison in 1853
19. William Metcalf in 1869



The earliest known explorer into the La Junta quadrangle was Francisco Vasquez de Coronado, who in 1540 led a large Spanish expedition from Compostela in Northwestern Mexico across the La Junta quadrangle(?) in late February to search for the so-called wealthy Seven Cities of Cibola (Barry, 1972, p. 1). They found the first of the cities, a Zuni village on the west edge of present-day New Mexico. Coronado made his headquarters there and sent out parties to make further searches. Cardenas discovered the Grand Canyon; Alvarado found the Rio Grande valley and many Indian pueblos. Coronado then traveled to the Rio Grande for the winter. After being told of a rich Kingdom of Quivira by an untrustworthy Indian slave called "Turk," Coronado searched for the place in 1541.

In the spring of 1541, Coronado took a small group of his people northward across present southeastern Colorado (according to Bond, 1907). In June, he crossed into present-day Kansas in his search to find Quivira. However, Herbert E. Bolton (1990) reviewed Coronado's travel record and decided that Coronado had never touched within Colorado. We believe that because the topography in southeastern Colorado and southwestern Kansas is essentially featureless, it would have been very difficult to reconstruct Coronado's route. Coronado did not state what features he saw on his trip, so how could historians 500 years later be able to say definitely where Coronado had traveled? The details of his return trip in 1541 are sketchy—he might have crossed Colorado then. Therefore we are presenting both routes (although we have a bias for the non-Colorado route), and our readers may decide which route they prefer.

Wedel (1942, p. 22) concluded "that while the exact limits of Quivira in Kansas cannot now be set up, the heart of the province lay north and east of the Arkansas and south of the Smoky Hill River, extending from Rice, or possibly Barton, County, east through McPherson and Marion Counties, to or beyond the Kansas-Oklahoma State Boundary."

(Facing page) *Native American pictograph on sandstone cliff in Apishapa Canyon made by chipping the "desert varnish" from the weathered surface of the rock. Photograph taken in 1912 by G.W. Stose. (U.S. Geological Survey Earth Science Photographic Library.)*

In 1706, Juan de Ulibarri and a Spanish-Indian force traveled to El Cuartelejo to recover some Picuris Indians who had left the Rio Grande in 1896. Ulibarri's plan was to bring them back to New Mexico (Barry, 1972, p. 8 and 9). Ulibarri crossed the La Junta quadrangle by either using Chacuaco Creek (Schroeder and Withers, 1959, p. 23–25) or by crossing Mesa de Maya south of Kim, Colorado (Gunnerson, 1984). Wedel (1959, p. 468) decided that the location of El Cuartelejo should rest on archeological evidence, including particularly the unique association of a pueblo ruin with Plains cultural remains. Wedel also concluded that the Scott County, Kansas, pueblo and its archeological material very likely were the authentic Cuartelejo Rancheria from which Ulibarri rescued Don Lorenzo and his Picuris Indians. On the other hand, Janet LeCompte (1978) believed that El Cuartelejo was not a single place but was a region and that Wedel's Scott County site was just one of the villages.

In 1739, Paul and Peter Mallet and six other French trappers started to New Mexico by way of the Missouri River; they crossed the Platte River on June 13, reached the Arkansas River on June 30, and traveled west along the river. They then continued upstream where they came upon a camp of Comanche Indians, perhaps near Lamar. From there they left the river and continued on south to Santa Fe, which they reached on July 22, 1739. They were the first party (of record) to reach New Mexico from the Missouri country. On their return from Santa Fe, they followed the Arkansas River and made their way back to New Orleans (Barry, 1972, p. 21 and 22).

In 1806, Lt. Zebulon M. Pike had been directed to find the source of the Red River and the approximate south boundary of the Louisiana Purchase. On November 23, 1806, Pike and his party traveled westward along the Arkansas River without exploring until they reached the future site of Pueblo. They then camped on the south bank of the Arkansas River where they built the first structure built by the United States in Colorado. They cut 14 logs and put up walls 5 feet high on three sides and left open the north side next to the Arkansas River. They stayed there 5 days. During that time, Pike and some of the others made an attempt to climb the high mountain, later named for Pike. They succeeded in climbing one subsidiary peak, probably Mt. Rosa. They then returned to the camp on the river and proceeded with their original purpose to find the Red River and to explore the southwestern part of the Louisiana Purchase. They struggled through the snow and ice up the Wet Mountain Valley and turned southward, crossed the Sangre De Cristo Mountains, passed by the Great Sand Dunes (which he described), then turned southward in the San Luis Valley for some miles, where they were apprehended by Spanish soldiers and taken to Chihuahua, Mexico (American Guide Series, 1941, p. 34–35).

In May 1812, Robert McKnight and eight others left the Missouri Valley settlements on a proposed trading expedition to New Mexico. Apparently following directions from Zebulon Pike, they went safely to Santa Fe where they were jailed as spies and their sale goods were confiscated. They were taken south to a Chihuahua prison, held there for 9 years, and not released until the Mexican revolution in 1821 allowed Americans to travel south of the Arkansas River (Barry, 1972, p. 68–69). In 1822, Robert McKnight was reunited with his brother John, and their party crossed the southeast corner of the La Junta quadrangle on about June 11, 1822, on their travel back to the east. They reached their homes in eastern Missouri in mid-July.

In the 1820's, James Ohio Pattie gave an account of a journey to New Mexico with Sylvester Pratte and Company. Pattie's account describes only his experience in the summer of 1825. A group of 112 men started from 6 miles below Fort Atkinson, in Nebraska 8 miles north of present Omaha. They were joined by James Pattie and his father Sylvester Pattie at a rendezvous on the Platte River in early August 1825. They reached the Arkansas River in eastern Colorado on Sept. 22, 1825, and arrived at Taos, New Mexico, on Oct. 26. May Howbert (1934) placed some maps in the Western History Department of the Denver Library that showed that Pattie traveled southwestward down the Santa Fe Trail from the future site of Bent's Fort. The American Guide Series book about New Mexico (1945) states that James Ohio Pattie trapped all over New Mexico and Arizona from 1825 to 1828.

In 1820, Major Stephen Harriman Long and his assistant, Dr. Edwin James, a botanist, geologist, and party historian, were selected by President Thomas Jefferson to explore the southwestern boundary of the Louisiana Purchase. They were accompanied by Dr. Thomas Say (zoologist), Dr. A.E. Jessup (geologist), and Titian Ramsey Peale (a naturalist and artist). They entered Colorado by a westward course along the South Platte River, and, after reaching the Front Range, they traveled southward down the eastern front of the Front Range. Near the present Colorado Springs, Dr. James headed a small party that made the first recorded ascent of the peak that first was called James Peak by Long, but later was named Pikes Peak to commemorate Zebulon Pike's failed attempt to reach the summit of the peak. They then went southward along Fountain Creek and then eastward along the trail later called Santa Fe Trail on the Arkansas River. A few miles east of the west edge of the La Junta quadrangle, they turned southward along the Purgatoire River, struggled through the narrow canyon of Chacuaco Creek and crossed the La Junta quadrangle from north to south in 1822. Long claimed that the land he had crossed was "unfit for cultivation" (Barry, 1972, p. 89–90).

On Sept. 1, 1821, William H. Becknell left Franklin, Missouri, on a trading trip to the Comanche Country. His party followed the south bank of the Arkansas River toward the mountains, probably with trade goods in wagons, and when they reached a left-hand fork (what Zebulon Pike called the "First Fork" on the Arkansas) on Oct. 21, 1821—the Purgatoire River—they followed it. They then followed a left-hand branch, Chacuaco Creek, finally escaping from that deep canyon, then crossed a short stretch of prairie, and then they crossed the future south edge of the La Junta quadrangle and went through Emery Gap and entered the Dry Cimarron Valley, which they mistook for the Red River (Richard Loudon, written commun., 2004). Their records of struggling through the rugged canyon of Chacuaco Creek almost precisely duplicated the struggles the Long expedition had suffered just the year before. Three weeks later, in New Mexico, Becknell met Spanish troops and followed them to Santa Fe. In Santa Fe on November 16, they had great success in selling their goods. By December, they were in San Miguel, New Mexico. They left San Miguel on Dec. 13, 1821, took the Cimarron route, and by the end of January 1822 they were back home in Franklin, Missouri. This trip was the first successful commercial trip to New Mexico (Seward, 1998). Becknell has been called "The father of the Santa Fe Trail."

On Sept. 25, 1821, the Hugh Glenn–Jacob Fowler Company started on a trading-trapping expedition to the Rocky Mountains. They left Hugh Glenn's trading house (near the mouth of the Verdigris River) in present-day east-central Oklahoma with 20 men. On November 4, the expedition crossed the Kansas-Colorado boundary. They apparently had followed the Arkansas River, and on Nov. 13, at the mouth of the Purgatoire River, one man was fatally wounded in camp by a bear. In late November, they camped in an area now part of Otero County. They were surrounded by lodges of Arapahoe, Kiowa, and other Indians with whom they traded for needed horses. The company halted in the present-day Pueblo area on Christmas 1821, while Hugh Glenn went to Santa Fe and got permission for all of them to trap in the Rio Grande Valley in New Mexico. In 1822, when still in the vicinity of future Pueblo, Colorado, they built a log house south of the Arkansas River, then moved to the north side of the river where they built a fortified three-room block house just east of where Fountain Creek joins the Arkansas River. They also built a log corral. They stayed in their log house during January 1822. The whole party then moved to Taos, New Mexico, on the Rio Grande for the rest of the winter and early spring. From Taos, the Glenn-Fowler and McKnight-James companies started back east together. About June 6, 1822, they reached the southwest corner of the La Junta quadrangle and again crossed the quadrangle, but from the southwest corner to the northeast corner. They left the quadrangle on June 11, 1822, finally reaching St. Louis in the middle of July (Barry, 1972, p. 97–98).



Typical pinon-juniper landscape of the Purgatoire River Valley in southeastern Colorado. Photographs taken in 2005 by Craig Brunstein, USGS.

On June 15, 1835, Henry I. Dodge led an expedition to the Rocky Mountains. He was commissioned in 1832 by President Andrew Jackson as a U.S. Army Major leading a battalion (six companies) of Mounted Rangers. For about 1 year, they ranged along the frontier and trained for Army service. Dodge earned \$1,456 a year. On March 2, 1833, President Andrew Jackson created the 1st regiment of Dragoons and appointed Dodge as Colonel of the U.S. Dragoons and U.S. Rangers. He commanded a force of 748 officers and men. Jefferson Barracks on the Missouri River was selected as his Headquarters. Dodge led several expeditions in the U.S.; however, on June 15, 1835, he led his eleventh and last expedition, with 120 dragoons, to the Rocky Mountains. On May 29, 1835, Col. Dodge and three companies of the First U.S. Dragoons headed northward to the Platte River on the first leg of a 1,600-mile circuit up the Platte River and its South Fork as far as the Rocky Mountains. On August 1, they passed John Gantt's abandoned Fort Cass trading post. They arrived at Fort Bent on the Arkansas River on August 6, 1835, and camped 1 mile below it. On August 11, Dodge met assembled Cheyennes, Arapahoes, and Gros Ventres in council, and then on August 12 he traveled east down the Arkansas River and along the Santa Fe Trail (see Wheat, 1958, and Barry, 1972). He arrived back at Fort Leavenworth on September 16, 1835, after having traveled 1,645 miles. Col. Dodge's First U.S. Dragoon command followed the Santa Fe Trail eastward from the point where it reached the Arkansas to a point due south of Fort Leavenworth. The trip was made to encourage peace with the Plains Indians. Capt. John Gantt, an ex-Army officer and fur trader since 1831, went along as a civilian guide (Barry, 1972, p. 287).

Dr. Marcus Whitman started his famous winter ride from Oregon to the Eastern United States in October 1842. In January 1843, he reached Bent's Fort and then followed the Santa Fe Trail along the Arkansas River. He eventually arrived in Washington, D.C., to recommend that military posts be established along the Oregon Trail.

Lt. John Charles Fremont probably was the most avid and renowned explorer in the Western United States. He traveled on the Santa Fe Trail along the Arkansas River. He led five expeditions into the Rocky Mountains during the years 1842, 1843–1844, 1845, 1848, and 1853. On August 2, 1845, when Fremont was at Bent's Fort on his third trip, Lt. James W. Abert and Lt. William G. Peck were asked to make a survey of the prairie region south of the Santa Fe Trail, embracing the Canadian, the Purgatoire, the false Washita River, and other rivers south of the Arkansas River (encompassing much of the land in the La Junta quadrangle). They left Bent's Fort on Aug. 12, 1845, and crossed the Kansas line on Aug. 18. They were given a large staff, including guides Thomas Fitzpatrick and John L. Hatcher (the latter for part of the trip), and 32 hired hands, and they were supported by four wagons and 63 horses and mules. They were supplied with a chronometer and a sextant. Thomas Fitzpatrick served as general manager of the train. Abert's and Peck's party concluded their exploration in October 1845, and they went back to Fort Gibson, Oklahoma, on October 21. All parties were reunited with Fremont in mid-February 1846.

Fremont's fourth expedition in 1848 used the Smoky Hill Trail across Kansas, and then traveled southward to Bent's Fort. They followed the Santa Fe Trail along the Arkansas River. They continued west to Pueblo where they hired "Old Bill" Williams as a guide, and then they traveled on to Pueblo San Carlos (Hardscrabble Trading Post), which is west of the La Junta quadrangle, where final preparations were made for the expedition. On November 26, Fremont started the ascent of the snow-covered mountains. This trip ended in disaster even before reaching the Continental Divide in the San Juan Mountains where the snow became so deep that they could no longer move through it. After many days of starvation, in January 1849 some members of the party were able to leave and managed to get rescuers in to get the others out. Fremont went on to California, but left many of his men behind (Barry, 1972, p. 784).

On September 22, 1853, Fremont began his fifth expedition—called a "trial start." He again wanted to test the practicality of a central railroad route to the Pacific during the season of snow. This was to be another attempt to cross the mountains, an attempt already tried by Lt. Edward F. Beale in mid-May, 1853, and Capt. John W. Gunnison on June 23, 1853. On their trips, all three explorers used the Santa Fe Trail. Fremont again failed on this trip (Barry, 1972, p. 1180–1182).

In 1846, General Stephen Watts Kearny traveled westward along the Santa Fe Trail just north of the La Junta quadrangle on his march from Kansas to his bloodless conquest of New Mexico. The troops in Kearny's "Army of the West" joined him near Bent's Fort and stayed there a long time. A brass cannon was fired as a salute to Kearny, but the cannon burst and later was replaced by an iron cannon. The entire force traveled west up the Santa Fe Trail through the La Junta quadrangle and across Raton Pass with Thomas Fitzpatrick as a guide. Kearny brought a great number of animals with him, and they ate up much of the vegetation around the fort. William Bent tried unsuccessfully to claim damages and compensation from the Army.

In June 1846, Col. Alexander W. Doniphan, a Liberty, Missouri, lawyer, head of the 1st Regiment Missouri volunteers, started west on a campaign to New Mexico. Doniphan's soldiers were part of Col. Stephen W. Kearny's Army of the West. They traveled on the Santa Fe Trail during July and August, passing Bent's Fort and La Junta. They then followed the Santa Fe Trail south and crossed Raton Pass (staying on the Santa Fe Trail) in early August 1846 (Barry, 1972, p. 621).

On May 9, 1846, Francis Parkman and his cousin, Quincy A. Shaw, of Boston, set out on a summer excursion from Westport, Missouri, to the Rocky Mountains by way of the Oregon Trail. They were accompanied by a guide hunter, Henry Chatillon, and a cart driver, Antoine De Laurier. After several weeks at Fort Laramie in Wyoming they headed south on Aug. 4 and traveled along the east flank of the Front Range. They continued southward and reached old Fort Pueblo at the confluence of Fountain Creek and the Arkansas River on Aug. 20, 1846. They left Fort Pueblo on Aug. 22 and headed east along the Cherokee Trail toward Bent's Fort. They reached Bent's Fort on Aug. 24 and left on Aug. 27. They traveled down the Arkansas River through "Kansas" on the Santa Fe Trail. Parkman celebrated his 23rd birthday in McPherson County, Kansas, on Sept. 16, 1846. Parkman and his three companions arrived back at Westport, Kansas, on Sept. 26, 1846 (Barry, 1972, p. 581, and Parkman, 1949).

On June 27, 1846, Lt. William Hemsley Emory, a member of the Corps of Topographical Engineers, started from Fort Leavenworth in eastern Kansas bound for the Arkansas River in southeastern Colorado. His Corps was also accompanied by Second Lt. James W. Abert, Second Lt. William G. Peck, and 10 hired hands. On July 1 they reached the Santa Fe Trail and on July 9 they reached the Little Arkansas River. After crossing the Arkansas River on a raft on July 16, they traveled "in company" with the "Army of the West" and arrived at Bent's Fort on July 29. From there, Abert made a military reconnaissance traverse across the La Junta quadrangle southward from Las Animas through Bent, Baca, and Las Animas Counties. Emory continued westward to the Pacific with General Stephen Kearny (Barry, 1972, p. 619). Emory's last camp in Kansas was on the north bank of the Arkansas River on July 24, 1846. He arrived at Bent's Old Fort on July 29, 1846, near present-day La Junta. He collected plants and made many notes on the vegetation in the area. Emory's plant collections were later reported on by John Torrey (Ewan, 1950, p. 204). From that place (later called La Junta), he went southwestward along Timpas Creek, crossing the northwest corner of the present-day La Junta quadrangle.

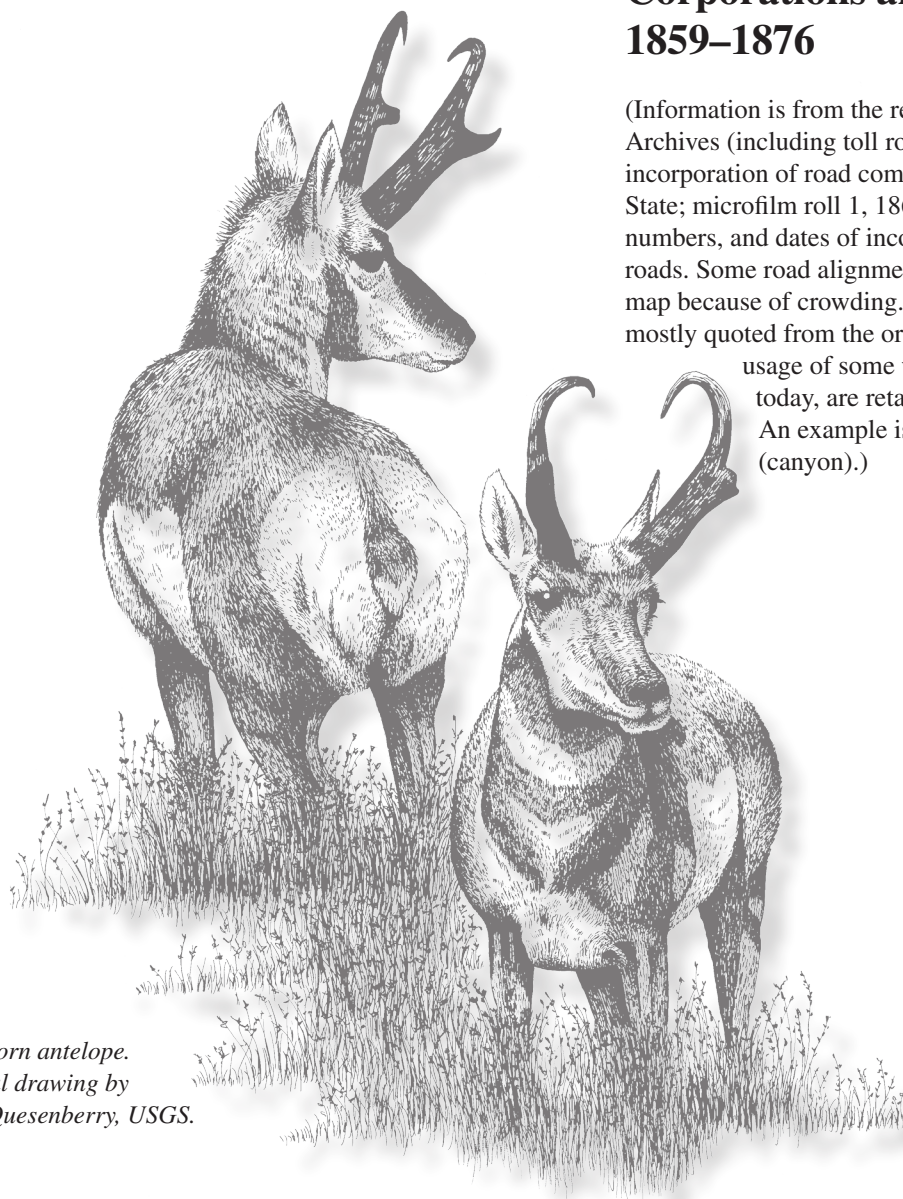
From 1846 to 1852, Francis X. Aubry made about seven trips from Independence, Missouri, to Santa Fe, New Mexico, sometimes traveling along the Santa Fe Trail through the La Junta quadrangle. Apparently he set goals for himself on his trips that included cutting the time and distance the trip should take, eliminating the "heavy" miles on the Jornada in Oklahoma, and reducing the time and distance on the Cimarron Cutoff in Oklahoma. His "ideal" trips from Santa Fe were successful in meeting those goals. Such a trip left Santa Fe on the northeast-trending Santa Fe Trail to Cold Spring in the Oklahoma Panhandle, then traveled 10–40 degrees north of east to the south side of Bear Creek and followed it for 20 miles in the La Junta quadrangle, then north to the Santa Fe Trail on the Arkansas River where there was an excellent wagon road well supplied with water and grass. This trip avoided the Jornada and Cimarron (Cimarron) Cutoff entirely. Both apparently were troublesome stretches of trail. He traveled on the Santa Fe Trail along the Arkansas River until he was 12 miles west of Chouteau's Island and 58 miles west of where the Cimarron Cutoff reached the Santa Fe Trail along the Arkansas River. Then he apparently traveled on eastward to Independence.

In 1853, Capt. John W. Gunnison, Corps of Topographical Engineers, traveled along the Santa Fe Trail and in the La Junta quadrangle on his way west to find a feasible route for a transcontinental railroad to the west. His quest was arranged by Jefferson Davis, Secretary of War. The members of his party were Richard H. Kern, Frederick Creutzfeldt, Sheppard Homana (astronomer), Dr. Jacob H. Schiel (geologist and surgeon), John Bellows (employee), James A. Snyder (assistant topographer), John Moses and William Potter (guides), and Lt. Edward G. Beckwith, second in command. Gunnison and his soldiers had left camp on June 23, 1853, about 5 miles west of the Missouri border. Gunnison followed the Arkansas River through western Kansas. They also followed the Santa Fe Trail through Colorado, reaching Bent's Fort on July 29, 1853. However, on Oct. 26, 1853, a band of Indians on the Sevier River in Utah massacred eight of the company including Gunnison. From that point on, Gunnison's Chief Assistant, Lt. Edward G. Beckwith, Third Artillery, took over and led the rest of the trip and wrote the final report (Barry, 1972, p. 1167).

In 1869, William (Basil Bill) Metcalf, an early settler in the La Junta quadrangle at Timpas, established a toll road through Tollgate Canyon in New Mexico (barely below the southwest corner of the La Junta quadrangle). It became the principal passage across the Raton Mountains south of the La Junta quadrangle, and it was built in a narrow canyon characterized by two tall pillar-like stones on each side of the road. Once in the pass, a traveler could not proceed or turn around with an ox team without having to pay the 75-cent toll. Metcalf also built a profitable saloon at the toll station to further augment his profit. In 1884, Metcalf traded the toll station to Mike Devoy, and it has been reported that a toll was still paid as late as 1887 (American Guide Series, 1941, p. 331).

Roads Established or Proposed under General Assembly Session Laws, Colorado Territorial Corporations and Charters, 1859–1876

(Information is from the record books in the Colorado Archives (including toll road index cards to certificates of incorporation of road companies, from the Secretary of State; microfilm roll 1, 1864–1899). Charter volumes, page numbers, and dates of incorporation are shown for many of the roads. Some road alignments could not be shown on the trail map because of crowding. The descriptions of the roads are mostly quoted from the original certificates. The spelling and usage of some words, although not in current use today, are retained from the original descriptions. An example is the spelling of the word "canon" (canyon).)



Pronghorn antelope. Original drawing by Carol Quesenberry, USGS.

(Facing page) Engraving of the head of a bison. From the 1873 book, "Buffalo Land," by William E. Webb.



16 Historic Trail Map of the La Junta 1° × 2° Quadrangle, Southeastern Colorado and Western Kansas

Arkansas River Wagon Road Co., v. F, Certificate of Incorporation, 1183 or 1185, p. 76–78. Aug. 30, 1875.

Bent's Fort Bridge Co., p. 453, May 18, 1869.

Bent's Fort Bridge and Ferry Co., p. 469, Jan. 25, 1870.

The Boggsville Bridge Co., p. 550, July 27 and 31, 1869, John W. Prowers, Charles Boggs, and Charles S. Lite. A toll bridge over Las Animas River, 3 miles above mouth.

Joseph B. Doyle granted right to build a toll bridge across the Arkansas River at any point 2.5 miles above and 2.5 miles below Gaunt's (Gantt's) Old Fort; p. 128, August 9, 1862.

La Junta and New Mexico Road Company, p. 381, v. F, June 14, 1876, Certificate of Incorporation. Starts on southern Colorado line in valley of San Isidro Creek or Manco Burro Creek, then down valley of said creek to San Francisco Creek, then down that valley to Purgatoire River, then to Timpas Station on Trinidad and La Junta Wagon Road, then to La Junta.

Las Animas City & Fort Union Wagon Road Company, p. 509, v. C, Feb. 11, 1869. From south bank of Rio Las Animas or on the Purgatoire River at the head of the canon known as Purgatoire Canyon and running thence southerly on the side of Vega Redondo, then following the bed or valley of Vega Redondo Creek to a source in a pass in Raton Mountains known as the Sugarite Pass and in the direction of Fort Union.

Las Animas Toll and Wagon Road Company, v. E, p. 199–201, Dec. 15, 1873.

Las Animas Toll Wagon Road, Land and Town Company, v. E, p. 330–331, Apr. 14, 1874.

Pulaski Road Company, v. F, Certificate of Incorporation, p. 128–130.

Smoky Hill, Arkansas and Purgatoire Wagon Road Company. From any point on Pond Creek or Smoky Hill Fork to the mouth of Purgatoire River, then up Purgatoire River to the north line of New Mexico; p. 130, January 11, 1867.

Weary pioneers pose beside their Conestoga wagon train sometime between about 1880 and 1890. Location and photographer unknown. (Courtesy of Denver Public Library, Western History and Genealogy Department. Z-308.)



Freighting Companies

Trade to Santa Fe was \$450,000 in 1843. In 1846, 414 wagons went to Santa Fe with goods worth \$1,750,000. In 1855, the trade was valued at \$5,000,000. In 1876, the few traders still in the freighting business transacted \$2,000,000 worth of trade with Santa Fe. These figures expanded greatly when the railroads began the movement of people and freight.

From 1825 to 1846, Josiah Gregg hauled freight on the Santa Fe Trail (Barry, 1972, p. 119–643). In 1866, the largest freighting firm was Majors, Russell, and Waddell, which held a contract to haul supplies to Army forts along the Santa Fe Trail. The firm employed 5,000 men and used 3,000 wagons, 40,000 oxen, 1,000 mules, and moved 16,000,000 pounds of freight that year. In the La Junta quadrangle, a “Dodges Road” is shown in T. 31 S., R. 53 W. (Nell, 1892), apparently the original route named for Major Richard I. Dodge, commandant at Ft. Lyon in the 1870’s. Just about east of that Dodges Road is another road called Dodge’s Road to Fort Union. When the railroad reached Kit Carson, Colorado, in 1870, it became the responsibility of Fort Lyon to forward freight destined for Fort Union, so Maj. Richard I. Dodge was looking for a better route than the Raton Pass. Dodge’s road and the Granada route continued to be the main arteries depicted on maps of the 1870’s. During the time from September 1873 through June 1875, the forwarding companies of Chick, Brown and Co. and Otero, Sellars & Co. transported 723 tons of military freight over the “new route” (most likely Lt. Col. (1873) R.I. Dodge’s route). This does not include the amount of freight that may have been transported by other commercial freighters and private shippers.

Mark Gardner (2000, p. 145) provides the following article about wagons that is quoted from the *Westport Border Star*, June 23, 1860, p. 2, columns 1 and 2:

“Rolling stock of the Plains. * * * The number of wagons engaged in the transportation of freight across these plains to Mexico, the Forts, the Mountains and Utah, at *five thousand*, with a tonnage equal to 32,500,000 pounds. * * * A regular * * * wagon capable of carrying 6,500 pounds is what we here call a “Santa Fe wagon” * * * “A large portion of these wagons are manufactured in St. Louis and at establishments in Indiana and Illinois, and are forwarded here by water. * * * The material for the construction of a wagon is obtained mostly in the counties of Clay and Jackson, Missouri, Wyandotte County, Kansas, and Indiana, and is consumed into “shaped lumber” at the factory, when it then undergoes a seasoning process before being worked up. As in factories for the construction of locomotives, every thing is reduced to a system—as it is in these “shops,” and in the various departments, machine shops, painting room, furnishing and trimming room, and lathe room, we find men engaged on some particular part of a wagon.”

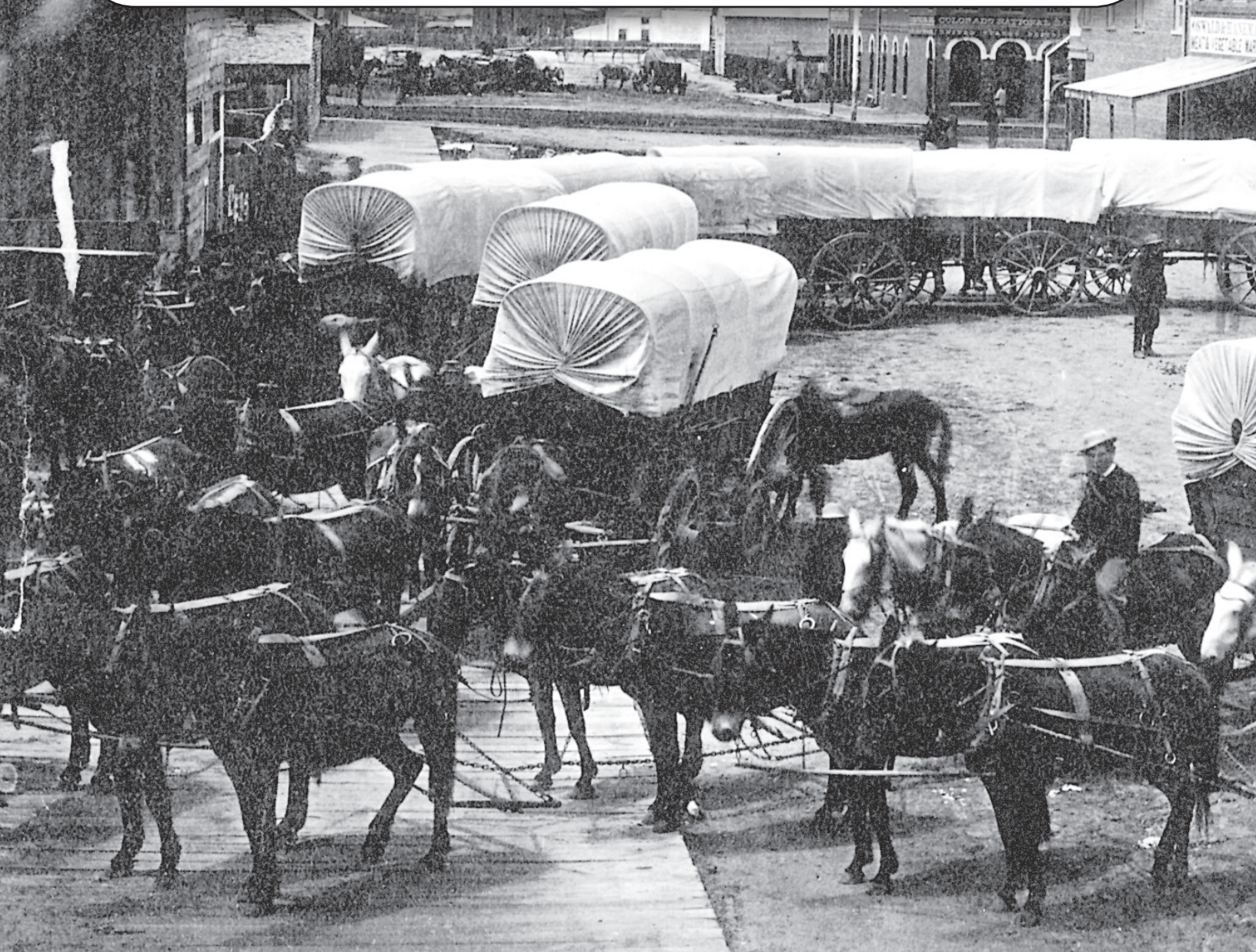


Wagon boss and his team drivers at a camp somewhere on the Great Plains, 1870. Photographer W.H. Jackson. (U.S. Geological Survey Photographic Library.)

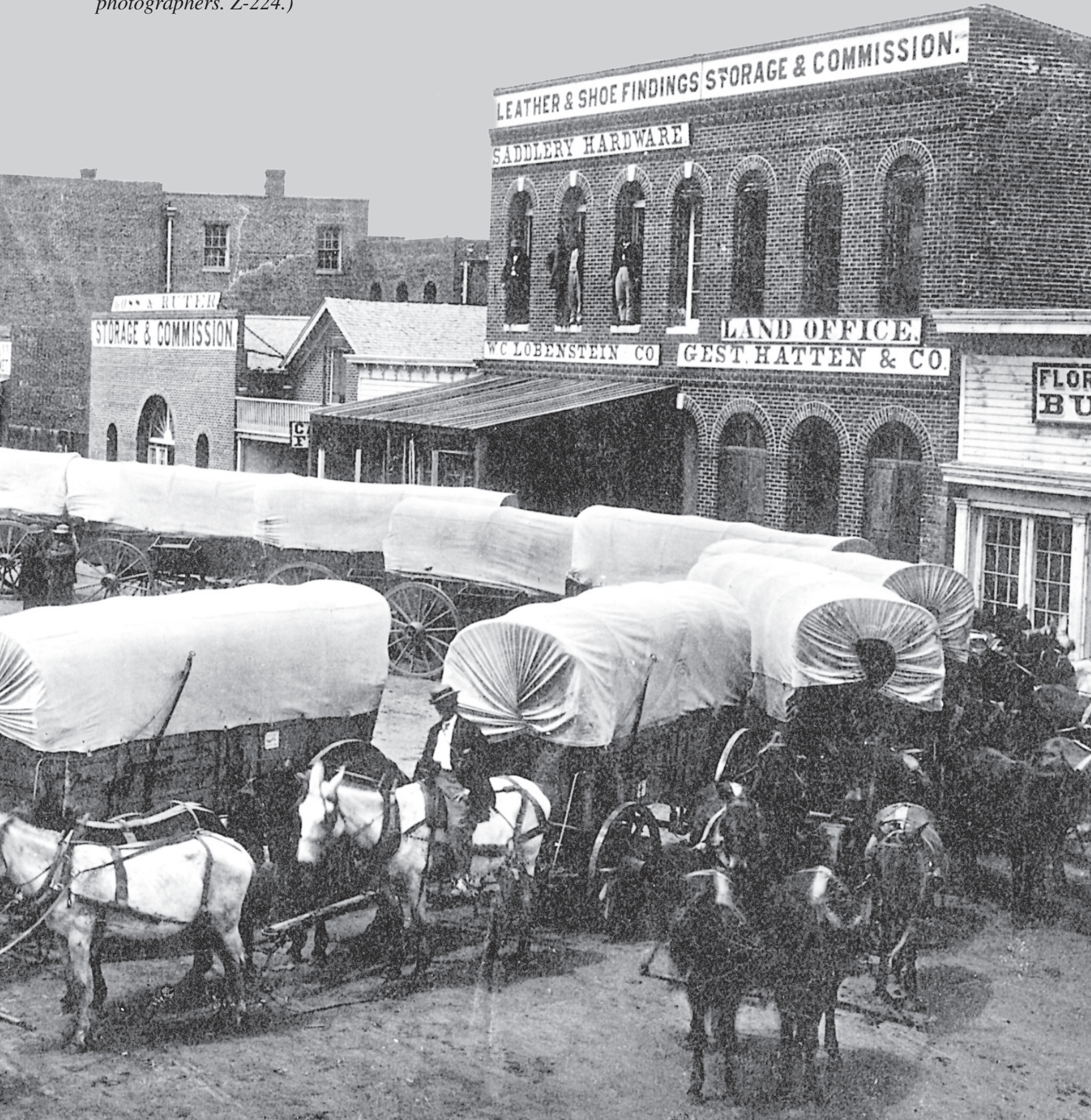
“A regular wagon of the first magnitude, capable of carrying 6,500 pounds is what we here call a “Santa Fe wagon,” from the fact that so many trains of these wagons are continually leaving Westport and Kansas City for Santa Fe, New Mexico. During the spring and summer and part of the fall months we see hundreds of them every day.

Some of the dimensions of these wagons would surprise [surprise] an Eastern man. The diameter of the larger wheel is five feet two inches, and the tire weighs 105 pounds. The reach is eleven feet and the bed forty-six inches deep, twelve feet long on the bottom and fifteen feet on the top, and will carry 6,500 pounds across the plains and through the mountain passes. When ready for a voyage a wagon has an amount of rigging equal to many small water crafts. This consists of bows, yokes, ox bows, sheets, chains, ropes, extra spars in the shape of tongues, axles and bolsters, kegs, bolts, nuts and a number of tools.”

(This description of freight wagons used on the Santa Fe Trail is from a June 23, 1860, article in the “Westport Border Star” (Westport, Missouri). The article was reprinted in “Wagons for the Santa Fe Trade, Wheeled Vehicles and Their Makers, 1822–1880,” by M.L. Gardner, published in 2000.)



D.B. Powers freight wagon train in Denver, June 20, 1868. Freight wagons similar to these were used to haul the goods of commerce on the prairies and mountain passes throughout the West. Freight wagons were in use along the Santa Fe Trail from about 1821 until 1880, when the completion of the Atchison Topeka and Santa Fe Railroad to Santa Fe in 1880 mostly ended the need for hauling freight over the long arduous trail. (Courtesy of Denver Public Library, Western History and Genealogy Department. Williams & M'Donald, photographers. Z-224.)



“In looking through the shops we find a series of machines, that with the human hand and an arm of steam do all the work upon a wagon, the mortices, tenents, felloes, grooves, scrolls, etc., etc., and in addition to this a gang of knives that work in one of Daniel’s planers give the finishing touch to all the axles, bolsters, tongues and other heavy timber about a wagon.—These machines consist of a morticer that in eighteen minutes make all the mortices for a set of hubs—a job that would occupy a man all day and even then he could not do the work with near the nicety and exactness that the machine does. Then comes the planer, spoke lath, upright drill, tenanting machine, the knives of which revolve three thousand times a minute cutting tenents of any size, felloe saws, scrolls saws, a swinging saw that cuts the lumber crosswise, and which is a most ingenious contrivance, four circular saws, grind-stones, and other machinery for finishing work. All of these machines are new and of the latest and best patterns, and after once witnessing the amount of labor they perform in a time that you can compute in minutes, one no longer wonders at the rapidity with which the steam machines turn out the strong and unwieldy looking wagons.”

Stage Companies That Probably Operated in the La Junta Quadrangle

(The operation of stagecoach lines was along the Mountain Branch of the Santa Fe Trail.)

In 1849, Waldo Hall received a stagecoach mail contract. Mail contracts made the passenger business much more profitable.

Barlow and Sanderson Co. ran stages from La Junta, the rail-head of the Santa Fe Branch of the Kansas Pacific Railroad, to Pueblo in the 1870’s.

Butterfield and Company in 1857 entered into contracts with the Central Overland California & Pikes Peak (C.O.C. & P.P.) Express and the Western Stage Company. For the Western Stage Company, Butterfield paid for the balance of their mail contract and passenger service, which cleared the route from Fort Kearney to Denver. The contract between the C.O.C. & P.P. Express and the Western Stage Company is too involved to go into detail here.

The Colorado & Wyoming Stage, Mail, and Express Company succeeded Barlow and Sanderson.

Stephen Conroy in 1856 was a coach driver who took mail along the Mountain Branch of the Santa Fe Trail (Friedman, 1988, p. 35). Friedman also gave an account of a ride on this stage line. By September 1876, the Denver and Rio Grande Railroad had taken most of the passenger traffic, and as a result the stage lines closed down their passenger and mail services. Also, by September 1876, all stage travel on the Mountain Branch of the Santa Fe Trail was stopped.

Cottrill, Vickroy, Barlow, Vaile, and Barnum. In July 1862, they had a contract between Pueblo, Fairplay, Hamilton, and other towns. They also had a coach that ran between Bent’s Old Fort, Pueblo, Russellville, and Denver; stages also ran from Denver to Santa Fe. In 1869, a route began from Denver to Russellville, Spring Valley, and Colorado City. Later it became M. Cottrill & Company.

M. Cottrill & Company in 1859–1864 had a route between Denver and Kansas City. It was the parent company of the Kansas, Santa Fe & Canon City Express, also known as the Kansas City, Santa Fe & Denver Mail & Express Line, the Santa Fe Stage & Express, and the Santa Fe Stage Company.

Hockaday and Hall took over the mail route from Independence to Santa Fe for 4 years starting in July 1857. The stages were pulled by six mules. They left Independence on the first and fifteenth of each month completing the journey in 20–25 days. Fare from May to November was \$125; fare from November to May was \$150. Later, by the early 1860’s, stages went from Kansas City to Santa Fe in 13.5 days. The riders ate salt pork and hard tack. The U.S. Government paid part of the cost of travel. Companies running in the 1860’s included Waldo, Hall & Company; Hockaday and Hall; Barnum, Vail and Vickery; and Barlow and Sanderson.

Missouri Stage Company, successor to Hall & Porter, carried mail along the Arkansas River to Fairplay. In 1850, the U.S. Postal Department let out a contract to carry mail from Independence, Missouri, to Santa Fe, New Mexico. The contract was awarded to David Waldo, a Santa Fe Trader, and associates. They ran the mail in stagecoaches on the Cimarron Cutoff for several years. In 1853, stage travel was not an elegant mode of travel, and the trip cost \$150 and took 25 days. Later, in November 1860, the first stage line was run on the Mountain Branch of the Santa Fe Trail over Raton Pass. The change was made because of Indian hostility in the Cimarron area. About in 1860, the Missouri Stage Company took over the Santa Fe Mail contract. In 1861, Slemmons, Roberts, and Company took over the contract of the Missouri Stage Company Stage Line. The Missouri Stage Company had made improvements on the Mountain Branch. Bent’s Old Fort and Iron Springs both were made stage stops. In April 1866, Barlow and Sanderson made further changes in the mail and stage system (Friedman, 1988, p. 44–45).

John Prowers was reported to have operated a stage business near Las Animas and Boggsville.

Travel by Wagons and Stagecoaches

Wheeled vehicles first reached the frontier in the 1800's, and the wagon was the most important method of travel. Long wagon trains pulled by mules, oxen, and horses brought people and goods from the Missouri River centers to outposts in the West. The size of the trains was important. Single wagons were too dangerous. Trains that were too long were unmanageable and slow. The most convenient size was about 25 wagons, the size of the commercial trains. That size was defended easily and was easy to manage. Too small a train was too hard to protect from Indians. Under ideal conditions, a train could travel 15–20 miles a day. A train to the Rocky Mountains would start in early May when the grass on the plains was turning green. Nearly all wagon trains had a leader or a captain, usually elected, acting as a wagonmaster. His jobs were to select camping places, assign night guards, and see to it that all the work of the train was accomplished. At the end of each day's travel, wood or buffalo chips were gathered for the evening fire, water was brought in and the stock were watered, and guards were posted and rotated. The stock were always guarded because the Indians loved to run them off. The first thing the train did after stopping for the day was to circle the wagons and put the stock inside the circle. The train was well protected within the circle. The most important rule of the wagon train was to keep moving. Travel, travel, travel. However, the train needed some days of rest. Gardiner (1941) wrote that trains that stopped for Sundays made better time than those who never stopped. The animals needed rest, and probably the people also needed rest.

The trails (or areas without trails) were seldom smooth, and wagons had to cross many steep-banked streams that could break the wagons. Some streams contained quicksand or plastic clay that would stop forward progress. An important rule was that streams should always be crossed before camping at night. Commonly, two stops were made during each day, one in mid-morning and one in mid-afternoon. During the mid-morning stop, the stock were turned out to graze, and breakfast was cooked and eaten. Breakfast was bacon, pancakes or fried bread, and lots of strong coffee. Some people brought canned goods, but the old cans with soldered seams sometimes exploded. The train continued traveling through the middle of the day, but stopped again in the mid-afternoon, when the oxen were watered and re-yoked, and the wagons repacked. Then the train continued until dark, at which time the train corralled for the night and supper was eaten by campfire, probably the same meal as breakfast. Guards were posted, some people sang, talked, or told stories, then it was bedtime (from Gardiner, 1941, p. 208–222).

Concord stagecoach "No 7 US Mail," the "Cripple Creek stage," drawn by a team of six horses in the high country of Teller County, Colorado. Between 1890 and 1910. Before the construction of tracks for steam locomotive travel, stagecoaches were used to carry passengers and mail over the prairies and mountain passes throughout the West. Photographer L.C. McClure. (Courtesy of Denver Public Library, Western History and Genealogy Department. MCC-3157.)



HINTS FOR PLAINS TRAVELERS

In 1877, the Omaha Herald published "Hints for Plains Travelers."

"The best seat inside a stagecoach is the one next the driver...with back to the horses, which with some people, produces...seasickness, but in a long journey this will wear off, and you will get... less than half the bumps and jars than on any other seat. When any old "sly Eph," who traveled thousands of miles on coaches, offers through sympathy to exchange his back or middle seat with you, don't do it.

Never ride in cold weather with tight boots or shoes, nor close-fitting gloves. Bathe your feet before starting in cold water and wear loose overshoes and gloves two or three sizes too large.

When the driver asks you to get off and walk, do it without grumbling. He will not request it unless absolutely necessary. If a team runs away, sit still and take your chances; if you jump, nine times out of ten you will be hurt.

In very cold weather, abstain entirely from liquor while on the road; a man will freeze twice as quick while under its influence.

Don't growl at food at stations; stage companies generally provide the best they can get. Don't keep the stage waiting; many a virtuous man has lost his character by so doing.

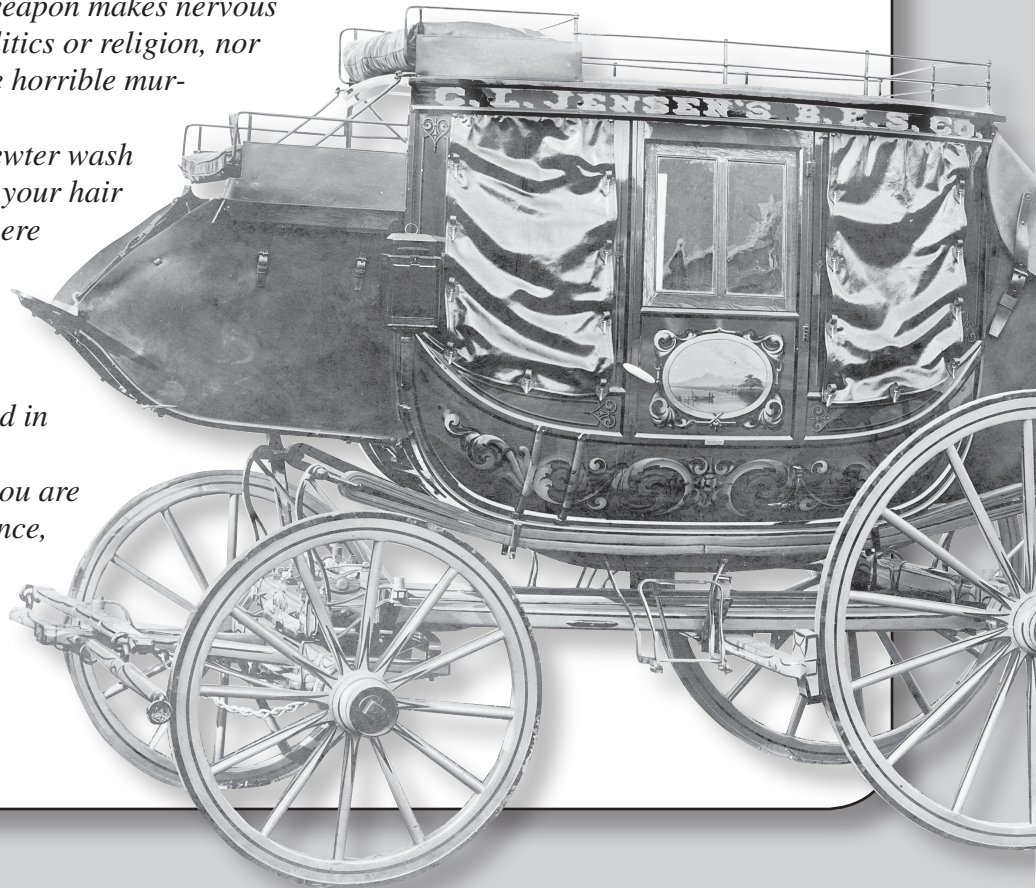
Don't smoke a strong pipe inside especially early in the morning. Spit on the leeward side of the coach. If you have anything to take in a bottle, pass it around; a man who drinks by himself in such a case is lost to all human feeling. Provide stimulants before starting; ranch whiskey is not always nectar.

Don't swear, nor lop over on your neighbor when sleeping. Don't ask how far it is to the next station until you get there.

Never attempt to fire a gun or pistol while on the road, it may frighten the team; and the careless handling and cocking of the weapon makes nervous people nervous. Don't discuss politics or religion, nor point out places on the road where horrible murders have been committed.

Don't linger too long at the pewter wash basin at the station. Don't grease your hair before starting or dust will stick there in sufficient quantities to make a respectable 'tater' patch. Tie a silk handkerchief around your neck to keep out dust and prevent sunburns...A little glycerine is good in case of chapped hands.

Don't imagine for a moment you are going on a pic-nic; expect annoyance, discomfort and some hardships. If you are disappointed, thank heaven.



Railroads Operated in the La Junta Quadrangle (Including Lines along the Arkansas River North of the Quadrangle)

(For brevity, the designations “railroad” and “railway” are omitted from many of the spelled-out titles that follow the abbreviations. This list contains only the railroads that were built and operated. When most of the railroads had been built, it caused cessation of much of the travel on the Santa Fe Trail. Some railroads were proposed (“paper railroads”), but were not built or operated. The “paper railroads” are not listed here, but most can be found in Ormes (1963). Not all of the railroads and railways listed below are shown on the La Junta map. Kenton Forrest of the Colorado Railroad Museum reviewed and arranged this listing of railroads.)

AT&SF (Atchison Topeka and Santa Fe, 1873–1995)

AV (Arkansas Valley, 1873–1877)

BN (Burlington Northern, 1970–1995)

BNSF (Burlington Northern Santa Fe, 1995–present)

CV (Cimarron Valley, 1996–present)

C&NM (Colorado & New Mexico, 1873–1875)

C&S (Colorado & Southern, 1898–1982)

DT&FW (Denver Texas & Fort Worth, 1888–1890)

DC&CV (Dodge City & Cimarron Valley, 1911–1937)

KP (Kansas Pacific, 1873–1877)

P&AV (Pueblo & Arkansas Valley, 1875–1900)

UPD&G (Union Pacific Denver & Gulf, 1890–1898)

The Arkansas Valley Railway (AV) was built from Kit Carson (then called Carson), which was on the Kansas Pacific Railroad (KP), to West Las Animas. The line opened in October 1873. The line was controlled by the Union Pacific Railroad (UP). The AV continued with construction to the Swink area by 1875. The line was abandoned in 1877, the first big abandonment in the State of Colorado (80 miles of track).

The Colorado & Southern Line (C&S) and the Denver Texas & Fort Worth (DT&FW) were built from Trinidad to the Colorado State line in 1888. The line was then acquired by the Union Pacific Denver & Gulf Railway (UPD&G) in 1890. After several years of receivership, the line became part of the Colorado & Southern Railway (C&S) in 1898. The C&S was then merged with the Burlington Northern (BN) in 1982. Later, the BN and the AT&SF merged in 1995 to form the Burlington Northern Santa Fe (BNSF).

Atchison Topeka and Santa Fe Railway (AT&SF) Santa Fe Mainline. The first AT&SF line from the Colorado State line to Granada was built by the Colorado & New Mexico Railroad Company (C&NM), and was opened on July 4, 1873. The next segment to be constructed in 1875 was from Granada to Rocky Ford by the Pueblo & Arkansas Valley Railroad Company (P&AV). The P&AV absorbed the C&NM in 1875. The P&AV continued on to Pueblo by 1876 and also to Trinidad from La Junta in 1878. The P&AV leased the line to the AT&SF until 1900. The line is still in use today along with the daily Amtrak *Super Chief* passenger train.

Boise City Line. The Dodge City & Cimarron Valley Railway Company (DC&CV), a construction company of the AT&SF from 1911 to 1937, built this line from Las Animas Junction to Boise City, Oklahoma. The line opened on February 2, 1937. The line is still in use today with the Union Pacific (UP) having trackage rights over the line.

Satanka Line. The line from Pritchett to Satanka, Kansas, was built by the DC&CV in November 1926. The line opened on February 1, 1927. In 1996, the line was sold to the Cimarron Valley Railroad (CV), which still operates the line today. The segment from Springfield to Pritchett is now an industrial spur.

Grand Valley Branch. The AT&SF built a 5.9-mile-long branch from Newdale on the mainline to Hawley in 1907. The line was abandoned in 1966.



Military and Civilian Camps, Forts, and Bases in the La Junta Quadrangle

(Extracted from Scott, 1999. Soon after railroads spread out into the West, many of the forts became unnecessary and were closed down.)

Camp at Iron Springs, Colorado Cavalry, May–June 1864, 1st Reg., Co. K, SW 1/4 sec. 16, T. 27 S., R. 58 W., Otero County (Scott, 1972).

Nine Mile Bottom, 1860's, a temporary post of the Colorado Cavalry, on Purgatory River presumably 9 miles upstream from the Arkansas River and southwest of Las Animas. In T. 26 S. and T. 27 S. and R. 54 W. and R. 55 W. along the Purgatoire River, Otero County (U.S. National Archives, Muster roll).

Unnamed camp, near Bent's Old Fort and 33 miles from Camp Caldwell (Kings Ferry), Colorado Cavalry, SW 1/4 sec. 1, T. 24 S., R. 55 W., Otero County (U.S. National Archives Muster roll).

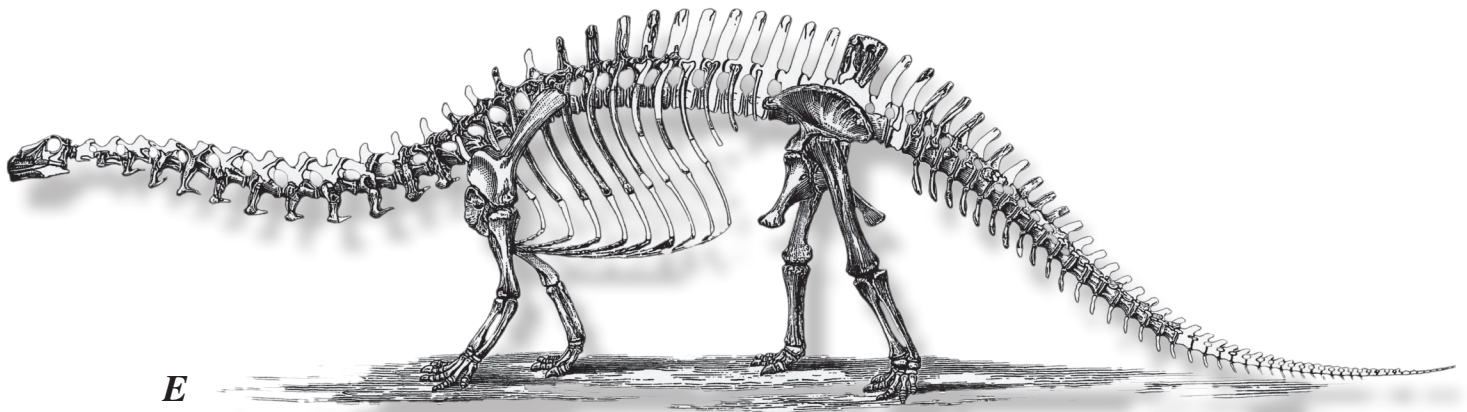
Fossils and Plants in the La Junta Quadrangle

(Not abundant but of scientific interest.)

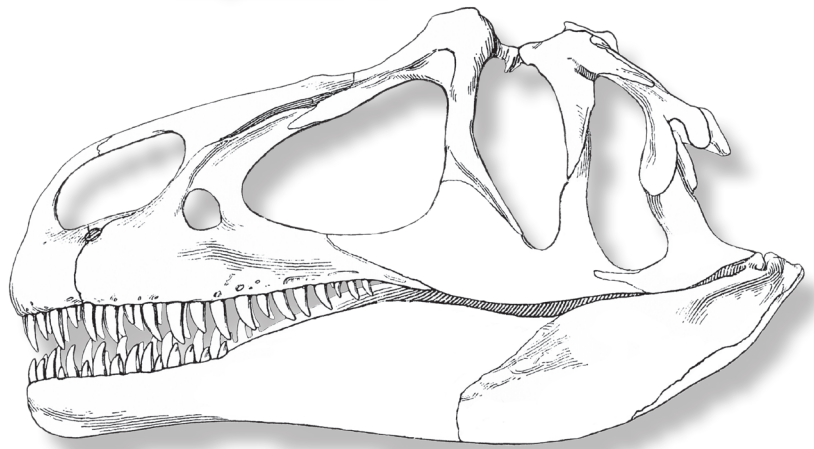
Probably the most interesting of all fossil sites in the quadrangle is the dinosaur footprints site near Higbee, Colorado. The tracks are spread across several rock layers of the Morrison Formation. The Morrison Formation was deposited in a nonmarine environment about 150 million years ago. The tracks were made by sauropods and theropods including the two genera *Apatosaurus* and *Allosaurus* (Lockley and others, 1997). Access to the site is limited.

Another interesting find in the quadrangle is the Chinaberry or western Soapberry tree (*Sapindus saponaria drummondii*) that grows in a small area near the southern boundary of Baca County in the La Junta quadrangle. The tree is the food plant of, and grows in association with, a hairstreak butterfly *Phaeostrymon alcestis*, or the soapberry hairstreak butterfly (Scott, J.A., 1986, p. 360). The soapberry tree grows on moist clay or limestone upland sites. The trees also may be found on desert grasslands. It grows like a large shrub and is as much as 15 m high. It produces smooth berry-like yellow to black fruits (Elias, 1980, p. 762).





E



F

Geologic Time Chart

(Pages 24 and 25) USGS scientists at work at the Purgatoire River dinosaur tracksite. The site is the largest dinosaur tracksite in North America. The Upper Jurassic (about 145–160 million years ago) tracks are mostly from sauropods (commonly referred to as “brontosaurus”) and carnivorous theropods, such as Allosaurus. (Lockley and others, 1997). **A, B**, Scientists making plaster casts of dinosaur footprints. **C**, Purgatoire River and part of the dinosaur tracksite. **D**, Preserved footprint of three-toed theropod. Photographs **A, B**, and **C** taken in 1993 by Kevin C. McKinney, USGS. **E**, Restoration of a Brontosaurus skeleton by paleontologist O.C. Marsh. Illustration is from the Sixteenth Annual Report of the U.S. Geological Survey, published in 1896. **F**, Allosaurus skull drawing by H.F. Osborn of the American Museum. Illustration is from the Memoirs of the American Museum of Natural History, volume 1, published in 1912.

Eon	Era	Period	Epoch	Estimated Age
Phanerozoic	Cenozoic	Quaternary	Holocene	11,680 years
			Pleistocene	
		Tertiary	Pliocene	1.8
			Miocene	5.3
			Oligocene	23.8
			Eocene	33.7
	Mesozoic	Cretaceous	Paleocene	54.8
			Late Cretaceous	65.0
			Early Cretaceous	99.0
		Jurassic	144	
		Triassic	206	
		Paleozoic	Permian	248
			Pennsylvanian	290
			Mississippian	323
			Devonian	354
Silurian	417			
Ordovician	443			
Proterozoic	Cambrian	490		
	Late Proterozoic	543		
	Middle Proterozoic	900		
Archean	Early Proterozoic	1.6		
	AGE OF THE EARTH	2.5		
				4.5

Million years
Billion years

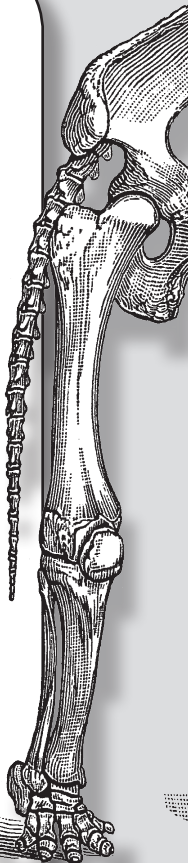
Plants in the area near Bent's Old Fort. During 1846, Lt. James William Abert, a member of General Kearny's bloodless conquest to New Mexico, became ill after reaching Fort Bent, and was left there for some time to recuperate. Having a strong interest in plants, he started studying and collecting the local plants near La Junta (Featherstone, 1966). He also asked the local Indians for the names they used for the plants and compiled a dictionary of the Indian names. He also learned from them the uses and the medical properties of the plants. He preserved his specimens so today we can see that the flora of Abert's day is essentially the same as the flora of today. Several of the plants were later named for Abert (Ewan, 1950, p. 147).

In the late 1960's, some rare vertebrate fossils were discovered at a spring on the north side of Mesa de Maya in the NE 1/4 sec. 19, T. 33 S., R. 54 W. Michael W. Hager, then a Ph.D. candidate at Wyoming University, started excavating the site, and Mrs. Ruth Henritze of Trinidad College and Glenn Scott of the U.S. Geological Survey visited the site during June 4-6, 1969, and offered information and encouragement to him. Dr. G. Edward Lewis, a vertebrate paleontologist with the U.S. Geological Survey, was consulted concerning the site and gave advice and identified some of the fossils. Two levels of both invertebrate and vertebrate fossils were found. Hager called the lower level Donnelly Ranch fauna, and it later turned out to be of Blancan age, about 2.5 million years old (Hager, 1974). It produced bones of tapir (*Tapirus*), horse (*Equus*), cotton rats (*Sigmodon*), mastodons (*Gomphotherium*), peccary (*Platygonus*), camel (*Gigantocamelus*), llama (*Tanupolama*), and sloth (*Paramylodon*). The upper level of fossils was a Quaternary (Sangamon) fauna and is not described here. Hager's work was described in a Ph.D. dissertation at the University of Wyoming. It also was published in the *Geology Journal* (Hager, 1974, 1975).

Blue grama (Bouteloua gracilis), the State grass of Colorado, is symbolic of the short-grass prairie. (Original drawing by Jennifer Shoemaker, USGS.)

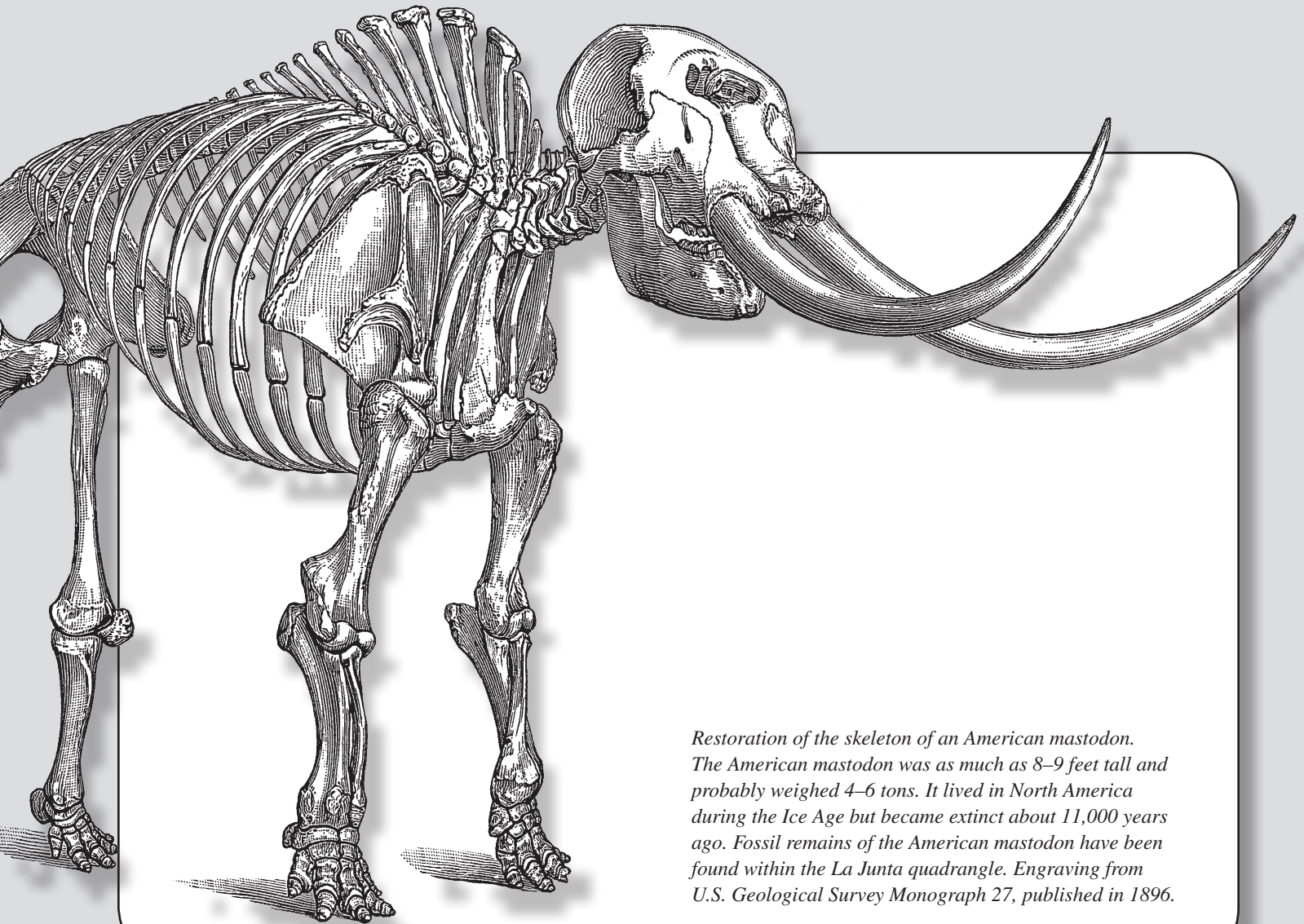


Indian paintbrush (Castilleja sp.), a colorful perennial plant found on plains and mountain areas of Colorado. Original drawing by Carol Quesenberry, USGS.



Fossils have been collected from most of the layered sedimentary formations in the quadrangle. In addition, the tracks of dinosaurs have been found in the Jurassic Morrison Formation. The formation has also yielded well preserved invertebrate fossils near Carrizo Creek in Baca County. Petrified wood has been collected from the nonmarine Cheyenne Sandstone Member of the Purgatoire Formation of Cretaceous age. The Cheyenne Sandstone forms conspicuous cliffs. The Glencairn Shale Member that overlies the Cheyenne Member is mostly marine and contains abundant fossils of pelecypods and ammonites, as well as fish bones and fish scales, in thin-bedded brown sandstone. Most of these fossils came from a locality along Horse Creek in the SE 1/4 sec. 19, T. 29 S., R. 44 W., 3.5 miles south of the village of Two Buttes. The site produced two unusual ammonites, small planospiral forms (*Goodhallites*) and various uncoiled forms (*Idiohamites*) (Cobban, 1987, p. 217–222).

Late Cretaceous fossils are present in all three members of the Greenhorn Limestone—the Lincoln Limestone Member, which is the basal limestone member, the middle or Hartland Shale Member, and the upper or Bridge Creek Limestone Member. One of the many ammonites in the Bridge Creek Limestone Member collected by the writer was named *Nigericeras scotti* for him by Dr. William A. Cobban (Cobban, 1971, p. 18). The Upper Cretaceous Niobrara Formation, the youngest of the Cretaceous sedimentary rocks in the quadrangle, is fossiliferous throughout. The most characteristic fossil of the Niobrara is *Inoceramus deformis*, a large clam, commonly as large as 10 inches, found in the basal member, the Fort Hays Limestone.



Restoration of the skeleton of an American mastodon. The American mastodon was as much as 8–9 feet tall and probably weighed 4–6 tons. It lived in North America during the Ice Age but became extinct about 11,000 years ago. Fossil remains of the American mastodon have been found within the La Junta quadrangle. Engraving from U.S. Geological Survey Monograph 27, published in 1896.

Indian Tribes in the La Junta Quadrangle

Early Man or Paleo-Indians

The earliest Indians in America are called Early Man or Paleo-Indians (Wormington, 1957, p. 3). They lived from about 14,000(?) to 6,000 years ago. No Early Man site has been found in the La Junta quadrangle, although thousands of surface finds of paleo points have been found at blowouts in eolian sand and elsewhere—but those finds were not recorded in the literature. Although there are no known Early Man archeology sites in the La Junta quadrangle, about 10 miles south of the quadrangle and south of Branson is the town of Folsom. About 8 miles west of Folsom a local cowboy named George McJunkin in 1908 found large animal bones eroding out of the wall of a small arroyo that was a tributary of the Cimarron River (Noble, 2000, p. 8). He examined them and then brought in a local amateur paleontologist, Carl Schwachheim, from near Raton, who then notified the Colorado Museum of Natural History about the find.

In 1926, J.D. Figgins, of the Colorado Museum, and Harold J. Cook, a Nebraskan paleontologist, responded to the request and excavated the beds enough to recognize that the bones were those of very large bison, later identified as *Bison antiquus figginsi*, and with the bones they found some projectile points, now called Folsom fluted points. Figgins and Cook tried to get archeologists interested in the site, but were met with skepticism because the points they had found were not left in place in the soil. The next time Figgins and his crew found a point and bison bones in-place, experts were called in. Three professional archeologists and paleontologists, Barnum Brown, American Museum of Natural History, Frank H.H. Roberts, Jr., Smithsonian Institution, and Alfred V. Kidder of Phillips Academy, came to the site and immediately agreed with Figgins' conclusion concerning the great importance of the Folsom discovery. Another article about the Folsom site (and also about the Lindenmeier site) was written by Frank H.H. Roberts, Jr., who agreed with Figgins and the other scientists about the archeological and paleontological importance of the site (Roberts, 1946, p. 145–156). Tail bones had not been found during the excavations; the lack of tail bones showed that the bison had been skinned by the Indians. A carbon-14 age of charcoal from the site, as later reported by Cassells (1997, p. 53), yielded an age of about 10,890 plus or minus 50 years, or late Pleistocene in age (Figgins, 1927, p. 229–239, and 1931; Cook, 1927, p. 240–247; Cassells, 1983 and 1997, p. 51–53; Wormington, 1957, p. 23–25; and Fagan, 1985, p. 198–201.)

The finding of Early Man projectile points and Pleistocene bones only a few miles south of the La Junta quadrangle suggests to us that early man almost surely must have also been in the La Junta quadrangle during late Pleistocene time.

Archaic Indians

The next younger group of Indians is called Archaic and they lived from 8,000 to 2,300 years ago. A discussion of Archaic Indians of Colorado is in Noble (2000, p. 11–22). One Archaic site is known in the quadrangle. It is the McEndree Ranch site, probably located near section 5, T. 28 S., R. 49 W., Baca County, Colorado. The actual McEndree Ranch is in the SW 1/4 SE 1/4 sec. 25, T. 28 S., R. 49 W., on Two Buttes Creek near Maxey. No projectile points were found at the site, but a charcoal-stained heavily compacted house floor with a ramp entrance was discovered at the site. The site was dated at 2,350 plus or minus 65 years before the present (Cassells, 1983 and 1997), but Cassells did not tell what kind of material was dated. The site was called Late Archaic. The cultures following the Archaic were the Prehistoric and the Historic.

Prehistoric and Historic Indians

Nine Prehistoric (500 A.D. to 1600 A.D.) and Historic (after 1600 A.D.) sites are listed and shown on a sketch map by Cassells (1983 and 1997). None was accurately located, but that seems to have resulted from an effort by an archeologist to avoid giving location information to possible pothunters. Here is a discussion of the nine sites in the La Junta quadrangle.

The Carrizo Ranches is a site in Baca and Las Animas Counties. At the site, there are stone drive lanes to direct animals over the edge of a cliff where they might die when they fell. Surface sites and rock shelters were also found at this locality.

The Cramer site is on the 100-foot-high rimrock at the mouth of Apishapa Canyon. Just downstream from this site, the Apishapa River valley opens up as it courses 25 miles northeast to the Arkansas River. On the surface at this site were hundreds of vertical slabs marking the outlines of structures. The site has been heavily vandalized by pothunters. The Cramer site is dated at A.D. 1250 to 1350.

The Medina Rock Shelter site (see Campbell, 1963) is on the west side of Chacuaco Canyon in sec. 15, T. 30 S., R. 56 W., about 8.5 miles south of the junction of the Chacuaco and Purgatoire Rivers and about 17 miles north of where Highway U.S. 160 crosses the canyon. The Pyeatt Ranch house is 1 mile to the southeast.

The Metate Cave site is tentatively located near the south edge of the La Junta quadrangle. This site, as do many others, provides excellent natural shelter; they “provide excellent stratigraphic sequences and outstanding preservation, but tell us little about the perishable structures that may have been present during the period of use” (Cassells, 1983 and 1997, p. 194).

The Pyeatt Ranch site is another shelter site about in the NW 1/4 sec. 18, T. 30 S., R. 55 W., along the west side of the Chacuaco Canyon. Campbell believed that the Pyeatt Ranch site was a typical Anasazi Basketmaker II site, perhaps 700 to 1000 A.D. (see Campbell, 1963, p. 55).



*The original “Folsom point” “in position,” as examined before removal by Dr. Barnum Brown and Dr. Frank Roberts. This site is about 10 miles south of the La Junta quadrangle, near Folsom, New Mexico. The point is associated with an extinct species of bison (*Bison antiquus figginsi*). Although there are no known Early Man archeological sites in the La Junta quadrangle, it is likely that Early Man lived in the quadrangle. Photograph taken probably in 1929. Photographer unknown. (Courtesy of Denver Public Library, Western History and Genealogy Department. f38199.)*

The Snake Blakeslee site is a series of sites along the Apishapa River in the northeast corner of the Trinidad 1° × 2° quadrangle, the southeast corner of the Pueblo 1° × 2° quadrangle, and the southwest corner of the Lamar 1° × 2° quadrangle. The Snake Blakeslee site is not in the La Junta quadrangle, but it was one of the earliest sites investigated in the region. A Columbia University student, Hal Chase, studied the site in 1949. It had two room blocks composed of 11 rooms that were built of stone blocks and stone slabs that had been quarried from the Smoky Hill Shale Member of the Niobrara Formation, the geologic unit that underlies the site. Cassells (1983 and 1997, figs. 9-11, 9-12, and 9-13) shows the important features of the Snake Blakeslee site.

The Sorensons site was located on the rimrock overlooking the Purgatoire River, south of the juncture with the Chacuaco River (Cassells, 1983 and 1997, p. 220). The site is comprised of three stone slab enclosures, each subdivided into 3–25 rooms. Eight of these rooms are over 10 square meters in size. Water would have been available at times in bedrock depressions within the village. A small corner notched point was found in the test excavations, and a charcoal sample from a hearth yielded a carbon-14 age of 930 plus or minus 50 years before the present.

The Steamboat Island Fort site is located on the Chacuaco River just north of the New Mexico border. It is an open-air site of the Apishapa Culture. Stratified remains of the Apishapa Culture have been found in a variety of rock shelters according to Cassells (1983 and 1997, p. 220).

The Upper Plum Canyon site is a rock shelter that was used by the Apishapa Culture. Cassells (1983 and 1997) shows a chipped stone knife hafted in a bone handle that was found in the Upper Plum Creek Canyon shelter, and it appears to be of the Apishapa Culture age. Stratified remains of the Apishapa Culture have been found in the Upper Plum Canyon site. The site (Cassells, 1983 and 1997, fig. 9-1) appears to be either at the mouth of the Chacuaco River or on the Purgatoire River at the confluence of the two rivers (southeast corner of T. 28 S., R. 56 W., or nearby).

Historic Indian Tribes in the La Junta Quadrangle

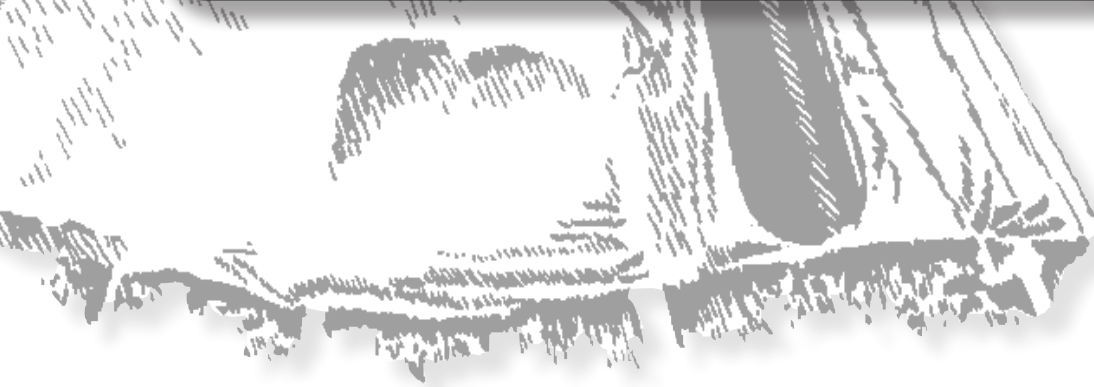
The tribes that lived in the La Junta quadrangle were the Pawnee, Apache, Comanche, Cheyenne, Kiowa, Kiowa Apache, and Arapahoe. According to Swanton (1953, p. 370), the Jicarilla Band of the Apache tribe was a semi-permanent resident of eastern Colorado. The Apaches living along the Arkansas River in Colorado in 1700 were attacked by a combined Ute-Comanche force, and by 1719 these attacks became so severe that Governor Valverde of Mexico made an expedition into the area where Trinidad, Colorado now stands, hoping to find and strike at these raiders (Steege and Welch, 1967, p. 97–98). Valverde's attempt failed and the Utes and Comanches continued their depredations and drove out the Apaches. At this time, the Pawnees had obtained guns from French traders and started attacking Apaches from the east. The Comanches met the French traders on the Arkansas River in 1727 and at that time were introduced to the Pawnees and traded with them, exchanging horses and captive Apaches for guns and other goods (Steege and Welch, 1967, p. 98). The Utes were ultimately driven back into the mountains and the Apaches were driven out of the La Junta area. The Comanches lived in the La Junta area for a long time, where they became accomplished horse thieves and raiders.

The Kiowa tribe used the area along the Arkansas River for hunting and warring, and during winter they availed themselves of the scanty supply of wood for fuel and let their animals browse on the twigs and bark of the cottonwood trees. The bison also came into the lowland areas to feed on the cottonwood (Emory, 1848, p. 15; Wedel, 1963, p. 10). Such floodplain areas along the major streams were common camping grounds for Indians. The canyon of the Purgatoire also was a common gathering place for both the bison and the Indians. In the middle of the 1800's, one explorer mentioned the remains of old Indian campgrounds 30 miles south of the Arkansas (on the Purgatoire?) and was told by his guide that the Cheyennes and Arapahoes wintered there (Hafen and Hafen, 1959, p. 235). In the fall of 1865, the Treaty of the Little Arkansas gave the Southern Cheyennes and Arapahoes a new reservation between the Arkansas River and the Cimarron River (Friedman, 1988, p. 42). Thomas Fitzpatrick was appointed as Indian Agent of the Upper Platte and Arkansas in 1846, mostly for the Cheyenne and Arapahoe. After a council in February 1848 between Thomas Fitzpatrick and the Kiowa Nation in the Bent's Fort area, the Kiowa severed their affiliation with the Comanches and joined the peaceful Cheyennes and Arapahoes in the Arkansas River area. Fitzpatrick continued as Agent until Feb. 7, 1854, when he died in Washington, D.C., at the age of 55. He was a noted mountain man for 23 years before becoming an Indian Agent in 1846.

To punish the Indians for some of their depredations during 1868, a three-pronged military movement was started. One part of the push took General Penrose and the Tenth Cavalry and part of the Third and Fifth Infantry units from Fort Lyon to Oklahoma. Perhaps their movement to the south from Fort Lyon took them along the Penrose Trail that is shown on the map. In 1867, the American Government negotiated the Treaty of Medicine Lodge with the Kiowas, Kiowa Apaches, Comanches, Cheyennes, and Arapahoes, which gave them new reservations. However, these new treaties did not prevent further raids by the Indians. After these raids, most of the Southern Cheyennes and Arapahoes were forced onto a reservation in Oklahoma. By 1869, nearly all Indians in the quadrangle had been forced onto reservations. Only some renegades were still on the loose. During 1873, nearly 1,600,000 bison were killed. In order to control the Indians, it had been decided to eliminate their food source. During 15 of the years when the Indians were harassing travelers and the trails, nearly \$40,000,000 was spent to control them and to keep the trails open (Martin, 1972).

Cave dwellings are abundant along the Purgatoire River and Chacuaco Creek and around several of the high buttes in the quadrangle (Campbell, 1963, p. 54). Many of the cliffs surrounding the buttes in which the caves are found are composed of sandstone of the Dakota Sandstone or Morrison Formation. On the edges of the floors of the caves and cliff dwellings, there commonly are holes worn by the native women grinding corn for their meals. In other words, they are built-in metates. Also, manos were left in some of the caves. Some caves have as many as 10 metates circled around the openings. Indeed, at Cow Canyon Cave on the Loudon Ranch, there are 34 metates in the area adjacent to the living part of the cave in what Loudon refers to as the "kitchen area." Robert Campbell studied these caves during his study of the local archeology for a Ph.D. at the University of Colorado.

(Facing page) *Young Cheyenne woman with two children near Arapaho, Oklahoma, about 1910. At one time, the Cheyenne inhabited a large area of the Great Plains, including the area of the La Junta quadrangle. Photograph by T.W. Vaughan. U.S. Geological Survey Photographic Library.*



Place Names in the La Junta Quadrangle and Place Names along Freight Routes Leading to the La Junta Quadrangle

The La Junta quadrangle is in the High Plains physiographic province. After most of the Indians departed from the area, the population remained a mix of Hispanic and Anglo people; however, the gold rush of 1858–1859 brought many newcomers to Colorado, and by 1861, so many people had arrived in Colorado that the U.S. Congress established Colorado Territory. The Homestead Law and ensuing wire fence put an end to open trails. Not all of the place names listed below are shown on the trail map. The dates represent the approximate dates of founding of the places. Alternate town names are shown in parentheses. P.O. = Post Office; year following P.O. indicates date of establishment of Post Office. A year without P.O. indicates the year a place was founded. Ranch names generally are not included. Much of the historic activity in the area took place along the Arkansas River, just north of the La Junta quadrangle. See the south part of the adjoining Lamar historic trail map (Scott, 1995) for details of the activities along the Arkansas River.

Albany, P.O. 1887, SW 1/4 corner, sec. 27, T. 27 S., R. 44 W., Prowers County

Alcreek, P.O. 1916, SE 1/4 sec. 26, T. 33 S., R. 57 W., or NW 1/4 sec. 36, T. 33 S., R. 57 W., Las Animas County

Alkali Holes, NW 1/4 sec. 28, T. 28 S., R. 52 W., on Johnny Branch of Muddy Creek, Las Animas County

Alkali Springs, SE 1/4 NW 1/4 sec. 1, T. 29 S., R. 52 W., Las Animas County (Nell, 1895)

Alkali Station, 1874, NW 1/4 sec. 29, T. 25 S., R. 53 W., on Purgatoire Fork of the Mountain Branch of the Santa Fe Trail, and on the bank of the Purgatoire River, Otero County

Andrix, P.O. 1920, NW corner sec. 7, T. 32 S., R. 51 W., Las Animas County

Angora, pre-1885, a Post Office located on the AT&SF Railroad about 6 miles from La Junta on the way to Trinidad. The Post Office operated before 1885, and there is no record of a connection to the people who lived in the area, other than the Post Office (see Benton)

Apishapa, P.O. 1867, Apishapa Bluff was in the SW corner sec. 31, T. 23 S., R. 58 W., Otero County

Artesia, early name for Blaine, in the NW 1/4 sec. 27, T. 29 S., R. 43 W., 1 mile SE of Blaine, no P.O., Baca County

Atlanta, P.O. 1890, NW 1/4 sec. 23, T. 29 S., R. 50 W., built 1887 at mouth of Freezeout Creek, 12 miles southwest of Brookfield, on Two Buttes Creek, Baca County

Atwell, P.O. 1915, NE 1/4 sec. 25, T. 34 S., R. 58 W., Las Animas County

Aubry Trail. Francis X. Aubry ran northeastward from base of La Junta quadrangle at R. 45 W. to east side of quadrangle at T. 29 S. He made several fast trips to learn how expeditious the trips from Fort Union, New Mexico, to Fort Leavenworth, Kansas, could be completed. He ran many additional trips across the quadrangle from May 1846 until September 1852, his last journey on the Santa Fe Trail (Barry, 1972, p. 1125)

Ayer, 1892, P.O. 1911, NE 1/4 sec. 25, T. 26 S., R. 58 W., on AT&SF R.R. southwest of Timpas, Otero County

Ayr, P.O. 1888, SW 1/4 sec. 7, T. 25 S., R. 46 W., On Cat Creek Road and on the Springfield and Lamar Stage line on a branch of the Santa Fe Trail, Prowers County

Baca County, known for its production of Broom Corn, much more than from any other Colorado county. Many of the settlers had established residence before 1889 under the Homestead, Preemption, or Tree Claim Acts. In 1889, a severe drought beset the county and successive years of crop failure caused a severe exodus of people. Taylor (1963) wrote that by 1893 only 700 of 6,000 original people remained. All the towns in the county except Springfield, Stonington, and Vilas disappeared

Baker, P.O. 1915, SE 1/4 sec. 5, T. 34 S., R. 41 W., Baca County

Bartlett, P.O. 1928, NE 1/4 sec. 15, T. 30 S., R. 42 W., on the Satanka Line, northeast of Lamport, Baca County

Bent Canyon, P.O. 1872, SE 1/4 sec. 23, T. 28 S., R. 56 W., on the Purgatoire River, Las Animas County

Bent Canyon Stage Station, 1872 to 1902, SE 1/4 sec. 23, T. 28 S., R. 56 W., Las Animas County

Benton, 1887, SW corner sec. 22, T. 32 S., R. 44 W., also called Old Boston, Benton was on the maps from 1884 to 1968, Baca County

Benton, pre-1885, NW 1/4 sec. 2, T. 25 S., R. 56 W., station on the AT&SF (See Angora), Otero County



Native American pictograph in the Purgatoire River Valley. This image of a hand is carved into solid rock. Photograph taken in 1993 by Kevin C. McKinney, USGS.

Bent's Old Fort, SW 1/4 sec. 14, T. 23 S., R. 54 W., in the Lamar quadrangle (Scott, 1995), was established in 1833 by Charles and William Bent and Ceran St. Vrain and lasted until 1849. After Kearny's troop animals damaged the land around the fort, William Bent unsuccessfully tried to sell the fort to the U.S. Government. When that failed, he deserted the fort and moved eastward to the Big Timbers area in the SW 1/4 NW 1/4 sec. 14, T. 22 S., R. 48 W., where he built a temporary stockade and trading post. Bent's Old Fort gradually deteriorated, but later became a successful stage station

Big Canyon Tyron Airport, NE 1/4 sec. 34, T. 30 S., R. 58 W., Las Animas County

Biggler's Store at Setonsburg

Big Hole Canyon, SE 1/4 sec. 13, T. 34 S., R. 50 W., Baca County

Bisonte Siding, 1937, SW 1/4 sec. 15, T. 32 S., R. 46 W., on the Boise City Line, about 10 miles northeast of Campo, Baca County

Black, NW 1/4 SW 1/4 sec. 35, T. 26 S., R. 45 W., Prowers County

Black Butte, NE 1/4 sec. 3, T. 30 S., R. 44 W., Baca County

Black Buttes, NW 1/4 sec. 8, T. 34 S., R. 54 W., Las Animas County

Black Hills, T. 29 S., and T. 28 S., R. 56 W., Las Animas County

Blaine (formerly Artesia), P.O. 1900, mail to Lycan, NW 1/4 sec. 27, T. 29 S., R. 43 W. Blaine absorbed Butte City and later was absorbed by Minneapolis (see Butte City, 1886)?, Baca County

Bloom, P.O. 1899, also 1913 to 1938

Bloom Siding, P.O. 1899 (near Iron Springs), SW 1/4 sec. 18, T. 27 S., R. 59 W., on the AT&SF, Otero County

Boggus Store, NW 1/4 sec. 15, T. 33 S., R. 50 W., Baca County

34 Historic Trail Map of the La Junta 1° × 2° Quadrangle, Southeastern Colorado and Western Kansas

- Border, SW 1/4 sec. 16, T. 28 S., R. 43 W., Stanton County, Kansas
- Boston, P.O. 1887, Old Boston, NE corner sec. 25, T. 32 S., R. 44 W., 10 miles south of Vilas, was once the largest town in Baca County, had a rough reputation, settlers were from Boston, Massachusetts. Baca County
- Branson, P.O. 1918, originally Wilson Switch or Wilson, station on the C&S, station on NW corner sec. 11, T. 35 S., R. 58 W., formerly Coloflats (or Colorado Flats) founded in 1881 or 1915. Named for Josiah Branson, a town promoter of Trinidad who acquired the land upon which the town was built. In a newspaper ad he thanked the town for the honor. Las Animas County
- Bristol, in Prowers County(?)
- Brookfield (site), P.O. 1887, SE 1/4 NE 1/4 sec. 19, T. 28 S., R. 48 W., on Two Buttes Creek 12 miles below Atlanta, Baca County
- Buckeye (Lycan P.O.), SE corner sec. 34, T. 28 S., R. 42 W., 6 miles to Kansas, Baca County
- Buckeye Crossroads, SE 1/4 sec. 34, T. 28 S., R. 42 W., Baca County
- Buffalo Point, before 1892, NE 1/4 sec. 25, T. 30 S., R. 44 W., end of plateau on Bear Creek, first town started in Baca County, Baca County
- Buster, P.O. 1916, NE 1/4 sec. 21, T. 31 S., R. 51 W., Las Animas County
- Butte City, 1886, NW 1/4 sec. 30, T. 29 S., R. 42 W., 2 miles east of Minneapolis and was absorbed by Blaine and later by Minneapolis. See Blaine. Baca County
- Butte Springs, NE 1/4 sec. 10, T. 26 S., R. 43 W., on Two Buttes Creek, Prowers County
- Campo, 1909, P.O. 1913, SW corner sec. 2, T. 34 S., R. 46 W., a railroad station on the Boise City Line. Town named Campo for the Spanish word for field. Baca County
- Camp Windmill, SW 1/4, T. 29 S., R. 55 W., Las Animas County
- Captain John Pope's Route from August and September 1851 went from Fort Union, New Mexico, to Fort Leavenworth, Missouri. According to the Warren map of the Territory of the United States, he left the Cimarron River at Cedar Creek, just across the Oklahoma Line. He entered the La Junta quadrangle about at Little Black Mesa and reached the Arkansas River about at Big Timbers just west of Lamar, Colorado. Pope's map and report were compiled in St. Louis and are dated Sept. 15, 1851. It shows a route approximating a second and different route that Pope proposed to explore at a future date. According to the map of Bvt. Col. John Munroe, drawn by R.H. Kern in 1851, Pope apparently (and unbelievably) had proposed a westward second trip in 1851 that was almost the same route as the Aubry Trail across the southeastern quadrant of the La Junta quadrangle. Pope apparently did explore this route later in 1851, as Barry (1972, p. 1056) reports a party having met Pope at Pawnee Rock, headed west, some time shortly before their arrival in Kansas City on December 13, 1851. He wrote, "You will perceive that there is a portion of the route I have not yet traversed, but which I propose to examine when I return to Santa Fe."
- Carrica Ranch, SW 1/4 SE 1/4 sec. 30, T. 25 S., R. 54 W., Otero County
- Carrizo (Carriso), P.O. 1887, SW 1/4 sec. 22, T. 34 S., R. 50 W., abandoned 1893, only foundations left in 1940, the word carrizo means reed grass, no Post Office in 1895, Baca County. At various times there were Post Offices named "Carrizo," "Carriso," and "Corrizo," not all at the same place
- Carrizo Canyon Trail, SE 1/4 sec. 27, T. 33 S., R. 50 W., Baca County
- Carrizo Springs, P.O. 1888, SE 1/4 sec. 16, T. 33 S., R. 50 W., ghost cattle town, organized in 1887. It had a violent history because it was located along cattle trails, and it was also occupied when the nearby copper mines were active. The place was known by some as "the Tubs," because of the big wooden tanks that stood there (see Colorado Magazine, v. 17, p. 129). Baca County
- Casa, 1907, 4.2 miles east of La Junta railroad siding, on the Main Line to Las Animas
- Cerro Negro, SE corner sec. 12, T. 34 S., R. 54 W., Las Animas County
- Chacuaco Canyon, T. 30 S. and T. 31 S., R. 56 W., carved by active streams flowing off Mesa de Maya. The canyon has a width of 2 miles near the junction with the Purgatoire River. At that junction, the Chacuaco Creek has eroded into the reddish brown layers of the Permian and Triassic rocks. The result looks like the scenic cliffs of Arizona. The entire canyon is in Las Animas County

Cheney Center, or Cheneycenter, P.O. 1917–1936, SW 1/4 SE 1/4 sec. 15, T. 25 S., R. 42 W., Prowers County

Cimarron Branch of Santa Fe Trail, or Cimarron Cutoff, or Cimarron Desert Jornada Route, probably the earliest route of the Santa Fe Trail because it dates to about 1824. It split off westward from the Arkansas River at the Cimarron Crossing to the Cimarron Desert and where the Comanches lived. It was a dry route, and several parties who took it complained about the lack of water and about the Jornada, or the long stretch of desert conditions eastward from Fort Union in New Mexico to the Arkansas River at Fort Dodge, Kansas. The Cutoff crossed the southeastern corner of the La Junta quadrangle. In 1859 and 1860, the Comanche and Kiowa Indians shut down all travel on the Cimarron Cutoff. From 1850 to 1861, stages carried mail to Santa Fe over the Cimarron Cutoff

Cimarron National Grassland, in Kansas in the southeastern corner of the La Junta quadrangle

Clay Creek Spring, SW 1/4 sec. 11, T. 27 S., R. 48 W., on a wagon road in Two Buttes 7.5' quadrangle, Bent County

Cleveland (Plum Valley), P.O. 1917 (no official P.O.), SW 1/4 sec. 12, T. 32 S., R. 54 W., a stagecoach station, Las Animas County

Clyde, P.O. 1889 or 1901–1909, NE 1/4 sec. 25, T. 31 S., R. 48 W., or SE 1/4 sec. 33, T. 31 S., R. 47 W.(?), Baca County

Collins Store, NW 1/4 SW 1/4 sec. 32, T. 34 S., R. 47 W., Baca County

Colorado Flats (Coloflats), P.O. 1915, NW corner sec. 11, T. 35 S., R. 58 W., Las Animas County

Comanche National Grassland, located in Otero County, Bent County, Las Animas County, and 250,000 acres of the southeastern part of Baca County and includes much private land in small parcels (U.S. Department of Agriculture, Forest Service, 2003)

Copper Mines, sec. 7, T. 34 S. and T. 35 S., R. 50 W., and Copper Mountain. The copper mines were located near Estelene. They were operated from 1900 to 1938. Recorded production of copper was from chalcocite, partly altered to malachite and azurite in a white sandstone matrix. From 1900 to 1917, a total of 21,511 pounds of copper were recovered, also 14 ounces of gold and 356 ounces of silver were recovered, all with a total value of \$4,959 (Vanderwilt, 1947, p. 32). Baca County

Cordova Plaza, 1873, in sec. 1, T. 29 S., R. 56 W., at the mouth of Chacuaco Creek, named for Juan B. Cordova who with family members and friends established Cordova Plaza in 1867, Las Animas County

Corinth, P.O. 1887, former settlement in the SE corner sec. 13, T. 29 S., R. 43 W., 8 miles east of Minneapolis on an 1894 map, between Horse Creek and Buffalo Creek, Baca County (Colorado Magazine, v. 32, p. 263)

Dalerosé, P.O. 1916–1943, SE 1/4 sec. 24, T. 33 S., R. 54 W., mail to Kim, on West Carrizo Creek, Las Animas County

Dalerosé Mesa, 1916, sec. 26, T. 33 S., R. 54 W., Las Animas County

David Canyon Ranch, center S 1/2 sec. 30, T. 26 S., R. 55 W., Otero County

Decatur, P.O. 1888, SW 1/4 sec. 30, T. 29 S., R. 46 W., 12 miles east-southeast of Brookfield, Baca County

A wagon train of covered wagons pulled by oxen, sometime between 1870 and 1880. Stopped for midday rest and refreshment. Location and photographer unknown. (Courtesy of Denver Public Library, Western History and Genealogy Department. X-21874.)



36 Historic Trail Map of the La Junta 1° × 2° Quadrangle, Southeastern Colorado and Western Kansas

- Delhi, 1832, P.O. in 1908–1975, site marked on an 1892 map. Was a siding on the main railroad line to Trinidad, was in the east end of the Trinidad quadrangle
- Deora, P.O. 1920, SW 1/4 sec. 5, T. 28 S., R. 49 W., and NW 1/4 sec. 30, T. 29 S., R. 49 W., 12 miles north of Springfield and 4 miles north of Frick, name derived from Spanish “of gold,” Baca County
- Devils Elbow, SE 1/4 sec. 10, T. 35 S., R. 46 W., Baca County
- Devils Grate, SE 1/4 sec. 18, T. 27 S., R. 44 W., Prowers County
- Dodges Road, shown in T. 30 S. and T. 31 S., R. 53 W., Las Animas County (on Nell’s 1899 and 1907 maps of Colorado), apparently was named for Major Richard I. Dodge, Commandant at Ft. Lyon in the 1870’s. When the railroad reached Kit Carson, Colorado, in 1870, it became the responsibility of Fort Lyon to forward freight destined for Ft. Union, so Major Dodge was looking for a better freight route than the Raton Pass route. On June 8, 1870, Major Dodge filed a report about a route he had pioneered
- Don Sammons, center NE 1/4, sec. 23, T. 31 S., R. 53 W., Las Animas County
- Druce, P.O. 1916, NE 1/4 sec. 3, T. 33 S., R. 52 W., 7 miles southwest of Andrix, Las Animas County
- Duer, P.O. 1916, SW 1/4 sec. 7, T. 26 S., R. 44 W., Prowers County
- Duncan, 1901, P.O., NE corner sec. 1, T. 35 S., R. 55 W. Mail from Valley, New Mexico, was carried by horseback to Duncan by Cole Dalton, a law-abiding member of the Dalton boys. Duncan was near New Mexico line south of Mesa de Maya. Duncan later was changed to Gotera (Nell, 1903; Green, 1962). The first Gotera, the successor of Duncan, was located about one and a half mile northwest in the mouth of Spring Canyon. Gotera was later moved to a location about 8 miles northwest. Las Animas County
- Dust Bowl. Most of the effect of the Dust Bowl is in southeastern Baca County. The dust started on May 12, 1934, and blew clear across the United States and part of the Atlantic Ocean. Most of the Dust Bowl sand is now in the Comanche National Grassland (and some in the Cimarron National Grassland). Most of the other area affected by the dust was in southwestern Kansas, northern Oklahoma, and Texas. (American Guide Series, 1941, p. 329)
- Eagle Hill, P.O. not official, center sec. 10, T. 25 S., R. 44 W., Prowers County
- East Hill, P.O. not official, center sec. 1, T. 25 S., R. 42 W., Prowers County
- Edenview, P.O. 1919, SW 1/4 sec. 10, T. 31 S., R. 53 W., Las Animas County
- Edler, P.O. 1916, NE 1/4 sec. 14, T. 33 S., R. 48 W., named for Dr. Edler, first homesteader in area, 15 miles northwest of Campo, Baca County
- Elder, in south-central Baca County, 12 miles northwest of Campo, Baca County
- El Rio de Las Animas Perdidas en Purgatorio, the Spanish name for the Purgatoire River. It is a tributary of the Arkansas River that runs through Las Animas and Bent Counties. The Purgatoire River probably was named for Antonio Gutierrez de Humana and his companions who in 1594 traveled to Kansas (but not to Colorado) while on a search for the seven cities of Cibola or the wealthy kingdom of Quivira. Later expeditions along the Purgatoire River found military relics of Spanish soldiers along the river
- Emery Gap (see Tollgate Canyon) NE 1/4 sec. 14, T. 35 S., R. 58 W., had a good north-trending road in 1867 that came from Fort Union in New Mexico to the Arkansas River. The ruts of that road are locally called “the old Military road” or the Military Freight Route. Madison Emery’s ranch from which he freighted his farm produce northward to Fort Lyon was at the upper end of Cimarron Canyon in New Mexico. The canyon is the opening between two mesas about a mile southeast of Branson, and the State line runs east to west across Emery Gap. Juan de Archuleta possibly used parts of the road as early as the mid-1600’s to reach El Quartejejo in western Kansas. Emery Gap is at the north edge of New Mexico on the boundary with Colorado. Emery Gap was not in use in 1867 when the young Englishman, William Bell, with a railroad survey crew, saw the area, but by the following summer, Madison Emery had established a wagon road discernible to the Darling Survey crew who were surveying the State line. The military first passed through Emery Gap in 1870 when Major Richard I. Dodge used a part of Emery’s wagon road in a search for a better route between Ft. Lyon and Ft. Union
- Emery Gap and Cimarron Pass. Emery Gap (Cimarron Pass is an earlier name) is on the boundary between Colorado and New Mexico just south of Branson. In Union County, New Mexico
- Emery Road was a trail southward from Las Animas. Apparently it was the route taken by Madison Emery [but wrongly reported by Kenyon Riddle (1948, map 2), as Lt. William H. Emory’s Road] in Bent, Baca, and Las Animas Counties. Another road actually traveled by Maj. William H. Emory in 1846 was along the Timpas road in the western part of the La Junta quadrangle
- Estelene, P.O. 1910, SE 1/4 sec. 22, T. 33 S., R. 50 W., it had no railroad, about 6 miles north of Carrizo, 1 mile southeast of Carrizo Springs, on East Carrizo Creek, Baca County
- Felt, see Pritchett, Baca County

Flues, P.O. 1915, SE 1/4 sec. 32, T. 29 S., R. 51 W., Las Animas County

Fort Carson Military Reservation, an expansion of 1941 Camp Carson (named for Kit Carson), 65,000 acres. It was later named Fort Carson in 1954. It is located along Colorado highway 115 south of Colorado Springs (Taylor, 1963, p. 171 and 400). The 1974 addition to Fort Carson (Pinon Canyon Maneuver site; 138,523 acres) is mostly in Las Animas County. The north boundary is on the north line of the county and the south boundary is about in the middle of Township 31, and the reservation runs eastward into the La Junta quadrangle almost to the Purgatoire River. The Pinon Canyon Maneuver Site was developed to provide a larger area to maneuver and a wider firing range

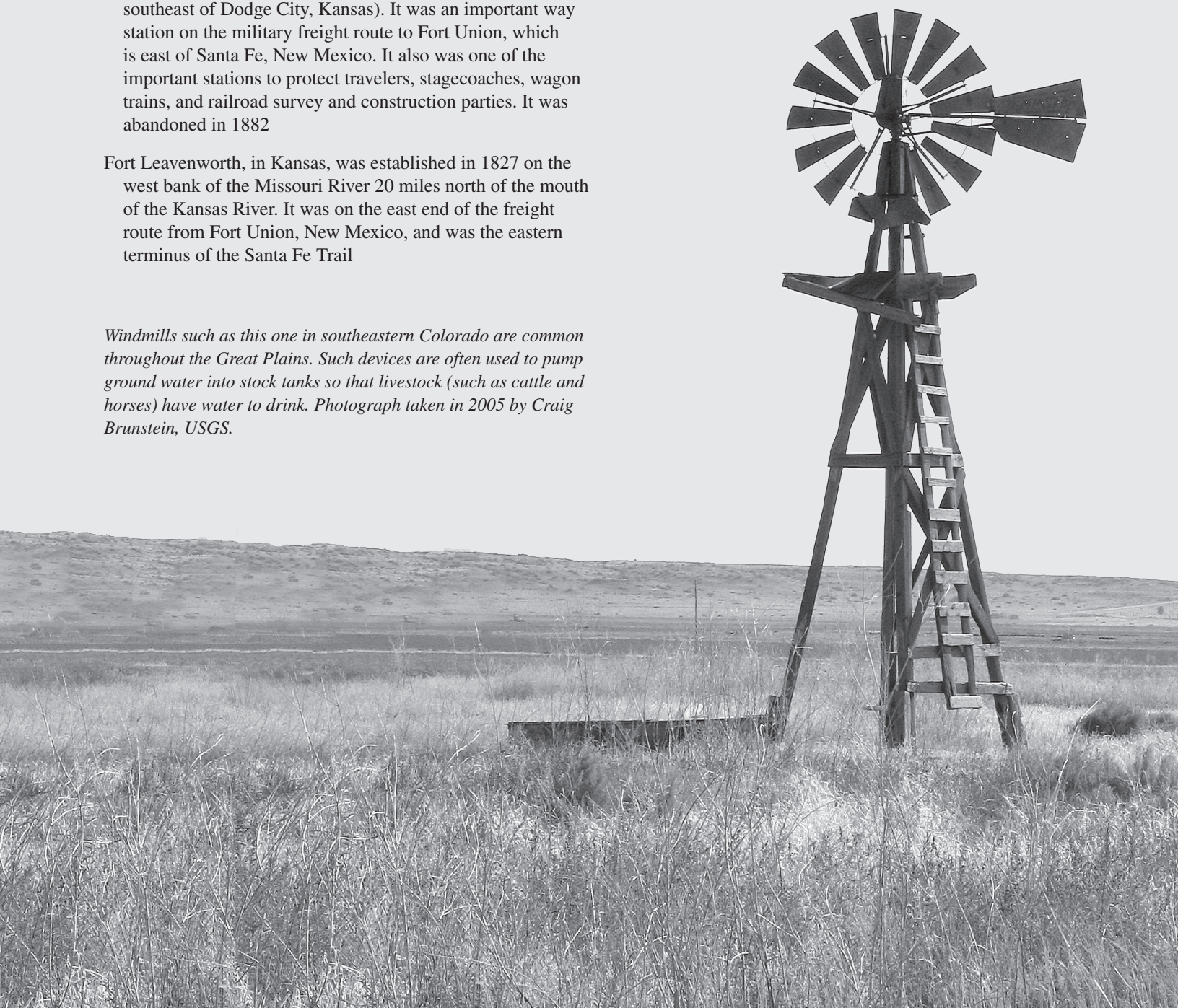
Fort Dodge was built in 1864 (it is on U.S. 154, four miles southeast of Dodge City, Kansas). It was an important way station on the military freight route to Fort Union, which is east of Santa Fe, New Mexico. It also was one of the important stations to protect travelers, stagecoaches, wagon trains, and railroad survey and construction parties. It was abandoned in 1882

Fort Leavenworth, in Kansas, was established in 1827 on the west bank of the Missouri River 20 miles north of the mouth of the Kansas River. It was on the east end of the freight route from Fort Union, New Mexico, and was the eastern terminus of the Santa Fe Trail

Windmills such as this one in southeastern Colorado are common throughout the Great Plains. Such devices are often used to pump ground water into stock tanks so that livestock (such as cattle and horses) have water to drink. Photograph taken in 2005 by Craig Brunstein, USGS.

Fort Lyon to Canadian River, a route from Old Fort Lyon near Prowers, Colorado, southward to the Canadian River in New Mexico. Fort Lyon was abandoned on Oct. 20, 1887

Fort Union, a prominent U.S. Army fort (on NM 161), 8 miles north of Watrous, New Mexico. Built in 1851 by Col. E.V. Sumner, the fort was a mile square, and it was an important southern road terminus of the Santa Fe National Historic Trail, a commercial center, and ordnance supply depot for New Mexico and Arizona. It became the juncture of the Mountain Branch and the Cimarron Cutoff of the Santa Fe Trail. It was the largest military post in the southwest and was used by soldiers and their families throughout the Indian wars and the Civil War. It was abandoned in 1890. From 1954 or 1956 it has been a National Monument



Fort Union–Fort Lyon Road is shown on a USGS 7.5-minute topographic map in T. 32 S., R. 55 W. It was the Fort Union Route of the Santa Fe Trail, a National Historic Trail. One of the several military freighting roads from Fort Lyon that were indiscriminately referred to as the Fort Union Road because the freight was headed there. This was the main purpose of these roads

Fowler Mesa, T. 33 S., R. 54 W. The name is a misnomer for Fallas Mesa (Christofferson, 1982, and Richard Loudon, written commun., 2004), named for Old Jim Fowlis, a man of prominence with the Reynolds Cattle Company, or for Fallas Spring, a famous water source and small settlement about 1–1.5 miles south of the base of Fallas Mesa. Las Animas County

Freezeout Creek, T. 30 S., R. 50 W., a branch of Two Buttes Creek, also a tributary valley called Soldier Canyon (see Soldier Canyon), Baca County

Frenchmans Butte, NE 1/4 SE 1/4 sec. 29, T. 33 S., R. 54 W., Las Animas County

Frick, 1937, SE corner sec. 19, T. 28 S., R. 49 W., Frick Siding and station (Deora?), on the Boise City Line, Baca County

Gillette, P.O. not official, 1888, center sec. 26, T. 32 S., R. 58 W., northwest of Yachita, Las Animas County

Gilpin, 1937, NW 1/4 SE 1/4 sec. 24, T. 24 S., R. 52 W., nine miles south of Las Animas, railroad station on the Boise City Line, mail to Las Animas, on Springfield Branch of Santa Fe Trail, Bent County

Goat Ranch Spring, NE 1/4 sec. 22, T. 28 S., R. 56 W., Las Animas County

Gleason Canyon and Gleason Springs, in Union County, New Mexico, northeast of junction of NM 456 and 551 at Emery Peak on an early road and a prong of Dry Cimarron Canyon, the mouth of which is not far from U.S. 64. Named for Fritz Gleason who came here in the late 1860's bringing a herd of cattle. The canyon is the first tributary east of the modern highway switchback route through Toll Gate Canyon

Gobbler's Knob (Station), SE 1/4 NW 1/4 sec. 20, T. 26 S., R. 46 W., Prowers County

Gotera, P.O. 1916 (formerly Duncan), NW 1/4 sec. 29, T. 34 S., R. 55 W., changed to Lone Oak in 1922, Las Animas County

Graft, P.O. 1916, SE 1/4 sec. 10, T. 30 S., R. 49 W., near Pritchett, Baca County

Granada and Fort Union Route of Santa Fe National Historic Trail crosses the quadrangle from southwest to northeast. Also known as the Granada Santa Fe Wagon Trail, it came into being in 1873 when the railroad reached Granada and freight was hauled from there to Fort Union, joining Dodge's Road from Ft. Lyon, already in existence, at Willow Springs. Granada is on the Arkansas River about 17 miles west of Kansas. As for the road from Granada to Pan Handle (see map), could "Pan Handle" be referring to the Oklahoma panhandle or the Texas panhandle?

Greenfield, a planned, plotted settlement that never really came into existence. About 9 miles southwest of Tobe, in sec. 13, T. 33 S., R. 57 W.

Griffin Airport (Griffin Field–Aeroplane Field, 1 mile north of Walsh), north middle sec. 32, T. 30 S., R. 43 W., Baca County

Hackberry Spring (Bloody Spring), northwest corner sec. 7, T. 28 S., R. 50 W., an archaeological site (a restricted area) called the Colorado Millennial Site in the northwest corner of Baca County

Harbord Switch, NW 1/4 sec. 28, T. 29 S., R. 48 W., station on the Boise City Line, mail to Springfield, Baca County

Harbourdale, P.O. 1915, sec. 31, T. 27 S., R. 53 W., Bent County

Hauck, or Houck, same town as Hawley, on the Grand Valley Line west of La Junta, Otero County

Hawley (see Hauck), started 1908, abandoned 1970, NE 1/4 sec. 7, T. 24 S., R. 56 W., originally a beet dump and a place to make beet sugar, named for Floyd Hawley of the American Crystal Sugar Company Railroad Station on AT&SF R.R. (Grand Valley Line), Otero County

Higbee (Old Higbee), P.O. 1872, settled 1860, a stock growing area, formerly named Nine Mile Bottom; the Higbee Post Office had operated at many places in Nine Mile Bottom, but closed in 1925. NE 1/4 SE 1/4 sec. 29, T. 26 S., R. 54 W. An uplift of the rocks in secs. 28 and 29, T. 31 S., R. 51 W., raised the Jurassic rocks and their dinosaur tracks up to what is now river level. Two miles south of the Higbee school was San Joseville (approximately located in SE corner sec. 31, T. 26 S., R. 54 W.) on the Purgatoire River (and on the road that went down the river). Higbee was named for Uriah Higbee, an early settler. Higbee first raised cattle elsewhere, but then moved to Nine Mile Bottom. One mile from Higbee is a large area of dinosaur tracks in the rock floor of the Purgatoire River. It is said to be the longest dinosaur track site on the North American Continent. The rocks are layers of the Morrison Formation of Jurassic age. The tracks were made during the Jurassic Period about 150 million years ago by sauropods and theropods including the genera *Apatosaurus* and *Allosaurus* (Lockley and others, 1997), Otero County



People, buggies, and automobiles in Kim, sometime between 1900 and 1910. Photographer unknown. (Courtesy of Denver Public Library, Western History and Genealogy Department. X-10159.)

Hogback (a topographic feature), in southern part of sec. 10, T. 31 S., R. 59 W., probably a structural fold of the rocks, Las Animas County

Hogback Stage Station, 1871, NW 1/4 sec. 22, T. 31 S., R. 59 W., just barely outside of La Junta quadrangle, Las Animas County, New Mexico

Hole in the Rock, an early day watering hole and the stage station on the Santa Fe Trail at the west edge of Thatcher and about 14 miles southwest of the later town of Bloom Siding, but still in Las Animas County

Hoopup, P.O. 1919, SE 1/4 sec. 33, T. 30 S., R. 52 W., near head of Two Buttes Creek, 15 miles northeast of Kim, Las Animas County

Hornville, SE 1/4 sec. 6, T. 28 S., R. 46 W., settlement, mail to Springfield, Baca County

Indian Trail (see Riddle, 1948), from Cimarron Cutoff in Kansas north across the La Junta quadrangle to Kit Carson in northeastern Colorado

Independence, Missouri, was the port on the Missouri River where many people landed before starting their journeys across the western lands. In fact, it was the main outfitting point; however, other parties took a 12 mile road from Independence to Westport where most of the wagon trains started on their westward journey. Actually, the eastern terminus of the Santa Fe Trail was about 30 miles north of Westport at Fort Leavenworth, Missouri, which was founded in 1827

Indianapolis, P.O. 1887, SE 1/4 sec. 1, T. 34 S., R. 59 W., at a minor tributary of Trinchera Creek just across Trinchera Creek from Stockville, Las Animas County

Iron Springs, 1878

Iron Springs Stage Station Historic Site, established around 1861. The Missouri Stage Company stopped here by 1881, in the northwest 1/4 sec. 16, T. 27 S., R. 58 W., near Symons and Mindeman Station, Otero County

Irwin Canyon, 1873, P.O. 1920, east-central sec. 8, T. 29 S., R. 52 W., SE of Yeiser on 1923 Colorado State Highway Map, Las Animas County

Israel Crossing, SE 1/4 NE 1/4 sec. 13, T. 29 S., R. 50 W., Baca County

Israel store (site), NW 1/4 SW 1/4 sec. 10, T. 29 S., R. 49 W., Baca County

40 Historic Trail Map of the La Junta 1° × 2° Quadrangle, Southeastern Colorado and Western Kansas

Joycoy, P.O. 1915, SW 1/4 sec. 11, T. 31 S., R. 49 W., 3 miles west of later town site of Pritchett (founded in 1926). After Pritchett was founded and the railroad reached Pritchett, Joycoy declined, Baca County

Kazan, P.O. 1920, SW 1/4 sec. 5, T. 28 S., R. 51 W., Las Animas County

Kim, P.O. 1917, 1918, NW 1/4 sec. 22, T. 32 S., R. 53 W., on U.S. Highway 160, named by Olin D. Simpson for Rudyard Kipling's novel "boy hero" Kim. A farming village in 1893, but was too dry to provide good crops. Home of the newspaper, "Kim Country Record." Las Animas County

Kings Ferry, middle E 1/2 sec. 2, T. 24 S., R. 55 W., see also Knights Ferry across Arkansas River east of La Junta, Otero County

Kirkwell, P.O. 1917, SE corner sec. 29, T. 33 S., R. 49 W., near Las Animas County line south of Oklarado. Baca County

Kline, SE 1/4 sec. 30, T. 24 S., R. 43 W., Prowers County

Knights Ferry, 1882, center sec. 1, T. 24 S., R. 55 W., across Arkansas River, 2 miles east of La Junta. Casa was nearby, on AT&SF R.R. east of La Junta (Nell, 1882). Otero County

Konantz, P.O. 1895, SW 1/4 sec. 9, T. 31 S., R. 41 W., or in middle south edge sec. 32, T. 30 S., R. 41 W., Baca County

La Junta, founded in 1875 as Otero, P.O. Jan. 1876–July 1877 and Sept. 20, 1878; the Post Office reopened in 1879. Town located in sec. 1, 2, 3, 10, and 11, T. 24 S., R. 55 W., called the junction, formerly terminus of Arkansas Valley Railroad, also on the AT&SF R.R. (county seat, formerly named Otero for Miguel Otero). Otero County

La Junta Army Air Base, built 1940, 4 miles north of La Junta on Highway 109. In use to train British and Chinese pilots and U.S. Army Air Force crews for B-25 bombers. Base closed soon after 1945. The base then became the La Junta Industrial Park and has been a beneficial addition to the town

Lake Mesa, SE 1/4 SW 1/4 sec. 7, T. 28 S., R. 52 W., Bent County

La Junta's first school building. Photograph taken between 1920 and 1950; photographer unknown. (Courtesy of Denver Public Library, Western History and Genealogy Department. x-10470.)



Lamar Communications Facility Annex, NW 1/4 SW 1/4 sec. 32, T. 24 S., R. 46 W., Prowers County

Lamport, P.O. 1908, NE 1/4 NW 1/4 sec. 27, T. 33 S., R. 42 W., and in SE 1/4 sec. 13, T. 34 S., R. 43 W., Baca County

L.B. Merrill Ranch, now the Cross L Flats Ranch, SW 1/4 NW 1/4 sec. 22, T. 34 S., R. 57 W., Las Animas County

Lima, 1907, later became Ormega Siding (see Ormega Siding). Otero County

Lockwood Arroyo, in Fort Carson Military Reservation (Pinon Canyon Maneuver Site), in T. 29 S., R. 57 W. and R. 58 W., tributary of Purgatoire River, enters river in sec. 36, T. 29 S., R. 57 W., Las Animas County

Lockwood Stage Station, 1871, SE 1/4 sec. 23, T. 29 S., R. 58 W., in Lockwood Arroyo, Las Animas County

Supposedly the oldest house in La Junta. Photograph taken about 1900; photographer unknown. (Courtesy of Denver Public Library, Western History and Genealogy Department. X-10465.)

Lone Oak, 1932, no P.O., NE 1/4 sec. 11, T. 35 S., R. 56 W., southwest of Gotera, its former name in 1922–1928 (not listed in Rogers, 1967), Las Animas County

Lone Rock, SE 1/4 sec. 18, T. 31 S., R. 49 W., Baca County

Longshore Ranch, SE 1/4 NE 1/4 sec. 18, T. 28 S., R. 46 W., Baca County

Lycan, P.O. 1913, NE 1/4 sec. 13, T. 28 S., R. 43 W., homesteaded 1910, at head of Horse Creek, Baca County

Madison Emery's freighting road, 1868, started from the Dry Cimarron in New Mexico, then into Gleason's Canyon, through Emery Gap at the State line, then followed the Military Freight route to Willow Spring in sec. 18, T. 31 S., R. 52 W., which was a water stop on the way to Fort Lyon

Maine Ranch, P.O. 1872, sec. 12, T. 27 S., R. 55 W., southwest of Higbee, on the Purgatoire River, formerly Marine Ranch, Otero County

Mathews, SW 1/4 sec. 30, T. 33 S., R. 43 W., Baca County

Maxey, P.O. 1895, in 1889 on wagon road from Fort Union to Granada on Two Buttes Creek, SE 1/4 sec. 25, T. 28 S., R. 49 W., Baca County

Maxey, P.O. 1910, NE 1/4 sec. 33, T. 29 S., R. 48 W., 12 miles northwest of Springfield, Baca County

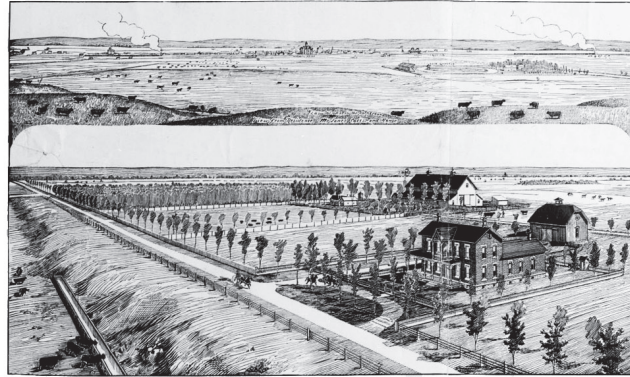


42 Historic Trail Map of the La Junta 1° × 2° Quadrangle, Southeastern Colorado and Western Kansas

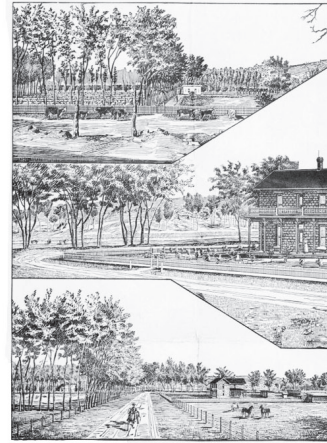
- McCall, SE 1/4 sec. 36, T. 30 S., R. 48 W., on AT&SF R.R. (Satanka Line), Baca County
- McEndree Ranch, SW 1/4 SE 1/4 sec. 25, T. 28 S., R. 49 W., Baca County
- Medford Springs, 1916, SE 1/4 sec. 17, T. 26 S., R. 49 W., on fork of Antelope Creek, Bent County
- Mesa de Maya, plateau in the lower south central part of the quadrangle, contains petroglyphs carved in the cliffs, Las Animas County
- Midway, SE corner sec. 19, T. 33 S., R. 42 W. (formerly Lamport in 1910)
- Milas, sec. 20, T. 34 S., R. 42 W., mail to Stonington, Baca County
- Miller, SW 1/4 sec. 35, T. 24 S., R. 51 W., Baca County
- Mindeman Siding and railroad station on Main Line of AT&SF R.R., P.O. 1917, SE 1/4 sec. 8, T. 27 S., R. 58 W., or SW 1/4 sec. 9, T. 27 S., R. 58 W., formerly Iron Springs or Symons, on Santa Fe National Historic Trail, Otero County
- Miners Peak, NW 1/4 sec. 16, T. 33 S., R. 56 W., Las Animas County
- Minneapolis, P.O. 1887 (formerly Butte City in 1886 and Blaine in 1910), NE 1/4 sec. 22, T. 29 S., R. 43 W., Baca County
- Minneapolis Cemetery, NW 1/4 sec. 27, T. 29 S., R. 43 W., Baca County
- Mitchell Camp, 1916, SE 1/4 sec. 24, T. 25 S., R. 49 W., on road along Mud Creek, Bent County
- Monon, P.O. 1901 or 1910(?), NW 1/4 SW 1/4 sec. 33, T. 29 S., R. 41 W., on Bear Creek, Baca County
- Mountain Branch of the Santa Fe Trail. From where the Cimarron Cutoff split off from the main Santa Fe Trail, the Mountain Branch continued up the Arkansas River to future Timpas Creek, then turned southwestward and crossed Raton Pass, then rejoined the Cimarron Cutoff near Watrous, New Mexico. The Mountain Branch was safer and easier
- Muddy Gap, SE 1/4 sec. 32, T. 27 S., R. 53 W., a pass on Muddy Creek where it joins Smith Canyon, Bent County
- Muddy Gate, NW 1/4 sec. 30, T. 27 S., R. 53 W. (Probably an erroneous spelling of Muddy Gap?) A slight error in location on Nell's 1895 to 1907 maps of Colorado. Bent County
- Mulvane, P.O. 1888, NW 1/4 sec. 32, T. 27 S., R. 47 W., a village on Two Buttes Creek, Prowers County
- New Stage Station, SW 1/4 sec. 17, T. 26 S., R. 46 W., on road marked Santa Fe Trail near Clay Creek, Prowers County
- New Troy, P.O. 1910, NW 1/4 NE 1/4 sec. 2, T. 34 S., R. 54 W., Las Animas County
- Ninaview, P.O. 1915, SE 1/4 sec. 33, T. 27 S., R. 52 W., original name was from Nina Jones, but was renamed by the Post Office Department; a farming community. Bent County
- Nine Mile Bottom, first name for Higbee, town extended across Townships 26 S. and 27 S. and Ranges 54 W. and 55 W., along the Purgatoire River, Otero County
- Ninemile Hill, SW 1/4 sec. 24, T. 24 S., R. 52 W., Bent County
- North Junction of Boise City Line and Pritchett Line, sec. 25, T. 30 S., R. 46 W., Baca County
- North La Junta, parts of T. 23 S. and T. 24 S. and R. 55 W., mail to La Junta, Otero County
- Northway, P.O. 1916, SW 1/4 sec. 28, T. 27 S., R. 45 W., Prowers County
- Nowlinsville, P.O. 1916, NE 1/4 sec. 1, T. 35 S., R. 47 W., Baca County
- Officer, P.O. 1913, 1917, NE 1/4 or NW 1/4, sec. 19, T. 30 S., R. 54 W., mail to Villegreen, named for Charles Officer, Las Animas County
- Oklarado, P.O. 1916, SE 1/4 sec. 30, T. 32 S., R. 49 W., on south fork of Sand Arroyo, Baca County
- Old Atlanta, SW 1/4 NW 1/4 sec. 23, T. 29 S., R. 50 W., Baca County
- Old Boston, 1886 (Benton), SW 1/4 sec. 22, T. 32 S., R. 44 W., Baca County
- Old Higbee (see Higbee), NE 1/4 SE 1/4 sec. 29, T. 26 S., R. 54 W., Otero County
- Old Minneapolis, NE 1/4 sec. 22, T. 29 S., R. 43 W., Baca County
- Old Stage Station, SW corner sec. 28, T. 26 S., R. 46 W., 2 miles south of New Stage Station, near Clay Creek, on cross roads of two trails. Prowers County
- Omer, P.O. 1900, NW 1/4 sec. 3, T. 25 S., R. 59 W., on Apishapa River, Otero County
- Opal, P.O. 1913, NE 1/4 NW 1/4 sec. 34, T. 27 S., R. 53 W., at south edge of Bent County
- Omega Siding or Lima, NE 1/4 sec. 17, T. 24 S., R. 55 W., railroad station on the AT&SF R.R., 3 miles south of La Junta on route to Raton Pass, mail to La Junta, Otero County

- Otero, founded 1875 at terminus of AT&SF R.R., when railroad built on to the west. The name Otero was associated with the Commission house, Otero, Sellars and Company. The town was named for Miguel A. Otero. In 1878, name was changed to La Junta, Spanish for “the junction.” Two other names were used for a short time, Manzanares and Ricetown (see Colorado Magazine, v. 18, p. 228). Otero County
- Packers Gap, 1895, SE 1/4 sec. 34, T. 26 S., R. 56 W., Otero County
- Palidor Trail, T. 26 S. and T. 27 S., R. 42 W. and R. 43 W. Name was used on a map by George Trommlitz (1889) showing trails and water-bearing canals in the Prowers County area of the La Junta quadrangle
- Patt, P.O. 1919, NE 1/4 sec. 10, T. 31 S., R. 52 W., mail to Kim, Las Animas County
- Penrose Trail, a northeast-trending trail through T. 30 S., R. 50 W., the name possibly originated from an Army march by General Penrose when he took the Tenth Cavalry and part of the Third and Fifth Infantry units from Fort Lyon southward into Oklahoma. The Penrose Trail could have been along Freezeout Creek (Friedman, 1988, p. 43), Las Animas and Baca Counties
- Pete Carrica Ranch (see Carrica Ranch), SE 1/4 sec. 30, T. 25 S., R. 54 W., Otero County
- Picture Canyon, SE 1/4 sec. 7, T. 35 S., R. 47 W., has shallow canyons with petroglyphs and Indian artifacts, about 12 miles west and 5 miles south of Campo. Some cliffs rise 200 feet high, Baca County
- Pinon Canyon Maneuver Site, an addition to Fort Carson Military Reservation in the west end of the La Junta quadrangle, Las Animas County
- Pinon Canyon, NW 1/4 NE 1/4 T. 31 S., R. 58 W., Las Animas County
- Pinon Park, sec. 13, 19, and 24, T. 29 S., R. 54 W. and R. 55 W., south of Villegreen Road
- Pinon Spring, sec. 6 or 7, T. 30 S., R. 54 W., Las Animas County
- Plains, P.O. discontinued 1921, NE corner sec. 25, T. 27 S., R. 43 W., Prowers County
- Plains Community, 1908, SE 1/4 sec. 16, T. 27 S., R. 43 W., Prowers County
- Platt Ranch, NE 1/4 NW 1/4 sec. 11, T. 30 S., R. 53 W., Las Animas County
- Plum Valley, P.O. 1917, in a small valley, secs. 28 and 33, T. 31 S., R. 54 W., sometimes mail to Villegreen, formerly a farm and stock community during the “dust bowl” years. Known for wild plum trees in the valley. Las Animas County
- Plymouth, NE corner sec. 17, T. 32 S., R. 42 W. (Taylor, 1963, p. 255), Baca County
- Potato Butte, NE 1/4 sec. 14, T. 33 S., R. 51 W., a feature; petroglyphs are carved in the surrounding canyon cliffs, Las Animas County
- Pride, P.O. 1914, SW 1/4 sec. 12, T. 35 S., R. 44 W., Baca County
- Pritchett, or Felt, P.O. 1927, S 1/2 sec. 6, T. 31 S., R. 48 W., station of AT&SF R.R., area of dry farming, named for Dr. Henry S. Pritchett in 1926, on the Satanka Line, Baca County
- Progress, P.O. 1888–1895, SW 1/4 sec. 9, T. 32 S., R. 42 W., Baca County
- Prowers County, 1889, named for John W. Prowers, pioneer cattleman
- Purgatoire Fork of Mountain Branch of the Santa Fe Trail. Las Animas and Otero County
- Purgatoire River (or Las Animas River), Las Animas County
- Ralph Queeno Ranch, SW 1/4 sec. 9, T. 27 S., R. 50 W., Bent County
- Ranch Camp, NW 1/4 sec. 28, T. 26 S., R. 43 W., same place as Fowler’s camp on June 10, 1822, Prowers County
- Red Rock, 1882, no P.O., SE 1/4 sec. 18, T. 29 S., R. 56 W., a community around Bent Canyon that had quite an influx of settlers during the late 1860’s and the 1870’s, Las Animas County
- Regnier, P.O. 1900, SW 1/4 SE 1/4, sec. 8, T. 35 S., R. 48 W., on Gallinas Canyon, mail to Springfield, Baca County
- Rene, P.O. 1912–1921, AT&SF R.R. Main Line to Trinidad, siding platted Nov. 30, 1916, by Olivia Maggie Campbell, NE 1/4 sec. 19, T. 25 S., R. 56 W., Otero County
- Richards, P.O. 1912, SE corner sec. 13, T. 33 S., R. 44 W., Baca County
- Richland Academy, SE 1/4 sec. 14, T. 32 S., R. 45 W., Baca County
- Riddle Store, N 1/2 T. 32 S., R. 47 W., Baca County
- Roberta Siding, 1928, NW corner sec. 34, T. 24 S., R. 56 W., on branch of the Grand Valley Line in 1906, Otero County
- Robinson, 9 miles east of La Junta

ILLUSTRATED SUPPLEMENT OF



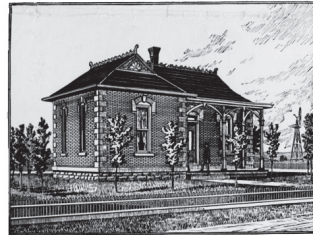
MULBERRY HILL FARM, OWNED BY J. C. JONES.



R. IRWIN. CLARK & IRWIN RANCH, 6 MILES SOUTH OF



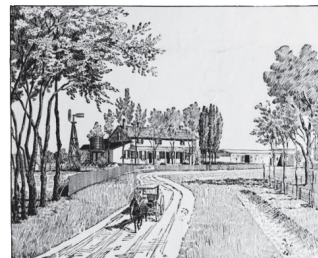
CITY HALL.



A. W. MILLER'S RESIDENCE.



PUBLIC SCHOOL.



RESIDENCE OF R. M. MOORE.



BIRD'S EYE VIEW OF LAS ANIMAS.



RESIDENCE OF G. M. DAMERON.

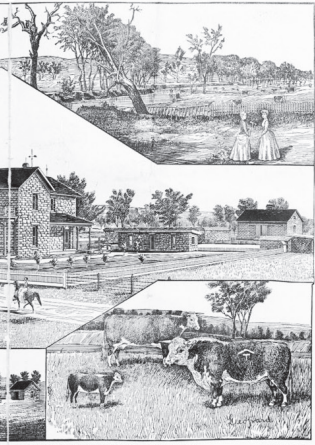


W. E. CULVER'S STORE.

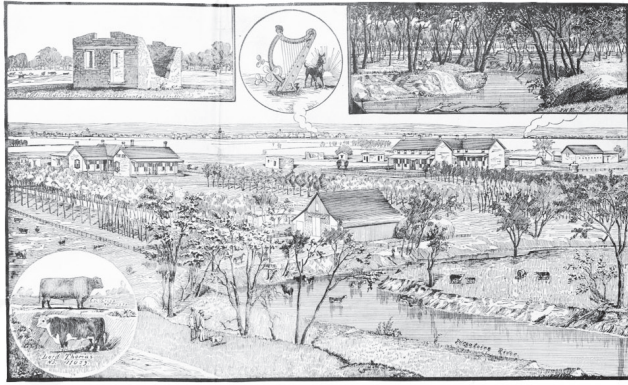
LAS ANIMAS, BENT COUNTY

(Pages 44 and 45) Engraving showing the Clark & Irwin ranch (center, top), which is in the Purgatoire River valley. This image is from an 1888 illustrated newspaper supplement of the Bent County Democrat. (Courtesy of Denver Public Library, Western History and Genealogy Department. X-11989.)

of the **BENT COUNTY DEMOCRAT.**



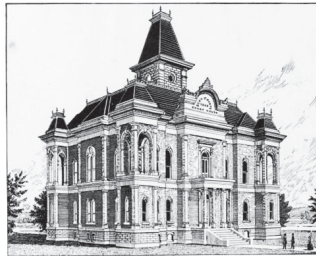
LAS ANIMAS, ON THE PURGATORIO RIVER. D. CLARK.



SAN PATRICIO RANCH, BOGGSVILLE, LAS ANIMAS, BENT COUNTY, COLORADO. Located by Col. Thomas Rippey, and occupied by him and his Brother-in-Law, the famous Kit Carson. Present owner, John Lee.



ANIMAS, BENT COUNTY, COLORADO.



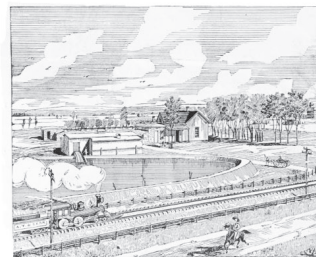
BENT COUNTY COURT HOUSE.



ATCHISON, TOPEKA & SANTA FE STATION.



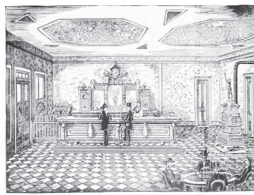
FRONTIER HOUSE, W.M. McCONOCHIE, PROPRIETOR.



H. B. CARTER'S RANCH.



BALDWIN, JAY & CO.



A. F. BURFORD'S CAROL SALOON.

46 Historic Trail Map of the La Junta 1° × 2° Quadrangle, Southeastern Colorado and Western Kansas

- Rodley, P.O. 1910, NE 1/4 sec. 11, T. 33 S., R. 45 W., 7 miles west of Richards, Baca County
- Round Mound, SW corner sec. 29, T. 27 S., R. 51 W., Bent County
- Round Prairie, SE corner T. 28 S. and NW corner T. 29 S., R. 54 W., Las Animas County
- Ruff, P.O. 1889, SW 1/4 sec. 12, T. 33 S., R. 42 W., on old wagon road from Oklahoma to Progress, south of Sand Hill, a former settlement, 9 miles southeast of Stonington, Baca County
- Rule, P.O. 1909, SE corner sec. 12, T. 27 S., R. 51 W., on Hackberry Creek, Bent County
- Ruxton, 1937, SW corner sec. 28, T. 26 S., R. 51 W., railroad station on the Boise City Line, 3 miles southeast of Toonerville, mail to Ninaview, Bent County
- Sammons Ranch, east part of the middle sec. 5, T. 31 S., R. 52 W., Las Animas County
- Sand Arroyo, P.O. 1915, SW 1/4 SE 1/4 sec. 22, T. 32 S., R. 47 W., Baca County
- Santa Fe Trail (Mountain Branch), sometimes called the Main Trail, in use 1834–1872, along north side of Arkansas River. The USGS calls it the Santa Fe National Historic Trail. The Purgatoire River Branch or Purgatoire Fork of the Mountain Branch of the Santa Fe Trail, T. 29 S. and T. 30 S., R. 58 W. and R. 59 W., was a branch that paralleled the Mountain Branch but was close to the Purgatoire River and close to the Red Rocks and Bent Canyon areas. It was sometimes called the Barlow and Sanderson Stage Route and became the stage road from Trinidad to Las Animas. Colorado placed 30 historical monuments along the main trail in 1908. The Mountain Branch of the Santa Fe Trail from La Junta to Trinidad received no monuments (Taylor, 1963, p. 525). In early August 1834, William Bent and Ceran St. Vrain left Santa Fe, went north across the Rocky Mountains to the Forts on the Arkansas River bringing with them 11 wagons for the establishment of Fort William (afterward better known as Bent's Old Fort). This presaged the beginning of the fort on the Arkansas River and the opening of another pathway to Santa Fe, the mountain route of the Santa Fe Trail, a longer, but better watered and therefore safer route than the Cimarron route. In 1825, Joseph C. Brown and his survey company were commissioned to make a survey of the Santa Fe Trail. In 1825, the United States made the Santa Fe Trail, as far west as Council Grove, a territorial road. By 1865, both branches of the trail received much less use. In 1868, the Kansas Legislature passed an act declaring the Santa Fe road from the eastern to the western boundaries of Kansas, a State road (Barry, 1972, p. 124)
- Saunders, in sec. 6, T. 29 S., R. 43 W., on the Satanka Railroad Line in Stanton County, Kansas
- Scotts Ranch, NE 1/4 sec. 26, T. 24 S., R. 49 W., Bent County
- Setonsburg (Seton), P.O. 1915 to 1916, SE 1/4 sec. 19, T. 32 S., R. 48 W. (name changed from Seton), Baca County
- Sheridan Canon, T. 30 S. and T. 29 S., R. 49 W. and R. 50 W., on the Granada and Fort Union Route of the Santa Fe National Historic Trail (Nell, 1882). General Philip H. Sheridan ran a campaign against the Cheyenne and Arapahoe Indians in 1868 and was in Albuquerque in 1870. Baca County
- Smith Homestead, SW 1/4 SE 1/4 sec. 24, T. 30 S., R. 54 W., Las Animas County
- Smoky Hill Arkansas and Purgatoire Wagon Road, circa 1867, road from the Smoky Hill River about 20 miles north of the Arkansas River south to the Purgatoire River
- Soldier Canyon of Freezeout Creek in T. 30 S., R. 50 W., 11 miles west of Pritchett, named because Corporal John Jackson and companions in the early days found skeletons of men and horses at foot of cliff. Remnants of clothing and guns indicated them to be Spanish soldiers who probably perished in a blizzard (Taylor, 1963, p. 255–256; Rogers, 1967). Baca County
- South Junction, in the NE 1/4 sec. 32, R. 30 S., T. 46 W., on the Boise City Line, Baca County
- Springfield, P.O. 1887, secs. 29 and 30, T. 30 S., R. 46 W., on AT&SF R.R., county seat of Baca County
- Springfield Airport, sec. 5, T. 30 S., R. 46 W., Baca County
- Springfield and Lamar Stage line, T. 25 S. and T. 26 S. and R. 46 W. and R. 47 W., Prowers County
- Stage Canyon, just north of Black Hills, Las Animas County
- Stage Canyon Stage Station, P.O. 1919, NE 1/4 sec. 7, T. 28 S., R. 56 W., station near Purgatoire route of Santa Fe Trail. Stage Canyon is a tributary of the Purgatoire River. Las Animas County
- Stonington, P.O. 1888 and 1909, NW corner sec. 5, T. 32 S., R. 42 W., located early in 1887, later most of it was moved to Walsh. Baca County
- Symons Station, 1909, sec. 17 or 18, T. 27 S., R. 58 W., on AT&SF R.R., see Mindeman, no post office, shown in same place as Iron Springs, Otero County
- Table Mesa, center of S 1/2 sec. 5, T. 30 S., R. 50 W., Baca County



(Far left) *Little bluestem*
(*Andropogon scoparius*), a
perennial grass found on plains
and mountain areas of Colorado.
(Original drawing by Margaret
Austin, USDA.)

(Left) *Indian paintbrush*
(*Castilleja* sp.), a colorful
perennial plant found on plains
and mountain areas of Colorado.
Original watercolor by Margaret
Austin, USDA.

48 Historic Trail Map of the La Junta 1° × 2° Quadrangle, Southeastern Colorado and Western Kansas

- Taloga, Kansas; along east edge of quadrangle on State Highway 51 in NW 1/4 sec. 29, T. 33 S., R. 43 W., Morton County, Kansas
- Taylor Ranch, NE 1/4 sec. 7, T. 29 S., R. 58 W., Las Animas County
- Taylor Station, sec. 8, T. 29 S., R. 58 W., exact location unknown but near the Taylor ranch, Las Animas County
- Ten Mile Waterhole (or 10 Mile Water Hole), SE 1/4 sec. 18, T. 24 S., R. 54 W., Las Animas County
- Texas Trail, a major cattle trail, trends northward along east edge of quadrangle, trail is in Colorado and varies from being close to or approximately 3–8 miles west of Kansas border. Baca and Prowers Counties
- Theater, center sec. 6, T. 24 S., R. 54 W., in La Junta. Otero County
- The Hogback, a topographic feature in north middle of sec. 15, T. 31 S., R. 59 W., and in NW 1/4 sec. 4, T. 32 S., R. 51 W., Las Animas County
- Three Buttes, a topographic feature in the NW 1/4 sec. 16, T. 26 S., R. 57 W., Otero County
- Timpas, 1876, P.O. 1891, platted in 1887 on the Main Line of the AT&SF R.R., NE 1/4 sec. 3, T. 26 S., R. 57 W., an area of cattle and sheep ranching starting in the 1860's. In 1868 or 1869, Basil (Missouri Bill) Metcalf had established a trading and stopping place (a ranch) on the Santa Fe Trail at Timpas that later became the Timpas Stage Stop. Otero County
- Timpas Stage Station, SE 1/4 sec. 34, T. 25 S., R. 57 W., Otero County
- Tobe, P.O. 1910, SW corner sec. 29, T. 32 S., R. 55 W., near Tobe Creek and on U.S. Highway 160, Las Animas County
- Tollgate Canyon, entirely in Union County, New Mexico, south of Basil (Missouri Bill) Metcalf's toll station. Tollgate Canyon was on a deep tributary valley of the Dry Cimarron 5 miles south of Colorado on the C&S Line. The toll station, established in 1873, consisted of two rock pillars on each side of the road. A traveler through there could not turn around, but had to pay the 75-cent toll to Bill Metcalf. Missouri Bill Metcalf was involved in the La Junta quadrangle prior to his toll station in New Mexico. In 1869, or possibly 1868, he had established a ranche (a trading and stopping place) on the Santa Fe Trail at Timpas, apparently at what later became the Timpas Stage Stop
- Toonerville, SE 1/4 sec. 18, T. 26 S., R. 51 W., on the Boise City Line of the AT&SF R.R., Bent County
- Trail Ruts Historic Site, SW 1/4 sec. 9, T. 27 S., R. 58 W., Otero County
- Troy (also called Post Village), P.O. 1887, center west edge sec. 27, T. 32 S., R. 55 W., Las Animas County. According to the U.S. Post Office Department, Troy P.O. was also at the following sites (Bauer, 1990):
- Sept. 14, 1887, NW 1/4 sec. 21, T. 32 S., R. 55 W.
 - July 3, 1899, sec. 2, T. 34 S., R. 54 W.
 - Nov. 7, 1908, Moved from SE 1/4 sec. 1, T. 34 S., R. 54 W., to NW 1/4 sec. 25, T. 33 S., R. 53 W.
 - Oct. 27, 1934, SE 1/4 sec. 22, T. 33 S., R. 54 W.
 - Oct. 21, 1938, SE 1/4 sec. 3, T. 34 S., R. 52 W.
 - Oct. 21, 1941, SE 1/4 sec. 3, T. 34 S., R. 52 W.
- Tuck, P.O. 1916, SW 1/4 sec. 1, T. 31 S., R. 50 W., Baca County
- Twenty Mile Waterhole (or 20 Mile Water Hole), NW 1/4 sec. 36, T. 29 S., R. 54 W., Las Animas County
- Two Buttes, P.O. 1909, SW 1/4 sec. 32, T. 28 W., T. 44 W., Baca County
- Two Buttes Laccolith (geologic feature), SW 1/4 sec. 25, T. 27 S., R. 46 W., Baca County
- Unaquagua Reservoir, T. 29 S., R. 55 and 56 W., Las Animas County
- Utleysville, P.O. 1917, farming village, NE 1/4 sec. 5, T. 32 S., R. 50 W., settled by Utleys family, Baca County
- Van Bremer Road, SE 1/4 T. 31 S., R. 59 W., an extension of the road in the Trinidad quadrangle where it is called Alternate Santa Fe Route, Van Bremer Road. However, other maps do not show how or where the road then crossed the Purgatoire River. Animas County
- Vigil and St. Vrain Land Grant in T. 42 S. and T. 43 S., R. 63 W. and R. 64 W., along the Huerfano River, 1885. A Mexican Land Grant, originally planned to be a large part of the NW quarter of the La Junta quadrangle. Bent, Las Animas, and Otero Counties
- Vilas, P.O. 1887, NW 1/4 sec. 1, T. 31 S., R. 45 W., 2 miles south of Bear Creek, a station on the Satanka Line, Baca County
- Villegreen, P.O. 1917, settlement on Plum Creek in the SE corner sec. 25, T. 31 S., R. 55 W., on AT&SF R.R.. Villegreen was in three different locations over the years. Las Animas County
- Vogel Canyon Stage Station, NW 1/4 SW 1/4 sec. 24, T. 26 S., R. 55 W., see Maine Ranch. Otero County
- Wagon Gap, SE 1/4 sec. 8, T. 28 S., R. 53 W., Las Animas County
- Walsh, P.O. 1926, SE 1/4 sec. 32, T. 30 S., R. 43 W., a station on the Satanka Line, Baca County

- Walts Corner, NW 1/4 sec. 14, T. 33 S., R. 58 W., Las Animas County
- Watervale, P.O. 1888, on C&S R.R., SE 1/4 sec. 1, T. 35 S., R. 59 W., Las Animas County
- Webb, P.O. 1910, SW 1/4 sec. 26, T. 26 S., R. 42 W., Prowers County
- Wentworth, P.O. 1911, NE 1/4 sec. 33, T. 32 S., R. 42 W., Baca County
- Wilde, P.O. 1887, SE 1/4 NE 1/4 sec. 28, T. 27 S., R. 46 W., or NW 1/4 SW 1/4 sec. 28, T. 27 S., R. 46 W., Prowers County
- Willow Spring, center sec. 18, T. 31 S., R. 52 W., Las Animas County
- Wilson Switch (or Wilson), NW corner sec. 11, T. 35 S., R. 58 W., on the C&S, it was the original name of Branson, Las Animas County
- Yachita, P.O. 1916, NE 1/4 sec. 3, T. 33 S., R. 57 W., Las Animas County
- Yeiser, P.O. 1904, NW 1/4 sec. 23, T. 28 S., R. 54 W., in Smith Canyon, Las Animas County
- Zion Chapel, SW 1/4 sec. 7, T. 31 S., R. 47 W., Baca County

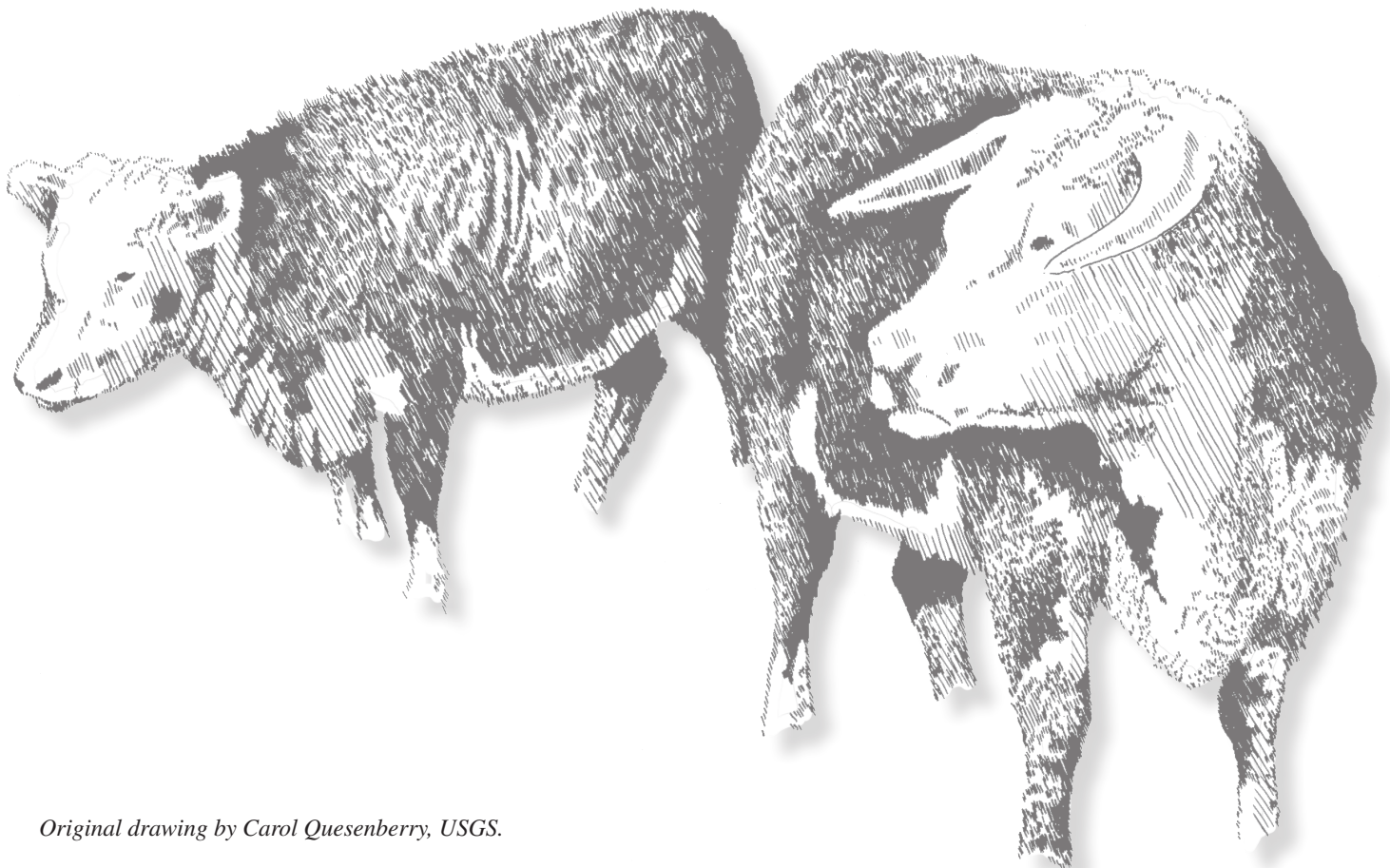
Sources of Information

(Users of this map might want to know something about the areas that surround the La Junta quadrangle. For further information about three areas that border the La Junta quadrangle: on the north see map I-2469 (Lamar quadrangle; Scott, 1995), on the south see map I-1641 (Raton quadrangle; Scott, 1986), on the west see map I-2745 (Trinidad quadrangle; Scott, 2001). Nearly all call numbers for the following maps and books are those of the Western History and Genealogy Department, Denver Public Library. Not all references are cited in the text or on the maps. Many references listed here were used for background information.)

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Original drawing by Carol Quesenberry, USGS.

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