

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: Mojave Road **DRAFT**  
Other names/site number: Beale's Wagon Road, Old Government Road; CA-SBR-3033/H  
Name of related multiple property listing:

\_\_\_\_\_  
(Enter "N/A" if property is not part of a multiple property listing)

## 2. Location

Street & number: Mojave National Preserve (MOJA); See Verbal Boundary Description  
City or town: Baker, Cima, Lanfair State: California County: San Bernardino  
Not For Publication:  Vicinity:

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this \_\_\_ nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national \_\_\_ statewide \_\_\_ local

Applicable National Register Criteria:

\_\_\_A \_\_\_B \_\_\_C \_\_\_D

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#### 4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) \_\_\_\_\_

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Signature of the Keeper

Date of Action

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#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

##### Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>0</u>	<u>0</u>	buildings
<u>15</u>	<u>0</u>	sites
<u>6</u>	<u>2</u>	structures
<u>0</u>	<u>5</u>	objects
<u>21</u>	<u>7</u>	Total

Number of contributing resources previously listed in the National Register 0

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION: rail-related

TRANSPORTATION: road-related

DEFENSE: military facility

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

RECREATION AND CULTURE: outdoor recreation

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

OTHER: Nineteenth Century Wagon Road

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**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: EARTH, STONE

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

Mojave Road is a well preserved mid-nineteenth century linear transportation corridor linking a series of historically significant springs across a vast expanse of desert basins and ranges. This nomination concerns the portion of the historic Mojave Road that traverses Mojave National Preserve in San Bernardino County, California. The 76.3 mile long section of Mojave Road through the Preserve follows the approximate route of a centuries old Native American trail system across usually dry Soda Lake, over the Marl Mountains and Mid Hills ranges and across the Lanfair Valley. It was developed as a wagon road by the U. S. military in the late 1850s. The road appears, with noted exceptions, much as it did to nineteenth century travelers. The road can be traveled across the Preserve by foot or four-wheel drive vehicle. Modern visitors travel the road along its historic route with four exceptions no longer passable by vehicle (portion of Soda Lake, vicinity of Thomas Place, one mile in Lanfair Valley, and the Piute Range), all of which can be walked. The edge to edge roadway boundary is expanded in two locations centered on springs, to include associated resources related to water sources and military outposts. The road retains integrity of location, design, setting, materials, workmanship, feeling, and association.

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## Narrative Description

### Environment

The nominated road passes through a diverse desert environment known for its challenging topography and wide variety of plant and animal life. This includes an expansive forest of Joshua trees and animal species that range from tarantulas to the endangered desert tortoise. While Joshua trees dominate the higher elevations, lower segments of the road are bordered by creosote bush, cholla cactus and distinctive red barrel cactus, buckwheat bush, and desert sunflowers. Typical of the Mojave Desert, the corridor traverses rocky mountain passes that drop into barren desert basins. The road links strategic springs and natural routes of least resistance through several ranges of mountains enabling continued safe passage as it did during the period of significance.

With noted exceptions the road is a simple dirt/sand/rock roadway averaging between seven and ten feet in width, cut through desert vegetation and following natural geographic features. There are few structural elements like rock retaining walls or side cuts; these latter elements are, with few exceptions, found only in the Piute Range section of the road. In most cases, the surface of the road is compacted desert sand and gravel. Some portions of the roadbed in Lanfair Valley have sunken up to four feet into the landscape after continued use since the 1850s. Most of the roadway is at grade or only slightly sunken. In one short section near the Thomas Place, the road consists of twin tracks with vegetation between tracks due to limited vehicle travel. During the historic period, these center ridges would not have existed with animals pulling wagons; they are the result of later motor vehicle travel. An abandoned four mile section in Kelso Valley and another one mile segment in Lanfair Valley are extant, seen clearly by air if hard to follow on the ground, and a three mile section of dry lake route on Soda Lake has disappeared into the silted lakebed.

While the road uniformly follows natural features through the desert terrain it is an obviously human constructed resource. For most of its length through the Preserve the road was constructed by simply removing vegetation like Joshua trees and creosote bush, and moving rocks to accommodate wagons; heavy travel did the rest. There are several sites in a two-mile Piute Pass section where blasting and significant excavation was undertaken to construct reasonable grades and cross drainages. The road was recorded and designated as CA-SBR-3033/H by archeologists in the 1970s. Since the 1970s, volunteers have placed small, non-historic rock cairns—not part of this nomination—along the roadway at most of the junctions to guide modern travelers.

The nominated section of the historic road begins near the western boundary of Mojave National Preserve at Soda Springs (Zzyzx) on the western edge of Soda Lake, near US Interstate 15, and ends at the eastern boundary of the Preserve at the foot of the Piute Range. The following description of Mojave Road is oriented to travel from west to east. For organizational purposes the road is divided into four sections, chosen for their geographic and historical associations and

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to simplify descriptive passages and sketch maps: Section One from Soda Springs to Marl Springs; Section Two from Marl Springs to Rock Spring;<sup>1</sup> Section Three from Rock Spring through the Lanfair Valley, where an 11.5-mile section lies partly within private property, to the wilderness boundary at the foot of the Piute Range; and Section Four from the wilderness boundary over Piute Pass and down a steep canyon to the eastern boundary of the Preserve. Early travelers sourced water from at least five locations along the nominated road: Soda Springs, Marl Springs, Government Holes, Rock Spring, and Fort Piute. These locations are noted in the following narrative, and Marl Springs and Rock Spring are included within the district boundary.

**Mojave Road** **One Contributing Structure**  
**Section One—Soda Springs to Marl Springs—31.7 miles (Sketch Map/Photo Key 1)**

Mojave Road as nominated begins at Soda Springs near the western edge of Soda Lake (**Coordinate 1**),<sup>2</sup> elevation 936 feet, the lowest point on the nominated road. Soda Springs was an important stopping place as a water source on Mojave Road and was the site of a military installation called Hancock's Redoubt, served by the road. Soda Springs does not retain integrity for its association with Mojave Road, having been largely erased by early twentieth century salt and soda extraction efforts followed by the mid-twentieth century resort development known as Zzyzx Mineral Springs. The National Register-nominated Soda Springs Historic District—significant in the areas of Health/Medicine, Religion, Industry, and Archaeology: Historic—Non-Aboriginal—became a research station operated by the California State University system. The Mojave Road route across Soda Lake commences 450 feet from the edge of the dry lake at Zzyzx, at a point 565 feet east/northeast of the terminus of Boulevard of Dreams where a ditch that supplanted the historic road ends on the dry lakebed, thus establishing the western boundary of Mojave Road at the eastern edge of the 1940s-1960s development at Zzyzx. Soda Lake is a shallow playa, usually dry except in rainy weather. During those times, Mojave Road users detoured either north or south of the lake; these exact routes have not been documented on historic maps, are not extant as structures, were likely used only a small percentage of the year, and are not part of this nomination. Historic inscriptions made by early Mojave Road travelers are found north of Soda Springs, along a much altered portion of roadway that would have been both a northern bypass around the lake and also a connector to the Old Spanish Trail located farther north. Most of the time, travelers crossed the dry lakebed in a straight line from Soda Springs towards the southern edge of Little Cowhole Mountain, then on to Seventeen Mile Point to the east.

The first three mile section across the lake was abandoned in the late 1970s to divert traffic away from the educational facility at Soda Springs, and has since melted into the dry mud of the lakebed after successive wet periods. The abandoned road is visible on a 1978 aerial photograph. The road in use is joined three miles east of Soda Springs (35.152224, -116.051839); here the

<sup>1</sup> Rock Spring itself was identified in the singular, while the Rock Springs Land and Cattle Company adopted the plural in their name.

<sup>2</sup> The fourteen latitude/longitude coordinates referenced in the narrative as (**Coordinate x**) and listed in Section 10 are limited to major geographical points at changes in direction. Additional coordinate pairs provided along the route are there only for aiding the description.

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active road was diverted slightly to the south, breaking the original tangent across the entire lakebed. The next 1.5 miles on the lakebed are composed of tire tracks in dry mud—wet and impassable during and after wet weather. The roadway on the lakebed was created by wheeled travel rather than any construction activity. It follows a “drunken tangent,” two smooth ruts flanked by deeper and rougher ruts made by drivers going off the established roadway. The road occasionally crosses sunken streams in the lakebed and is otherwise level. The road leaves the playa (35.157025, -116.033063) and begins a gradual ascent towards Seventeen Mile Point.

When the road leaves the playa on Soda Lake’s east edge, it remains smooth, often shallow sand with dual wheel tracks and with many parallel diversions to avoid sandy spots, and the landscape becomes sparsely vegetated. The road ascends the eastern Soda Lake basin gradually towards Seventeen Mile Point, passing the southern edge of Little Cowhole Mountain. The road crosses a dirt road, serving a mine, at an angle, and the dirt road from Baker south to Jackass Canyon. East of this junction the road crosses two parcels of private land and one of state land.

At Seventeen Mile Point—actually two points of rock meeting the alluvial plain at the northern terminus of an unnamed range of mountains that terminate on the south at Old Dad Mountain—the road curves around the point (**Coordinate 2**, elevation 1960), to head southeast through Willow Wash, in sandy conditions. The road crosses the paved, federally owned Kelbaker Road at an angle and continues southeasterly—following the wash and often leaving it for more solid ground—crossing three minor dirt roads and following the southern shoulder of distinctive black cinder cones and lava flows of the Cinder Cone Lava Beds National Natural Landmark. Curving around this wide volcanic hill the road heads east/northeasterly, then crosses the dirt Aiken Mine Road at an angle (**Coordinate 3**).

The road, still ascending in elevation from distant Soda Lake, heads east/northeast. The surface is often rough and bumpy, always narrow with few bypasses. It crosses the corner of a parcel of private property—for one twelfth of a mile—and through a fence line (35.184170, -115.695858) while rising in elevation past the volcanic range to the north.

### **Mojave Mailbox**

### **One Noncontributing Object**

The road passes the Mojave Mailbox on its north edge. This resource, installed by the Friends of the Mojave Road organization, includes a box on a post where travelers can sign a register and has been decorated with additional signs and flags.

The road meanders from northeasterly to easterly and southeasterly, crossing granite alluvial slopes creating much up-and-down motion in a vehicle. Almost thirty miles from Soda Springs the road reaches a summit marked by Geological Survey monuments (**Coordinate 4**), elevation 4563. Here it changes from a northeasterly direction to the southeasterly descent along the northeastern edge of the Marl Mountains towards Marl Springs. It crosses the right-of-way for power lines (35.183506, -115.664118), and meanders slightly before dropping directly south to Marl Springs. A short spur to the southwest reaches a wide turnaround and campsite adjacent to a historic cattle corral.

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Marl Springs, elevation 3870, features resources associated with at least four historic themes. In addition to the military context addressed in this nomination, other nominations recognize the area's significance in prehistory, ranching, and mining. The corral and trough have been nominated to the National Register under cover of the Historic Ranching Resources Within Mojave National Preserve MPS for their association with the Rock Springs Land and Cattle Company, while the stone arrastra—related to mining history—has yet to be documented. The arrastra, corral, and trough lie outside the Mojave Road boundary and are not counted. Also outside the nominated boundary, numerous archeological sites in close proximity to the springs indicate the importance of the site to the Native American tribes of the region.

**Marl Springs (Sketch Map/Photo Key 1A)**  
**Springs #1 and #2**

**Two Contributing Sites**

Marl Springs was a critical water source for travelers on Mojave Road, the second location of at least five along the nominated road. The springs support extensive desert plant and animal life making the spot an obvious choice for human habitation, military fortification, and road travel supply. Native American guides led early travelers to Marl Springs. Lt. Amiel Weeks Whipple described the site in detail, paying special attention to the flora of the area and potential for the “excellent grazing lands” to supply future travelers.<sup>3</sup> Between October 1867 and May 1868 the U.S. military maintained an outpost at Marl Springs. Later accounts indicated temporary privately operated supply stations existed at the site to serve travelers during the high point of the use on the historic road in the 1870s. During the cattle ranching period (1894-2001) the springs served as an important ranching station.

The sloping plain on the northeastern edge of the Marl Mountains has a sparse cover of creosote bush and other desert plants. Two springs (**Coordinate 5**) are located directly north of the corral, and provide a small amount of water to a historic concrete trough in the corral. The springs were the central draw to travelers on Mojave Road in this vicinity. Spring #1 is a cave-like excavation into the sloping hillside. Spring #2, further west, is a dugout area showing damp earth.

**Military Outpost/Corral Ruins**  
**Rock Wall**  
**Habitations #1, #2, and #3 Ruins**  
**Hand-dug Well**

**One Contributing Site**  
**One Contributing Structure**  
**Three Contributing Sites**  
**One Contributing Structure**

The remains of the military outpost (**Coordinate 6**) are located a short distance northeast of the corral and include rock building ruins, dugout habitations, and a hand dug well. The larger of the building ruins is composed of two rooms and what might have been a small horse corral. The eastern room measures nine feet by twelve feet, with dry-laid rock walls about two feet thick and two to four feet high, with an opening on the east side. South of this room are rubble walls that

<sup>3</sup> Amiel Weeks Whipple, *A Pathfinder in the Southwest: The Itinerary of Lieutenant A. W. Whipple During His Explorations for a Railway Route From Fort Smith to Los Angeles in the Years 1853 & 1854*, ed. Grant Foreman (Norman, OK: University of Oklahoma Press, 1941), 248-255.



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indicate the existence of another room. East of these is a partial enclosure measuring about 25 feet by 20 feet. The western wall is shared with the aforementioned room; a 20-foot-long north wall is offset slightly to the north from the north wall of the west room. The east and south side of this enclosure is a low, half-round rubble wall, which may indicate its use as a horse corral; there is what appears to be a stone trough on the outer edge of this rubble feature.

Higher in elevation and northwest of the outpost/corral is a collection of three other associated building ruins and a structure, separated by a small tree-lined drainage. Situated almost in a row east-to-west, the eastern building is a partially dug out habitation (#1) with two parallel dry-laid rock walls set about twelve feet apart, each sixteen feet long and two feet thick, ranging from two to five feet high. The back of the building is dug out of the hillside, while the front contains some rubble rock; creosote bushes have grown inside the building. West of the rock habitation is a dugout habitation (#2) in the form of a cave. The ceiling has collapsed. A rectangular cut into the back wall—likely a storage area, measuring two feet wide, 3.5 feet tall and four feet deep into the hillside—and a stone-lined chimney remain. Overall the dugout area measures roughly ten feet by six feet. West of it is a dugout site (Habitation #3), with a level area and scattered rocks remaining to indicate its historic use. Southwest of this is a hand dug well, with a timber-lined opening three feet square. Erosion and vegetation are encroaching on the well. The ruins at Marl Springs hold potential for further archeological investigation.

**Mojave Road** **[already counted]**  
**Section Two—Marl Springs to Rock Spring—19.8 miles (Sketch Map/Photo Key 2)**

**Camp Rock Spring (Sketch Map/Photo Key 2A)**

<b>Artifact Scatter</b>	<b>One Contributing Site</b>
<b>Quartermaster Residence Ruins</b>	<b>One Contributing Site</b>
<b>Habitations #1, #2, and #3 Ruins</b>	<b>Three Contributing Sites</b>
<b>Rock Walls #1, #2, and #3</b>	<b>Three Contributing Structures</b>
<b>Parade Ground</b>	<b>One Contributing Site</b>
<b>Rock Spring</b>	<b>One Contributing Site</b>
<b>Mail Company Cabin Ruins</b>	<b>One Contributing Site</b>
<b>Concrete Dam</b>	<b>One Noncontributing Structure</b>
<b>Interpretive Trail</b>	<b>One Noncontributing Structure</b>
<b>Two Interpretive Display Panels</b>	<b>Two Noncontributing Objects</b>
<b>E Clampus Vitus Commemorative Plaque</b>	<b>One Noncontributing Object</b>
<b>Historic Inscriptions/Petroglyphs (CA-SBR-00040/H)</b>	<b>One Contributing Site</b>

Mojave Road leaves Marl Springs on a long tangent heading northeast. It crosses a north-south dirt road connecting Kelso with Rainbow Wells (35.175211, -115.633988), with its parallel line of defunct telephone poles. Reaching the northwestern edge of a small mountain range is a large and picturesque campsite popular with four-wheel-drive groups, and likely used by travelers during the period of significance. A small bedrock mortar in a rock formation is a prominent feature. At the north edge of this range, an old road angles off (**Coordinate 7**) to the west/northwest. The road leads to Rainbow Wells, an abandoned cattle watering site. After the

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junction, Mojave Road descends east for two miles and then east/southeast on a four-mile tangent. This stretch of road is more of the hard granite surface, taking a cross angle on the slope drainage southern of Cima Dome and creating a roller-coaster effect for the traveler. This historic section of Mojave Road terminates forty miles from Soda Springs at the paved Kelso-Cima Road—marked by a large mounted plaque erected by E Clampus Vitus—and the Union Pacific Railroad tracks, elevation 3750.

Kelso-Cima Road is a north-south paved two-lane federally owned road. At this point it directly parallels the railroad track, so Mojave Road is interrupted by a 230-foot long crossing of these two transportation structures. East of the railroad track, paved two-lane federally owned Cedar Canyon Road begins and heads east/southeast on a long tangent, during which the pavement ends. The wide roadway remains as a graded dirt road—the route modern travelers use as an alternative to the 1850s Mojave Road, which is impassable to vehicles in this section. Starting at the railroad junction, Mojave Road roughly parallels the modern road, the old road lying to the north of Cedar Canyon Road, joining the latter at a point about a mile east of Thomas Place Road. This four-mile section has been unused since the 1980s and, while it shows on satellite images and is depicted on the USGS topo map dated 1983, the road is hard to locate at ground level.

Artifacts found along this section of roadway confirm its association with the 1850s era. This disused section of road parallel to Cedar Canyon Road retains integrity due to benign neglect. This section of the road is open to exploration by foot, providing an outstanding example of a seldom-traveled section of the historic roadway. A one-mile section east of Thomas Place Road can only be driven with a high-clearance four-wheel-drive vehicle and is not generally used by Mojave Road visitors and groups. This section is composed of two deep ruts with vegetation in the center ridge, with a width between seven and eight feet.

A 4.9 mile section of the 1850s roadbed is obliterated by the dirt two-lane Cedar Canyon Road. This section, averaging thirty feet in width, follows the 1850s route with less integrity of materials. It winds through Cedar Canyon, across a private parcel, passes the junction south to Hole-In-The-Wall, turns to the southeast (**Coordinate 8**) and traverses the crest of the Mid Hills (elevation 5178, the highest point on the nominated road), dropping into Round Valley. The 1850s road alignment veers off the modern road at an angle to the southeast (35.152945, -115.362153), crosses a wash and reaches a junction, with a spur—just beyond the nominated boundary—leading about 180 yards south to Government Holes (elevation 5065), almost fifty miles from Soda Springs.

Historic records indicate that nearby Rock Spring was periodically dry, forcing travelers to stop at the exposed Government Holes location to obtain water. The water source at Government Holes was improved around 1860 with a well by California merchant Phineas Banning and briefly known as Banning's Well. U.S. troops stationed in the area enlarged the well and the location became known as Government Holes, likely deriving its name from Government Road, as Mojave Road was often called. The wells of the period are no longer extant, and have been replaced. Since the 1880s, Government Holes—nominated to the National Register under cover

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of the Historic Ranching Resources Within Mojave National Preserve MPS for its association with the Rock Springs Land and Cattle Company—has been used as a cattle watering and gathering location.

The road north of Government Holes veers east and returns to Cedar Canyon Road (35.156480, -115.335051), following that wide and graded road for 0.3 miles; this section retains less integrity of design, workmanship, and feeling. The 1850s Mojave Road exits southeast at the edge of Watson Wash, hugging a hillside on the west and reaching the wide wash at Rock Spring (35.153506, -115.328317; elevation 4770).

Rock Spring is the fourth of at least five critical water sources along the nominated section of Mojave Road and the most prominent. The location was called Camp Rock Spring during the 1866 to 1868 military era, the only commissioned military post on the interior section of Mojave Road. Resources documented here are the spring, an artifact scatter, ruins of two buildings and three habitations, three rock walls, and a former parade ground. Noncontributing resources include the spring's concrete dam from the first half of the twentieth century, a modern interpretive trail, two mounted steel interpretive panels, and a commemorative plaque mounted on a large rock by E Clampus Vitus.

Whipple's expedition noted the excellent water source as "a bountiful supply for the train." In his description of the approach to Rock Spring he wrote about "the road made by the instrument wagon" indicating a crucial fact about historic desert road construction; the simple act of clearing a path and pulling a wagon through the desert creates a road that can remain clear for decades.<sup>4</sup> Rock Spring remains a hub of human activity along Mojave Road since its period of significance.

Camp Rock Spring (**Coordinates 9-12**) is composed of a rock and sand wash flanked by a combination of sloping hills and dramatic rock formations. The north side offers a larger, relatively level area, since covered with desert vegetation, which served as a parade ground with associated features. On the east end of this area is an excavation of unknown origin; below it is an artifact scatter in a rough oval measuring about 25 by 40 feet. West of this are the ruins of the Quartermaster residence, a twelve-foot-square excavation into the slope lined with rocks, the dry-laid walls tumbled into rubble. West of the Quartermaster residence are ruins of three habitations, each dug into the slope and with remnant rubble rock walls (Habitations #1, 2, 3). Behind (north) of these habitation ruins is a long rock wall (#1 of 3) set in the natural rock formations, considered to be the remains of a horse corral. This dry-laid wall varies from two to five feet in height and is about 180 feet long, running west to east, and has a leg on both ends extending south, the western leg being longer in length. At the southern edge of the parade ground is a line of rocks (rock wall #2) at the edge of the wash. According to historian Dennis Casebier this was the site of a second horse corral.

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<sup>4</sup> Whipple, *A Pathfinder in the Southwest*, 248-255.

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On the south side of the wash is another collection of ruins, these apparently not part of the official military site. The ruins of a small stone building used by the mail company are set against a large rock with two parallel dry-laid walls twelve feet long and eight feet apart, eroded to low rows of rubble. East of it is a rock wall (#3), use unknown, about twelve feet long and five to six feet high.

The spring is located at the head of the sandy wash, in a well-eroded stream cut through rock. The spring itself is merely a wet place in the sand, with a large desert olive tree growing over it. A noncontributing, post period of significance small concrete dam was constructed with board forms and remains in place.

Site CA-SBR-00040/H documents numerous prehistoric petroglyphs and historic inscriptions by military troops and travelers who camped or were stationed at the springs.<sup>5</sup> Notable among these is a clearly visible inscription from Charles Stuart of the 4<sup>th</sup> Infantry who camped at the springs on May 16, 1863. The site retains the historic character recorded by Whipple and others, and was sketched by several early travelers and clearly photographed by Rudolph d'Heureuse in 1863. The ruins at Rock Spring hold potential for further archeological investigation.

**Mojave Road** **[already counted]**  
**Section Three—Rock Spring to Western Edge of Piute Range—20.2 miles (Sketch**  
**Map/Photo Key 3)**

Leaving Rock Spring wash, the road is sandy, six to eight feet wide, and in 0.8 miles reaches a short and steep section that only the most extreme four-wheel-drive vehicle will navigate. East of this the road again meets modern Cedar Canyon Road (35.147430, -115.314876), following that widened road for 0.4 miles before exiting to the left, easterly. Although heading in a general tangent east and then east/southeast, the roadway is not entirely straight, weaving around larger rocks and through washes.

From this point to the eastern edge of Lanfair Valley the road passes through twenty parcels of private property. Approximately twenty-three percent of the road between Rock Spring and the Piute Range lays in private property, 4.6 miles. There are seven gaps of public land between the private parcels.

The road crosses the vast Lanfair Valley plain for a distance of twenty miles. It is narrow, sandy, and often sunken in a trench after wheeled vehicle use since the 1850s. While much wear-and-tear occurred since the road became popular for recreational vehicles in the 1970s, historic photographs show the long-abandoned Mojave Road sunken up to five feet in certain areas. It crosses two dirt roads, including Carruthers Canyon Road and another north-south dirt road, and passes the terminus of the historic Eldorado Canyon Road, which leaves Mojave Road at a diagonal to the northeast near the Grotto Hills.

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<sup>5</sup> Surveyed November 28, 1948, the archaeology was described in general terms, with no formal count of either petroglyphs or inscriptions.

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### **E Clampus Vitus Commemorative Plaque**

### **One Noncontributing Object**

Almost sixty-two road miles east of Soda Springs, Mojave Road reaches the two-lane dirt Ivanpah Road, federally owned, elevation 4100. At the western side is a large commemorative plaque mounted on a large concrete monument by E Clampus Vitus. The road loses integrity of design, workmanship, and feeling for the short distance crossing the newer roadway. After crossing Ivanpah Road, Mojave Road changes direction slightly, heading east/southeast. The roadway remains narrow, deep in some sections, with areas requiring a short parallel bypass because of poor conditions. The road arrives at a more heavily used east-west dirt road (35.126612, -115.146509) where a one-mile length of the historic road is fenced off, requiring a 1.3 mile bypass along section lines—east and then south. The 1850s road is rejoined for travel at 35.122430, -115.129329.

Mojave Road is crossed by a road diagonally, and continues relatively straight across washes and low hills to its drivable terminus (**Coordinate 13**) at the foot of the Piute Range, 71.7 road miles from Soda Springs. At this location a north-south dirt road marks the end of the drivable Mojave Road. To the north this road heads past Piute Dry Corral—nominated to the National Register under cover of the Historic Ranching Resources Within Mojave National Preserve MPS for its association with the Rock Springs Land and Cattle Company—and to the trailhead for Piute Gorge; half a mile to the south is the bypass for modern vehicles to Fort Piute, since the 1850s route into the canyon became a Mojave National Preserve hiking trail in a wilderness area.

### **Mojave Road**

[already counted]

### **Section Four—Lanfair Valley to East Boundary—4.6 miles (Sketch Map/Photo Key 4)**

Mojave Road at this point is closed to motor vehicles, being in a designated wilderness area and used as a hiking trail called the Piute Canyon Loop Trail. The roadway, reportedly unused by vehicles since before 1924, is intact for most of the following section—providing modern travelers access to the best-preserved section of historic wagon road—with the exception of a segment in Piute Wash, which is overgrown and/or washed out. The road ascends this low portion of the Piute Range, winding up through creosote bush to the summit of Piute Pass (elevation 3580). Here, and many other locations along the roadway, evidence of wagon travel is seen on roadside rocks that have been struck by steel wagon wheels and broken. The road then descends into a tributary of Piute Gorge, curving down around ridges and crossing small drainages. The road, readily visible and possessing its highest level of historical integrity, is six to eight feet wide and, on its relatively steep descent from Piute Pass, features numerous sections of cut and fill, the latter strengthened by rock retaining walls ranging in height from one to four feet. At the smaller side canyons, construction required rock fill to cross drainages, with no culverts extant. The roadbed is eroded in many places, exposing calcium carbonate deposits and other underlying rock. One or more alternate routes have been noted in historical photographs; not documented here, this being the established route constructed by Beale.

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The road begins to level off deep in the canyon, passing numerous prehistoric petroglyphs etched in roadside rocks adjacent to the Mojave Road boundary.<sup>6</sup> The petroglyphs are part of the Piute Pass Archeological District, listed on the National Register in 1973 before detailed documentation was regularly provided on district resources. The passable roadway ends at a steep section of red rock where deep wagon wheel ruts are a distinguishing feature (35.109790, -114.992608). At this point the hiking trail leaves the 1850s road and traverses the hillside north of the old road and canyon. The 1850s road has been abandoned for decades and is impassable for a distance of about 0.8 miles—except for a short stretch at Bishop’s Cache—before it is rejoined by an access road east of Fort Piute. The single-track hiking trail crosses Piute Gorge and rejoins Mojave Road for a short distance as it passes a rock wall considered to be the remains of Bishop’s Cache, a military-era supply station associated with Fort Piute, although not specifically called out in the 1973 listing. The foot trail continues to Fort Piute, with the abandoned road deep in the tree-filled canyon to the southeast.

About eighty yards north of the abandoned and impassable portion of road is Fort Piute (35.114881, -114.985217), of the Piute Pass Archeological District. The district—including a partially restored stone ruin, a horse corral, and associated features—was very important to Mojave Road, being the one permanent Army post along the road in this part of the eastern Mojave Desert, and also a critical water source in the wash. Historic road access from nearby Mojave Road to the fort complex is not physically apparent. A parcel of land directly east of the fort, through which Mojave Road passes, is owned by the State of California.

Public access to Fort Piute from the east is by a rocky, narrow dirt road that terminates at a parking lot—outside the Mojave Road boundary—with interpretive materials about Fort Piute. A section of abandoned Mojave Road is found directly to the south of the road in use, along which is a large rock inscribed by a soldier in 1859. Traveling east from the parking lot, this modern dirt access road rejoins the 1850s Mojave Road 0.3 miles east of the parking lot. Mojave Road descends an alluvial fan for about a mile and a half, to the eastern boundary of the Preserve.

By some accounts, the older road also used an alternate route south of the one described above, following a wash on the south edge of the small peak east of Fort Piute. With no apparent structure remaining, the alternate section is not documented here.

Mojave Road within Mojave National Preserve terminates at an elevation of 2,427 feet on the Preserve’s eastern boundary, seven miles west of U. S. Highway 95 and fifteen miles north of old Route 66. This point (**Coordinate 14**) is the junction of the utility road for servicing power lines and Mojave Road, which continues eastward across BLM land to Nevada and old Fort Mohave on the Colorado River in Arizona.<sup>7</sup> This is also the eastern boundary of a wilderness area, through which this section of road traverses.

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<sup>6</sup> Per Mojave National Preserve archaeologist Dave Nichols, the petroglyphs are not numbered, counted, or individually documented as there are thousands of them.

<sup>7</sup> There is discrepancy within historical and scholarly documents about the spelling of Mojave. This nomination follows the spelling conventions used by historians and the Mojave Indian Tribe utilizing Mojave (with a j) as opposed to Mohave (with an h), with the exception of the name Fort Mohave, the accepted historic spelling.

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### **Conclusion**

The 76.3-mile-long Mojave Road within Mojave National Preserve possesses integrity of location, design, setting, materials, workmanship, feeling, and association. In closer focus, there are three segments, totaling 5.6 miles as relatively modern Cedar Canyon Road through the Mid Hills and Round Valley (west end 35.163781, -115.446702, east end 35.145572, -115.308727), that have been significantly widened by modern road grading equipment and lack integrity in design, workmanship, and feeling. The segments otherwise retain integrity of location, setting, materials, feeling, and association.

Four segments, totaling eight miles, have been abandoned since the late 1970s and, due to benign neglect lack integrity of workmanship, being only visible from the air and hard to track on the ground. The westernmost segment—three miles on Soda Lake—has disappeared into the silted dry lakebed and so only retains integrity of setting and feeling. The other segments are four miles near Thomas Place, one mile in Lanfair Valley, and about three miles in the Piute Range. These segments represent about ten percent of the nominated road length.

Marl Springs and Camp Rock Spring—associated with Mojave Road and included within its boundaries—retain all aspects of integrity.

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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years



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**Areas of Significance**

(Enter categories from instructions.)

EXPLORATION/SETTLEMENT

TRANSPORTATION

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1826-1883

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1826 Traversed by Smith

1853 Survey by Whipple

1857 Construction by Beale

1883 Completion of Southern Pacific Railroad

**Significant Person**

(Complete only if Criterion B is marked above.)

Whipple, Amiel Weeks

Beale, Edward Fitzgerald

\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Beale, Edward Fitzgerald

\_\_\_\_\_  
\_\_\_\_\_

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Mojave Road is eligible for the National Register at the national level of significance under Criteria A and B in the areas of Exploration/Settlement and Transportation. The historic road, associated with Amiel Weeks Whipple and Edward Fitzgerald Beale, served as a transportation corridor linking California to the southwest and bisects what became Mojave National Preserve (MOJA). The period of significance begins in 1826 when trapper Jedediah Smith passed through the region, traversing a vital trail system that had served Native American tribes of the southwest for centuries. In 1853, the U.S. Topographical Engineering party of Lt. Amiel Weeks Whipple followed the Indian trail system as part of their Transcontinental Railroad survey. Whipple's influential and widely circulated survey report resulted in the construction of the Mojave wagon road by Lt. Edward Fitzgerald Beale between 1857 and 1860. The road fell into disuse after completion of the Southern Pacific Railroad in 1883, the end of the period of significance.

**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

The first documented European exploration of the Mojave Indian Trails came from the Francisco Garcés expedition in 1776. Jedediah Smith's 1826 passage was followed by that of Antonio Armijo in 1837 and John C. Fremont in 1844. The Treaty of Guadalupe Hidalgo, which ended the Mexican War in 1848, brought the region of the Mojave Indian Trails under control of the United States. After the Civil War, Mojave Road was the main mail link between Southern California and Arizona. Conflict between travelers and Native Americans resulted in an increased military presence and the construction of small forts and redoubts along the road. The U.S. military used the road extensively to move men and supplies from Los Angeles to and from Fort Mohave on the Colorado River. Use of the road by miners, homesteaders, and ranchers continued in the 1870s, though cessation of Native American hostilities meant the Army no longer had reason to occupy the forts. Portions of the road were used through the twentieth century by ranchers, farmers, and the military while the majority of the historic road reverted to native vegetation. The complete road was rediscovered and carefully uncovered during the 1960s and 1970s.

Native Americans inhabited the Mojave Desert for several millennia.<sup>8</sup> In the area around Lake Mojave (an ancient Pleistocene lake bed that occupied the basin of later Soda and Silver Dry

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<sup>8</sup> Though the culture of the Mojave Indians is a vital part of national and regional history, its extended treatment is not pertinent to this nomination. The archeological record of Mojave life and culture along the Mojave Road is extensive and well documented. To date the best published sources on the Mojave Indians from the time of contact are the collected works of Lorraine M. Sherer. Sherer and long-time research partner, Mojave elder Frances Stillman, produced a series of significant articles on Mojave Indian history and culture, and posthumously, a valuable collection in book form, Lorraine M. Sherer, *Bitterness Road: The Mojave, 1604 to 1860* (Menlo Park: Ballena Press, 1994). The Sherer Collection (UCLA Special Collections, Collection 1225) holds the author's extensive research files, oral interviews, and manuscripts indicating collaborations with Mojave tribal members.

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Lakes), archaeologists have collected artifacts dating to at least 5000 BCE.<sup>9</sup> Geologists “conclude that early people were living around the lake 10,000 years ago.”<sup>10</sup> Thousands of years later, between 1500 and 500 BCE, these modern tribes—ancestors of the Mojave Indians—began to settle in small villages near the Colorado River.<sup>11</sup>

Along the banks of the Colorado, the Mojave Indians developed agricultural practices suited to their arid environment. In late prehistoric times the tribes of the Mojave Desert established trade routes extending from the Colorado River to the California coast.<sup>12</sup> Reaching the Pacific coast required crossing the eastern, barren portion of the Mojave Desert, known for its paucity of water. Thus, the Mojave blazed trails between known water sources to ensure safe passage. Though the Mojave’s exact path may have varied “depending on the availability of water which changed with the seasons and rainfall,” one of the most-traveled trails led from the Mojave villages on the Colorado River to Piute Springs, Rock Spring, Marl Springs, and Soda Springs—comprising the route of Mojave Road as it exists within Mojave National Preserve.<sup>13</sup>

After Euro-American contact, the Mojave established trade with Spaniards in the coastal California missions to the west and extended their trade network to Native American tribes to the east in Arizona.<sup>14</sup> Mojave traders most frequently headed to Mission San Gabriel, located near present-day Los Angeles. There, the Mojave sought *cuentas*, “certain seashells highly prized by the Indians... a brisk trade was carried on in them between tribes of the interior and those of the coast where they were found.”<sup>15</sup> In exchange for shells, the Mojave traded “pottery, gourds, dried pumpkin, mesquite beans, and other food products. They also acted as middlemen, bringing blankets and other goods manufactured by the Hopis to trade with the coastal and mountain Indians far to the west of the Mojave Villages.”<sup>16</sup> Observant Anglo travelers noted that

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<sup>9</sup> Chester King and Dennis G. Casebier, with Matthew C. Hall and Carol Rector, *Background to Prehistoric and Historic Resources of the East Mojave Desert Region* (Riverside, CA: U.S. Department of the Interior, Bureau of Land Management, California Desert Planning Program, 1976), 23.

<sup>10</sup> Thomas H. Ore and Claude N. Warren, “Late Pleistocene-Early Holocene Geomorphic History of Lake Mojave, California,” *Geological Society of America Bulletin* 82, no. 9 (1971): 2553-2562.

<sup>11</sup> King and Casebier, *Background to Prehistoric and Historic Resources of the East Mojave Desert Region*, 27.

<sup>12</sup> Alfred L. Kroeber, *Handbook of the Indians of California* (Washington, DC: Smithsonian Institution, Bureau of American Ethnology, 1925; Berkeley: California Book Company, 1967), 735.

<sup>13</sup> Dennis G. Casebier, *The Mojave Road*, Tales of the Mojave Road, No. 5 (Norco, CA: Tales of the Mojave Road Publishing Company, 1975), 15. See also Dennis G. Casebier, *Reopening the Mojave Road: A Personal Narrative* (Norco, CA: Tales of the Mojave Road Publishing Company, 1983) and Dennis G. Casebier, *Mojave Road Guide: An Adventure through Time* (Goffs, CA: Tales of the Mojave Road Publishing Company, 1999). For more on Casebier’s remarkable volume of publications and matchless Mojave Road archival collection, see bibliography and note on sources.

<sup>14</sup> Mojave trading in Arizona is mentioned in Royal B. Stratton, *Captivity of the Oatman Girls: Being an Interesting Narrative of Life among the Apache and Mojave Indians* (New York: Published for the Author by Carlton & Porter, 1858), 150. For a more contemporary reconsideration with considerable input from Mojave tribal sources, see Margot Mifflin, *The Blue Tattoo: The Life of Olive Oatman* (Lincoln: The University of Nebraska Press, 2009).

<sup>15</sup> Francisco Garcés, *On the Trail of a Spanish Pioneer: The Diary and Itinerary of Francisco Garcés (Missionary Priest) in His Travels Through Sonora, Arizona, and California, 1775-1776, Translated from an Official Contemporaneous Copy of the Original Spanish Manuscript, and Edited with Copious Critical Notes in Two Volumes*, ed. and trans. Elliott Coues (New York: Frances P. Harper, 1900), 1:236-237.

<sup>16</sup> Casebier, *The Mojave Road*, 13.

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the Mojave had “certain blankets that they... weave of furs of rabbits and otters brought from the west and northwest, with the people of which parts they keep firm friendship.”<sup>17</sup>

The Mojave Indians played a crucial role as guides for early Spanish and Anglo American explorers in the late eighteenth and early nineteenth centuries. Though the Mojave had contact with the party of Spanish explorer Juan de Oñate in 1604, Father Francisco Tomás Hermenegildo Garcés was likely the first Anglo to traverse portions of the Mojave Trail.<sup>18</sup> In 1775, Garcés, a priest affiliated with Mission San Xavier del Bac in Tucson, Arizona, traveled with the party of explorer Juan Bautista de Anza from Tucson to Yuma. Though Anza pushed on to his final destination near San Francisco, Garcés traveled up the Colorado River to the Mojave villages at what became Needles, California in early 1776, accompanied solely by Native Americans. His Mojave guides “lead [*sic*] him over a well-worn trading trail.”<sup>19</sup> His secular objective involved determining the viability of a route leading from settlements in New Mexico to coastal missions in California.

At the Mojave villages, Garcés sought the assistance of the tribe, explaining the “desires that I had to go to see the padres that were living near the sea; [the Mojave] agreed and offered soon to accompany me, saying that already they had informations [*sic*] of them and knew the way.”<sup>20</sup> Three guides agreed to accompany him to Mission San Gabriel, covering the distance in roughly twenty days. Along the way, they passed just south of Piute Springs and Soda Lake.<sup>21</sup> At several points along the way, the party met groups of Jamajab (Mojave Indians) and described their trading activities. One group was “coming from Santa Clara, after trading in shells”; another was “returning from San Gabriel from their commerce, and very content to have seen the padres, who had given them corn.”<sup>22</sup> Two months later, Garcés returned to the Mojave villages, again by way of the Mojave Trail.

Fifty years later, in 1826, fur trapper Jedediah Smith roughly followed Garcés’ path through the Mojave, becoming only the second explorer to record the journey.<sup>23</sup> One of the era’s best-known fur trappers, Smith departed north-central Utah in August 1826 and headed southwest with eighteen men. In October, the group reached the Colorado River and the surrounding Mojave

<sup>17</sup> Garcés, *On the Trail of a Spanish Pioneer*, 1:230-231.

<sup>18</sup> The Mojave encounters with the Oñate expedition are described in Herbert E. Bolton, ed., *Spanish Exploration in the Southwest, 1542-1706* (New York: Charles Scribner’s Sons, 1925), 268-71. For analysis of the web of trails through the region, see Elizabeth Von Till Warren and Ralph J. Roske, *Cultural Resources of the California Desert, 1776-1980: Historic Trails and Wagon Roads* (BLM Cultural Resources Publications, 1981), 21-22.

<sup>19</sup> David J. Weber, *The Spanish Frontier in North America* (New Haven: Yale University Press, 1992), 253.

<sup>20</sup> Garcés, *On the Trail of a Spanish Pioneer*, 1:232-233.

<sup>21</sup> *Ibid.*, 1:235-239.

<sup>22</sup> *Ibid.*, 1:236-237, 243.

<sup>23</sup> LeRoy R. Hafen, ed. *The Mountain Men and the Fur Trade of the Far West, Vol 8.* (Norman: Arthur H. Clark, revised editions, 2003); Dale Morgan, *Jedediah Smith and the Opening of the West* (Lincoln: University of Nebraska Press, 1953). Excerpts from Smith’s experiences in the Mojave National Preserve area may be viewed at <http://www.nps.gov/archive/moja/mojahtjs.htm>. For context on Smith and lone fur trappers in the exploration of the West, see Clyde A. Milner, “National Initiatives,” in *The Oxford History of the American West*, ed. Clyde A. Milner, Carol A. O’Connor, Martha A. Sandweiss (New York: Oxford University Press, 1994), 155-60. For detailed source material on trappers and the Mojave, see Sherer, *Bitterness Road*, 8 (note 1); Warren, 21.

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villages, where Smith “learned that the Mexican settlements on the California coast were not far and that the Indians knew the way there.”<sup>24</sup> With guides leading the way, Smith made the cross-desert trek, passing Piute Springs, Marl Springs, and Soda Lake while traversing Mojave Road.<sup>25</sup> In doing so, he became the first Anglo American to reach California by land. Smith’s southern passage across the Mojave Road route brought national attention to the Mojave Trail. While only lightly traveled over the following thirty years, the strategic importance of this southern transportation link between California and the Mexican-American borderlands was established by Smith’s successful journey in 1826.

When Smith crossed the Mojave Desert he was deep inside Mexican territory without permission. His exploits in 1826 made him a hero in America and led to a serious confrontation with the Mexican Governor of California José María Echeandía. Border incursions like Smith’s so concerned Echeandía that he briefly imprisoned the trapper and ordered him out of Mexico after his release. Mexican officials worried about the destabilizing effect traders like Smith might have on the tenuously controlled desert Northwest territories. Most Californíos in remote and sparsely populated regions like the Mojave, however, welcomed foreign commerce aiding the growth of U.S. trade inside Mexican territory despite the concerns of Mexican officials.<sup>26</sup>

Those Mexican officials familiar with the northern frontier regions also had reason to fear the effect of American trade on relations with the so called “Indios Bárbaros” who regularly attacked Mexicans throughout the Northwest territories checking Mexican expansion into their newly won frontier and undermining Mexican authority in the region.<sup>27</sup> Between 1821 when Mexico gained its independence and 1848, intertribal conflict and war between Mexicans and various regional tribes created the “most serious obstacle to progress and prosperity” for the Mexican North.<sup>28</sup> The area later encompassed by Mojave National Preserve was on the fringes of a “War

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<sup>24</sup> Casebier, *The Mojave Road*, 23.

<sup>25</sup> Jedediah Strong Smith, *The Southwest Expedition of Jedediah S. Smith: His Personal Account of the Journey to California, 1826-1827*, ed. George R. Brooks (Glendale, CA: The Arthur H. Clark Company, 1977), 86-89. See also <http://www.nps.gov/archive/moja/mojahtjs.htm>.

<sup>26</sup> Hubert Howe Bancroft, *California Pastoral, 1769-1848*. San Francisco: History Co., 1888. Robert Glass Cleland, *This Reckless Breed of Men: The Trappers and the Fur Traders of the Southwest* (New York: Knopf, 1950). Leonard Pitt, *The Decline of the Californios: A Social History of Spanish-Speaking Californians, 1846-1890* (Berkeley: University of California Press, 1971). For Smith and Echeandía, see David J. Weber, *Foreigners in Their Native Land: Historical Roots of the Mexican Americans* (Albuquerque: University of New Mexico Press, 1972), 56-57 and Maria Raquel Casas, *Married to a Daughter of the Land* (Reno: University of Nevada Press, 2007), 112-113.

<sup>27</sup> David J. Weber, *The Mexican Frontier, 1821-1846: The American Southwest Under Mexico* (Albuquerque: University of New Mexico Press, 1982), 92-95. Weber specifically addresses the Mojave among other tribes at war with Mexico leading up to the U.S.-Mexican War.

<sup>28</sup> As quoted in Weber, *The Mexican Frontier*, 93. Weber cites Moises Gonzalez Navarro, “Instituciones indigenas en Mexico independiente,” in *Metodos y resultados de las politica indigenista en Mexico* (Mexico, 1954), 147-49 as the source for information on conflicts that may include the boundaries of Mojave National Preserve. See also, Sherburne F. Cook, *The Conflict Between the California Indian and White Civilization* (Berkeley: University of California Press, 1976) and A.L. and C.B Kroeber, *A Mohave War Reminiscence, 1854-1880* (Berkeley: University of California Press, 1973), for theories of Mojave warfare and conflict. Kroeber argued that the Mojave “had been subject to some direct and some indirect Spanish-Mexican influences” and leaves the extent of those influences and their impact on the history of the region unexamined. Quote is from page 5.

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of a Thousand Deserts” that pitted Indians against Mexicans on the eve of the U.S.-Mexican war.<sup>29</sup>

Undaunted by Mexican authorities, Smith returned to the Mojave Trail again in August 1827, this time with deadly consequences. On the 18<sup>th</sup>, his party began crossing the Colorado, “horses swimming and provisions and gear loaded on a cane raft. With Smith and eight men in midstream, the Mojaves suddenly attacked. Ten men remaining on the shore fell victim to arrows and clubs, while the others fended off waterborne assaults.”<sup>30</sup> Smith and the other eight survivors retreated into the desert with few provisions and no knowledgeable guides to lead the way. They managed to find their way to the Mojave Trail and travel west to safety.<sup>31</sup> This encounter foreshadowed a pattern of conflict and violence that characterized travel through the region for the following sixty years.<sup>32</sup>

The attack on Smith dramatically decreased Mexican and American use of the Mojave Indian Trail. Though the trail system was one of the most direct paths linking New Mexico, Arizona, and California, stories of the Mojave’s hostility limited its use. Without the conflict, “[a] direct trail would very likely have been developed between the settlements on the upper Rio Grande in New Mexico and California by way of northern Arizona and the Mojave Indian Trail.”<sup>33</sup> Instead, explorers, traders, settlers and emigrants often opted for the more northerly Old Spanish Trail, avoiding the Mojave Trail.<sup>34</sup>

Despite its reputation for violence, some traders chose to use the Mojave Trail after Smith. Richard Campbell likely utilized it in late fall of 1826 or early winter of 1827 on a trek from Taos, New Mexico to California.<sup>35</sup> In 1830, the Ewing Young party (including a young Kit Carson) “followed a route already twice traveled by Jedediah Smith and once by Richard Campbell—the Mojave Desert and River to Cajon Pass through the San Bernardino

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<sup>29</sup> Brian DeLay, *War of a Thousand Deserts: Indian Raids and the U.S.-Mexican War* (New Haven: Yale University Press, 2008).

<sup>30</sup> Robert M. Utley, *A Life Wild and Perilous: Mountain Men and the Path to the Pacific* (New York: Henry Holt & Company, 1997), 94.

<sup>31</sup> Smith, *The Southwest Expedition of Jedediah S. Smith*, 86.

<sup>32</sup> For analysis of conflicting accounts, theories of early conflict and source material on these encounters, see Sherer, *Bitterness Road*, 20-25 (notes 13-24). The notes provide insights from Sherer and Stillman and comments from editors Sylvia Vane and Lowell Bean on Stillman’s interpretations. For Smith’s remarkable travels in context, see Robert V. Hine and John Mack Faragher, *The American West: A New Interpretive History* (New Haven: Yale University Press, 2000), 151-52. For conflict between Mexicans, Indians and Americans leading toward the U.S.-Mexican War, see DeLay, *War of a Thousand Deserts*.

<sup>33</sup> Casebier, *The Mojave Road*, 26.

<sup>34</sup> Exact routes are difficult to determine and the source of long debate. Some travelers who wrote of the Old Spanish Trail may have been on Mojave Road and vice versa. See Harold Frederick Gilman, “The Origin and Persistence of a Transit Region: Eastern Mojave Desert of California” (Ph.D. diss., University of California Riverside, 1977), 100-104. This work contains clear, concise maps that attempt to show divergence and convergence of Mojave transit routes during this period. Warren and Roske, *Cultural Resources of the California Desert* also maps the various routes.

<sup>35</sup> Utley, *A Life Wild and Perilous*, 109.

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Mountains.”<sup>36</sup> William Wolfskill, George Yount, and Peter Skene Ogden also all passed on or very near the trail during their trapping expeditions.<sup>37</sup>

In the late 1830s, a new type of traveler began trekking across the region. U.S. military explorers, surveying and mapping the western territory’s resources and gauging the region’s suitability for settlement, traversed portions of the Southwest, including southern California. Beginning with Lewis and Clark’s 1804 to 1806 expedition, the federal government began financially backing expeditions to penetrate the western reaches of the continent. While these journeys were as exploratory in nature as the eighteenth-century Garcés expedition, the Army professionalized the exploration of the West by establishing the U.S. Army Corps of Topographical Engineers in 1838. Taking orders directly from the President and the Secretary of War, the Army Corps of Topographical Engineers began systematically surveying the West with the purpose of looking for practical applications that would assist expansion of settlers across the continent. The presence of representatives of the U.S. government in the Mexican southwest demonstrated the region’s growing strategic importance. The activities of the Corps took on new importance after the U.S.-Mexican War of 1846 to 1848 resulted in the acquisition of the southwest by the United States.

The Treaty of Guadalupe Hidalgo ended the war in January 1848, bringing the Mojave Road region into the United States and opening the area to systematic exploration.<sup>38</sup> After 1848, the Southwest assumed new importance in the development of the U.S., as “[w]hat had once been a forlorn gateway to imaginary cities of gold... became a well-tramped corridor to some very real cities of gold on the Pacific shore.”<sup>39</sup> The exploration and development of transportation corridors across the newly-acquired territories became a national concern, inspiring the most significant period of government-sponsored exploration since the Lewis and Clark expeditions.

The year 1853 proved to be the “climatic year” of the “Great Reconnaissance” of the newly consolidated American West.<sup>40</sup> Secretary of War Jefferson Davis ordered six parties of topographers, naturalists, artists, and support staff into the West in search of “the most

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<sup>36</sup> Ibid, 111.

<sup>37</sup> The first two are noted in King and Casebier, *Background to Prehistoric and Historic Resources of the East Mojave Desert Region*, 285 and in Casebier’s *The Mojave Road*, 32. Ogden’s encounter with the Mojave is recounted in Casebier’s *The Mojave Road*, 28.

<sup>38</sup> In his 1977 Ph.D. dissertation, geographer Harold Frederick Gilman makes a convincing argument for using the concept of a “transit region” to understand the Mojave Desert’s history. Gilman systematically analyzes all the major trends in Mojave Desert history from prehistory to the 1970s, concluding that the constant movement of people, goods, and information from either side of the desert resulted in a “cultural landscape which is supported by serving the transit system.” Within that larger transit region, Mojave Road functioned as the most significant transit corridor during its period of significance.

<sup>39</sup> D. W. Meinig, *Southwest: Three Peoples in Geographical Change, 1600-1970* (New York: Oxford University Press, 1971), 17. Meinig’s work is the best overview of the region’s cultural geography. Keith Heyer Meldahl, *Hard Road West: History and Geology Along the Gold Rush Trail* (Chicago: University of Chicago Press, 2007), provides an excellent model for understanding how geography influenced overland travel during the nineteenth century.

<sup>40</sup> William H. Goetzmann and William N. Goetzmann, *The West of the Imagination* (New York: W.W. Norton, 1986), 107.

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practicable and economical route for a railroad to the Pacific Ocean.”<sup>41</sup> The Thirty-Second Congress authorized generous funding for the surveys, which “resulted in the first attempt of the government to conduct a comprehensive and systematic examination of the vast region lying between the Mississippi River and the Pacific Ocean.”<sup>42</sup> More than simple topographic exercises, 1853 government surveys were among the most significant, systematic, scientific studies of nature, culture, and geography in United States history. In the opinion of eminent historian William Goetzmann, they were also among the most significant in the history of the modern world.

Not since Napoleon had taken his company of savants into Egypt had the world seen such an assemblage of scientists and technicians marshaled under one banner. And like Napoleon’s own learned corps, these scientists, too, were an implement of conquest, with the enemy in this case being the unknown reaches of the western continent. The immense quantity of data collected by these government scientists constituted a plateau from which it was possible at last to view the intricacies of western geography.<sup>43</sup>

In the words of Mojave historian Dennis Casebier, the survey parties were “the astronauts of their day.”<sup>44</sup>

One of the 1853 railroad survey parties was assigned an area that stretched from the 35<sup>th</sup> parallel south through the lower Southwest and the Mojave Desert. The Army commissioned Lieutenant Amiel Weeks Whipple to survey a possible route between Fort Smith, Arkansas and Los Angeles, California.<sup>45</sup> One of Whipple’s primary goals was to determine whether the Mojave River flowed into the Colorado. Smith and other trappers knew that it didn’t, and the government

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<sup>41</sup> William H. Goetzmann, *Exploration and Empire: The Explorer and the Scientist in the Winning of the American West* (New York: Alfred A. Knopf, 1966), 281. Goetzmann’s classic is still the best source on the surveys of the West; it is excellent and detailed. See also Clifford J. Walker, *Back Door to California: The Story of the Mojave River Trail*, ed. Patricia Jernigan Keeling (Barstow, CA: Mojave River Valley Museum Association, 1986), 203; Eugene Tidball, *Soldier-Artist of the Great Reconnaissance: John C. Tidball and the 35<sup>th</sup> Railroad Survey* (Tucson: University of Arizona Press, 2004); David Howard Bain, *Empire Express: Building the First Transcontinental Railroad* (New York: Viking, 1999), 49-51. Bain’s work contains figures on the immense expense and diversity of specialists deployed.

<sup>42</sup> W. Turrentine Jackson, *Wagon Roads West: A Study of Federal Road Surveys and Construction in the Trans-Mississippi West, 1846-1869* (Berkeley: University of California Press, 1952), 242-243.

<sup>43</sup> William H. Goetzmann, *Army Exploration in the American West, 1803-1863* (New Haven: Yale University Press, 1965), 305.

<sup>44</sup> As quoted in David Darlington, *The Mojave: A Portrait of the Definitive American Desert* (New York: Henry Holt/Owl Books, 1996), 72. For deeper context, see Michael Smith, *Pacific Visions: California Scientists and the Environment, 1850-1915* (New Haven: Yale University Press, 1990).

<sup>45</sup> There is an extensive literature on the Whipple expedition. The most useful sources for establishing the historical significance of Mojave Road include: Amiel Weeks Whipple, *A Pathfinder in the Southwest: The Itinerary of Lieutenant A. W. Whipple During His Explorations for a Railway Route From Fort Smith to Los Angeles in the Years 1853 & 1854*, ed. Grant Foreman (Norman: University of Oklahoma Press, 1941); Mary McDougall Gordon, ed., *Through Indian Country to California: John P. Sherburne’s Diary of the Whipple Expedition, 1853-1854* (Palo Alto, CA: Stanford University Press, 1988); Gilman, “The Origin and Persistence of a Transit Region,” 108. For broader significance and context, see Donald Worster, *A River Running West: The Life of John Wesley Powell* (New York: Oxford University Press, 2001), 126-35.



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wasn't convinced.<sup>46</sup> Whipple's expedition followed the Mojave Indian Trail system, producing a rich record of the resource at that moment in history. Between Fort Mohave on the Colorado River and Camp Cady south of the MOJA boundary, Whipple surveyed and named important watering holes and landmarks along the Mojave Trail.<sup>47</sup> Whipple's accounts specifically described the primary trail and its associated resources in great detail, particularly Pah-Ute Creek, Rock Spring, Marl Springs, and Soda Lake.<sup>48</sup> His small wagon, loaded with the latest scientific instruments of his day, was the first to travel the trail. The Whipple expedition produced important maps, geographic and botanical descriptions, and tactical information for future railroad builders, traders, and prospectors.<sup>49</sup>

The expedition also carefully described the Mojave Indians. By most accounts, Whipple's relationship with the Mojave was one of respect and interest; he made agreements with tribal leaders to expand the trade route "for the mutual benefit of both peoples."<sup>50</sup> Conflicting understandings of Whipple's promises to the Mojave shaped later interactions with the Beale expedition and other travelers who came in increasing numbers into Mojave territory.

Whipple's expedition artist, German-born Heinrich Baldwin Möllhausen, captured the region in "majestic panoramas of the desert and portraits of brightly attired native peoples." These images traveled the globe as the "most striking achievement" of the 1853 surveys and were instrumental in shaping national opinions about America's southwestern deserts and the Indians of the region.<sup>51</sup> In keeping with the era's artistic traditions, Möllhausen drew the Mojave Desert and its people through the era's "Romantic horizon," blending rigorous scientific inquiry with idealized depictions of what mid-nineteenth century Americans expected deserts to look like. The government published the results of the surveys in twelve "lavishly illustrated volumes" made widely available as a "virtual encyclopedia of the West."<sup>52</sup> Möllhausen published his own account of his travels across Mojave Road; they circulated throughout Europe ensuring that the remote Mojave Desert was internationally known as a route to California through an exotic

<sup>46</sup> Casebier, *The Mojave Road*, 50-56.

<sup>47</sup> Walker, *Back Door to California*, 203.

<sup>48</sup> Whipple, *A Pathfinder in the Southwest*, 248-255; Gordon, ed., *Through Indian Country to California*, 194-202; Casebier, *The Mojave Road*, 54.

<sup>49</sup> Carl Briggs and Clyde Francis Trudell, *Quarterdeck & Saddlehorn: The Story of Edward F. Beale, 1822-1893* (Glendale, CA: The Arthur H. Clark Company, 1983), 203; Claude N. Warren, Martha Knack, and Elizabeth Von Till Warren, *A Cultural Resource Overview for the Amargosa—Mojave Basin Planning Units* (BLM Cultural Resources Publications, 1980), 206.

<sup>50</sup> Quoted in Sherer, *Bitterness Road*, 65; see also Whipple, *Reports*, 242.

<sup>51</sup> Worster, *River Running West*, 131.

<sup>52</sup> Quote is from Milner, "National Initiatives," 161. A. W. Whipple, *Explorations For A Railway Route Near The Thirty-Fifth Parallel of North Latitude: Reports of explorations and surveys, to ascertain the most practicable and economical route for a railroad from the Mississippi River to the Pacific Ocean, Vol. 3, Part 1* (United States Army. Washington: A. O. P. Nicholson, printer [etc.], 1855-60). Pages 120-124 of Part 1 cover Whipple's route through the nominated portion of the road. Key features of the historic route are also mentioned in Vol. 3, Parts 2-6 & Appendices. For the significance of railroad surveys, the Whipple expedition, and Mojave Road, see also James P. Ronda, "Passion and Imagination in the Exploration of the American West," in *The Blackwell Companion to the American West*, ed. William Devereil (Malden, Mass.: Blackwell Publishing, 2007), 68-69; and William H. Goetzmann, *When the Eagle Screamed: The Romantic Horizon in American Expansionism, 1800-1860* (Norman: University of Oklahoma Press, 2000).

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landscape peopled by a significant tribe of previously little-known Indians.<sup>53</sup>

Following Whipple's expedition, it was Edward Fitzgerald Beale who was tasked in 1857 with the actual construction of a wagon road following the route of the railroad surveys, including the section that comprises the historic Mojave Road through Mojave National Preserve.<sup>54</sup>

Beale was one of the most famous explorers of the 1850s, having fought with Kit Carson in California, befriended John C. Fremont, and traversed the continent from coast to coast more than a half dozen times.<sup>55</sup> His trip across the Mojave with a caravan of camels solidified his place in the pantheon of American pathfinders.<sup>56</sup> A "former Navy officer, Mexican War hero... and superintendent of Indian affairs for the state of California," Beale's reputation ensured his Mojave expedition received national coverage.<sup>57</sup> In 1857, Secretary of War John B. Floyd appointed Beale superintendent of a wagon road survey of the 35<sup>th</sup> parallel from Fort Defiance, New Mexico to the Colorado River. When Beale reached the Colorado with his troops of surveyors and camels, he found a "regularly traveled road to Los Angeles" with stops at the well-established strategic springs along the route; thus he decided to push on to land he owned in western California.<sup>58</sup> Beale traveled the "Mojave Road" presumably following Whipple's route.<sup>59</sup> His otherwise very thorough report to the Secretary of War (1857) is missing the Mojave Desert portion of his trip. The report lacks information on this final push because the U.S. government did not pay for the road building past the Colorado. It is certain, however, that Beale served as superintendent for the survey and improvement of a wagon road over the 35<sup>th</sup> parallel from Fort Defiance, New Mexico to the Mojave villages on the Colorado River between 1857 and 1860. Grading and improvement of the Mojave Trail into an official government wagon road occurred under Beale's direction during this time. The improved road Beale constructed became known as "Beale's Wagon Road," with "Mojave Road" or "Government Road" used interchangeably in the following decades.

Like other critical transportation routes through the still sparsely settled Southwest, Mojave Road became a focal point for military efforts to control contact between Native American residents

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<sup>53</sup> Heinrich Balduin Möllhausen, *Diary of a Journey from the Mississippi to the Coasts of the Pacific with the United States Government Expedition*, 2 vols. (London: Longman, Brown, Green, Longmans, & Roberts, 1858).

<sup>54</sup> Walker, *Back Door to California*, 204. For an account of the sectional politics involved in railroad construction and the reasons why a wagon route from California to the Mississippi River was used as stop-gap measure, see Jackson, *Wagon Roads West*, 244-245 and Gerald Thompson, *Edward F. Beale and the American West*, (Albuquerque: University of New Mexico Press, 1983), 104.

<sup>55</sup> Jackson, *Wagon Roads West*, 245.

<sup>56</sup> Lewis B. Lesley, ed. *Uncle Sam's Camels* (New York: Oxford University Press, 1929); Odie B. Faulk, *The U.S. Camel Corps: An Army Experiment* (New York: Oxford University Press, 1976).

<sup>57</sup> Darlington, *The Mojave*, 72-73.

<sup>58</sup> Quoted from Beale's diary in Stephen Bonsal, *Edward F. Beale: A Pioneer in the Path of Empire, 1822-1903* (New York: G.P. Putnam's Sons, 1912), 214.

<sup>59</sup> Lewis Lesley notes in his introduction to Beale's journal that Beale provided only brief mention of the route through what became Mojave National Preserve on his way west to Tejon Ranch. Likewise, Beale makes no mention of his journey back east across Mojave Road until he reached the Colorado again and found the steamboat *General Jesup*, the first to navigate the Colorado, waiting to carry him across, *Uncle Sam's Camels*, 261. See also Faulk, *The U.S. Camel Corps*, 115.

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and new travelers.<sup>60</sup> Though not unique in the history of western military defense of newly explored territories, the events that unfolded between 1857 and 1883 along the section of Mojave Road that traverses MOJA drew national attention and provide an outstanding example of patterns of contact and conflict on transit corridors during a critical period in the nation's history.

Immediately after Beale's notable survey, Mojave Road became a vital transportation route for mail and material between Arizona and California. Arizona experienced a mining boom at this time and Mojave Road became the primary path for transportation and communication between Arizona mining centers and the mineral markets of California. Following the Mountain Meadows Massacre of September 1857, emigrant travel on the road increased dramatically.<sup>61</sup> Following the Mormon attack on a wagon train of western emigrants, the U.S. military initiated a punitive campaign against the Latter-Day Saints, sparking fears of a brewing "Mormon War" and pushing travelers south from the Spanish and Mormon Trails to Mojave Road. Thus, a convergence of factors resulted in Mojave Road becoming the "prime link between Southern California and the East" between 1858 and 1868.<sup>62</sup> Increased traffic on Mojave Road caused new tensions between travelers and the Mojave Indians; confrontations between these two parties received wide attention in the regional press, resulting in scrutiny from Washington, D.C.<sup>63</sup>

On August 30, 1858, a wagon train of emigrants fought a pitched battle with the Mojave on the banks of the Colorado. After days of tension over emigrant clearing of precious cottonwood trees and Indian theft of cattle, a fight erupted, resulting in widespread injury and the death of two settlers and at least seventeen Indians.<sup>64</sup> The event was indicative of the persistent cultural misunderstandings that defined violence on Mojave Road. Though the Indians suffered greater loss of life than the white settlers, the press described the event as a "massacre," with southern California newspapers such as the *San Bernardino Times* and the *Los Angeles Star* offering readers extensive, increasingly lurid stories of unprovoked attack on travelers by "savage" Indians.<sup>65</sup> Such incendiary reporting of tensions contributed to growing popular support for military action against the Mojave.

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<sup>60</sup> For context on wagon roads see W. Turrentine Jackson, *Wagon Roads West: A Study of Federal Road Surveys and Construction in the Trans-Mississippi West, 1846-1869* (Berkeley: University of California Press, 1952).

<sup>61</sup> Will Bagley, *Blood of the Prophets: Brigham Young and the Massacre at Mountain Meadows* (Norman: University of Oklahoma Press, 2002).

<sup>62</sup> Gilman, "The Origin and Persistence of a Transit Region," 111-15.

<sup>63</sup> Hubert Howe Bancroft, *History of the Pacific States*, vol. 17, *Arizona and New Mexico*, (San Francisco: A.L. Bancroft & Co., 1889), 505. One of the best sources on Mojave Road is WPA researcher Josephine R. Rumble's *History—Old Government Road across the Mojave Desert to the Colorado River, Including the Pre-Historic*, Works Progress Administration project no. 3428 (San Bernardino, CA: San Bernardino County Board of Supervisors, 1937). This indispensable reference includes descriptions of points of interest along Mojave Road, excerpts from letters and diaries of individuals that traveled along the road, a catalog of Indian petroglyphs in Grapevine Canyon in the Newberry Mountains, photographs of locations along Mojave Road, and various newspaper articles.

<sup>64</sup> Sherer's careful piecing together of sources remains the best source on this conflict. See *Bitterness Road*, 79-86.

<sup>65</sup> For one such inflammatory account of the emigrant-Mojave massacre, see *Los Angeles Star*, November 13, 1858. Additionally, both Rumble and Casebier summarize the press accounts of growing tensions and the public outcry that fueled military expansion into the region. Letters to the San Francisco *Bulletin* urging military intervention on Mojave Road reflect public sentiment. Several such letters are reprinted in Dennis G. Casebier, *The Mojave Road in*

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The growing economic importance of Mojave Road, fear of an Indian uprising, and public outcry over the attack on the emigrants at the Colorado inspired General N.S. Clarke, Commander of the Military Department of California, to issue orders to Lieutenant Colonel William Hoffman of the Sixth Infantry to locate a post within striking distance of the Indians suspected of attacking travelers on Mojave Road.<sup>66</sup> Beale had strongly encouraged the location of a fort at the strategic river crossing just months before the attack: "I regard the establishment of a military post on the Colorado River as an indispensable necessity for the emigrant over this road; for, although the Indians, living in the rich meadow lands, are agricultural, and consequently peaceable, they are very numerous, so much that we counted 800 men around our camp." These numbers led Beale to conclude that conflict was inevitable. "The temptations of scattered emigrant parties with their families, and the confusion of inexperienced teamsters, rafting so wide and rapid a river with their wagons and families, would offer too strong a temptation for the Indians to withstand."<sup>67</sup>

In April 1859, Hoffman arrived at "Beale's Crossing" at the Colorado River with 700 troops to establish a military post at Camp Colorado (later named Fort Mohave). Hoffman's overwhelming show of military force enabled him to secure the site for the fort and extract a formal surrender from the Mojave, who promised safe passage for travelers and to allow military use of Mojave Road in the future.<sup>68</sup> In subsequent years, the military established a series of outposts at Piute Springs, Rock Spring, Marl Springs, Soda Springs, and Camp Cady. Supplying a geographically isolated outpost like Fort Mohave created a major challenge for the frontier army. The military had only two options: bring supplies across the Rio Grande and up the Colorado River or pack them over Mojave Road across some of the driest expanses of the eastern Mojave Desert. In 1859, after conducting cost efficiency tests, Captain Winfield Scott Hancock found the cost of land-based transportation significantly lower than river transport.<sup>69</sup> Thus, between 1859 and 1883, though prospectors and other travelers used it, Mojave Road served mainly to facilitate west-to-east supply of Fort Mohave as well as military escorted mail transport. This consistent usage meant that "Mojave Road became a line on maps... labeled 'wagon road.' The Mojave Road would serve in that role for the next twenty years as one of the main life lines to developments that were commenced in the wilderness of the eastern Mojave Desert in California and northwestern Arizona."<sup>70</sup>

Increased traffic on the road in 1859 and 1860 led to further clashes with the Indian tribes of the region. Once again, regional newspapers reported the incidents extensively and lobbied for

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*Newspapers*, Tales of the Mojave Road, No. 6 (Norco, CA: Tales of the Mojave Road Publishing Company, 1976), 7-9.

<sup>66</sup> Sherer, *Bitterness Road*, 87.

<sup>67</sup> E.F. Beale to James L. Orr, Speaker of the House of Representatives, April 26, 1858. Reprinted in Lesley, *Uncle Sam's Camels*, 140-143.

<sup>68</sup> Sherer, *Bitterness Road*, 95-100; Dennis G. Casebier, *Carleton's Pah-Ute Campaign*, Tales of the Mojave Road, No. 1 (Norco, CA, The Kings Press, 1972), 3; Charles Ernest Hutchinson, "Development and Use of Transportation Routes in the San Bernardino Valley Region, 1769-1900" (M.A. thesis, University of Southern California, 1933), 76.

<sup>69</sup> Casebier, *The Mojave Road*, 103.

<sup>70</sup> *Ibid*, 105.

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greater military control of the road and protection of its critical water resources. In January 1860, the *Los Angeles Star* reported that a group of “Pah-Ute” Indians killed Robert Wilburn during a cattle raid.<sup>71</sup> Two months later, more reports of Indian attacks followed. Indians killed Thomas S. Williams and Jehu Jackman after offering to show them water and grazing lands. Newspapers called for a military post on Mojave Road between Los Angeles and Fort Mohave, as did a petition drafted and circulated in Los Angeles for submission to the governor.

In response to the three deaths, General Clarke ordered Major James Henry Carleton to lead two cavalry companies in a campaign against the Indians in April 1860, not “to attempt to locate the *guilty* Indians, but simply to chastise *any* Indians he might discover in the vicinity [of the murders].”<sup>72</sup> His two-month search-and-patrol operation of the area between Los Angeles and Fort Mohave necessitated construction of a base camp, which Carleton named Camp Cady and completed in May 1860. After Carleton issued terms of peace in early July 1860, he and his troops abandoned Camp Cady. Before their return to Fort Tejon, California, they also constructed unmanned redoubts at Soda Springs, Marl Springs, and Bitter Springs, locating each redoubt near a water source and building them large enough to accommodate a large company with animals and wagons.<sup>73</sup>

Shortly after the completion of this series of outposts, the Civil War drained the western frontier of nearly all soldiers. On May 28, 1861, the U.S. Army abandoned Fort Mohave as troops moved out to fight the Civil War in the East.<sup>74</sup> Concerns that supporters of the Confederacy were moving from California to Texas resulted in the deployment of two companies of troops to re-open the fort in May 1863.<sup>75</sup> Not long after the reoccupation of Fort Mohave, the 2<sup>nd</sup> California Calvary moved to Camp Cady under orders to protect travelers and clear the road of Indians. Over the course of the next decade, the Army garrisoned Camp Cady with soldiers intermittently. As Prescott, the capital of the newly established territory of Arizona, became crowded with miners seeking fortune in nearby areas and with the businessmen looking to provide them merchandise and services, Mojave Road became a vital link on which goods traveled to the city from the port of San Pedro and the city of Los Angeles. By early 1864, “there was a constant flow of military and civilian traffic rolling over the Mojave Road.”<sup>76</sup>

Between 1864 and 1867, Mojave Road served as the primary mail route between California and Prescott. In 1864, Arizona Governor John Noble Goodwin asked the Postmaster General to open a line of mail service to Arizona as a part of the existing mail route from California to New

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<sup>71</sup> A long series of stories on violence between travelers, soldiers, and Indians appeared in the *Los Angeles Star* between January and March, 1860. Several of these stories are reprinted in Casebier, *Carleton’s Pah-Ute Campaign*, 4-7; the Los Angeles petition is on page 9. Information regarding press coverage of locations and events along Mojave Road can be found in Casebier, *The Mojave Road in Newspapers* and Rumble, *History of the Old Government Road*.

<sup>72</sup> Casebier, *Carleton’s Pah-Ute Campaign*, 12. Carleton’s crew killed two Indians; no further violence ensued.

<sup>73</sup> Ibid, 16, 48. For primary source confirmation of the establishment of Camp Cady and the redoubts, see *Deseret News*, Salt Lake City, Utah, July 9, 1860.

<sup>74</sup> Special Order No. 68, April 29, 1861, U.S. War Department Records, Series I, Volume 50, Part 1, 473-474.

<sup>75</sup> Hutchinson, “Development and Use of Transportation Routes,” 76.

<sup>76</sup> Casebier, *The Mojave Road*, 138.

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Mexico. At the time, the U.S. Army and a private express delivered mail to these outlying territories on an irregular basis from Drum Barracks (near Wilmington, California) to Fort Mohave. Officials did not consider Mojave Road at first for a mail route because La Paz Road (to the south) appeared more suitable.<sup>77</sup> Due to political maneuvering and a stipulation in the mail contract that the mail from San Bernardino to Prescott had to go by way of Hardyville, Arizona, Mojave Road became the official mail route. On March 1, 1865, Sanford J. Poston received the contract to carry mail once a week in each direction. The military continued to play an important role in the protection of the mail delivery route because of continued tensions with Native Americans.<sup>78</sup>

Conflict between mail carriers and the Paiute and Hualapai tribes caused considerable delays in the delivery of the mail, much to the discontent of the Arizonans who pressed for still more military presence. Thus, in June 1866, the Army re-garrisoned Camp Cady to help secure the road as a mail route and provide protection for travelers on the road.<sup>79</sup> On July 29, a fight broke out between a band of roughly three dozen Paiutes and a half dozen soldiers stationed at Camp Cady; the American commander assumed the Indians were hostile and there to attack the camp, so he struck preemptively. His actions resulted in the deaths of three soldiers and the wounding of three others while “[a]t the same time [raising] the public cry in the settlements for troops to be brought in to protect the road.”<sup>80</sup> By September 1866, mail riders stopped at Camp Cady requesting safe escort against Indian attacks to Fort Mohave, and the need for such frequent escorts caused the commander to request guidance on the matter. Army officials replied that escorts should be provided and a post should be established at Rock Spring with other smaller outposts established at Soda Springs, Marl Springs, and Pah-Ute Creek in order to limit the distance each set of military escorts had to travel and to provide stops for the mail riders.<sup>81</sup> By March 1867, the mail traveled twice a week from and to Los Angeles in light wagons escorted by military troops; Concord stages soon followed.<sup>82</sup> Regular attacks on mail riders, nearby miners, and livestock continued into 1867; the Army continued to provide mail escorts and did little else.

The high number of attacks spelled the end of mail traffic along Mojave Road. Arizona authorities had inspected the two routes in early 1867 and found La Paz Road to the south better suited for reliable mail transport. In the winter of 1867-68, massive flooding washed out sections of Mojave Road. The road was reopened and never saw the same levels of use again. In May

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<sup>77</sup> La Paz Road (also known as Bradshaw Road) “left the San Bernardino valley by way of San Gorgonio Pass, reached eastward across the Colorado Desert, and struck the Colorado River near the town of La Paz. From there it traveled on to Prescott by way of Wickenburg.” See Dennis G. Casebier, *Camp Rock Spring, California*, Tales of the Mojave Road, No. 3 (Norco, CA, Tales of the Mojave Road Publishing Company, 1973), 1.

<sup>78</sup> Casebier, *The Mojave Road*, 141-145.

<sup>79</sup> Ibid, 144.

<sup>80</sup> Ibid, 145.

<sup>81</sup> The order to establish Rock Spring can be found at Department of California, Special Orders No. 194, October 10, 1866 (National Archives, Records of the Adjutant General’s Office, Department of California Order Books, Vol. 187). Reprinted in Casebier, *Camp Rock Spring*, 3, 5. See also Casebier, *The Mojave Road*, 149.

<sup>82</sup> Casebier, *The Mojave Road*, 146.

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1868, the Army decommissioned the redoubts at Rock Spring, Marl Springs, and Soda Springs and dispersed the troops to other bases in California.<sup>83</sup>

Although military operations continued along Mojave Road in the 1870s, they were far less notable or frequent. Steamboat transportation up and down the Colorado River soon became the primary method of moving supplies and troops. As traffic subsided and Indian resistance faded, the Army abandoned Camp Cady in 1871. Civilian traffic on Mojave Road remained steady throughout the 1870s thanks to scores of prospectors and miners seeking fortunes in nearby towns such as Ivanpah, California. Mojave Road's other primary travelers were herds of sheep and cattle being driven to newly opened ranges in Arizona and New Mexico.<sup>84</sup>

The 1883 completion of the Southern Pacific Railroad line connecting Barstow and Needles fifteen miles south of Mojave Road ended the road's regular use and period of national significance. New roads and wagon traffic followed the rail lines enabling travelers to "avoid the high Providence Mountains" of Mojave Road and more efficiently traverse the desert.<sup>85</sup> Portions of the road saw limited use throughout the twentieth century by ranchers, farmers, and the military, and the majority of the historic road reverted to native vegetation. The complete road was surveyed and carefully uncovered during the 1970s by researcher Dennis Casebier.<sup>86</sup> Despite changing usage over time the road maintains a high degree of integrity and clearly reflects its important historical associations. The reopening of the road through the area encompassed by Mojave National Preserve added significant traffic from outdoor recreationalists and four-wheel drive enthusiasts to the historic road enabling this historic resource to remain free of encroaching vegetation, while preventing erosion and deterioration of the resource through consistent use.

In addition to its historic role relative to exploration and transportation, Mojave Road also holds significance as a resource associated with renowned historical figures. Mojave Road offers a strong representation of Edward F. Beale's and Amiel W. Whipple's historical contribution to the American Southwest. While the National Register lists a number of properties associated with Beale and Whipple, few are directly related to this aspect of the men's historical activities. Concerning Beale, one can find Decatur House in Washington, D.C., Ash Hill mansion in Prince George County, Virginia, and Camp Beale's Springs near Kingman, Arizona listed on the National Register. Virginia's Fort Myer Historical Site is directly related to the eastern activities of Whipple.

The historical significance of Decatur House and Ash Hill is drawn from the houses' association with notable historical figures other than Beale, and has no association with his activities in the American Southwest. Prior to Beale's purchase of Decatur House, famed naval officer Stephen

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<sup>83</sup> Casebier, *Camp Rock Spring*, 84.

<sup>84</sup> Casebier, *The Mojave Road*, 161.

<sup>85</sup> *Ibid*, 15, 161; Casebier, *Camp Rock Spring*, 85.

<sup>86</sup> Casebier details his work to research the road's history while uncovering the road and restoring the roadway in his *Reopening The Mojave Road: A Personal Narrative* (Norco, CA: Tales of the Mojave Road Publishing, 1983).

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Decatur owned and occupied the domicile.<sup>87</sup> During Beale's tenure at Ash Hill from 1875 to 1895, notables such as Ulysses S. Grant, Grover Cleveland, and William "Buffalo Bill" Cody frequented the residence.<sup>88</sup>

Whipple founded Fort Whipple as a U.S. Army post across the Potomac River from Washington, D.C. in 1863 as the Civil War raged throughout the East. The United States military redesignated the structure Fort Myer in 1881, in honor of Brigadier General Albert J. Myer. Fort Myer eventually gained historical significance as the location of the first fixed-wing military aircraft flight. It also held the tragic distinction of being the location of the first fatal airplane accident in the United States, which occurred in 1908.<sup>89</sup>

Only Camp Beale's Springs harbors some relationship to Beale's activities regarding Mojave Road and the exploration and the settlement of the Southwest. Beginning in 1859, Beale's surveying and road construction parties used the area as a watering stop. Soon thereafter, it became a stopover point on the Prescott Toll Road which connected Prescott, Arizona with the Colorado River town of Hardyville. Beale's Springs' primary historical significance accrued during and after the Hualapai War of 1867 to 1870 as a military post, site of combat, and temporary reservation for the Hualapai.<sup>90</sup>

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<sup>87</sup> "Decatur House on Lafayette Square: A Brief History of Decatur House,"  
[http://www.decaurhouse.org/history\\_decaur-house.html](http://www.decaurhouse.org/history_decaur-house.html).

<sup>88</sup> "National Register Listings in Maryland,"  
<http://www.mht.maryland.gov/nr/NRDetail.aspx?HDID=434&COUNTY=Prince%20Georges&FROM=NRCountyList.aspx?COUNTY=Prince%20Georg>.

<sup>89</sup> "Fort Myer Historic District," <http://www.nps.gov/nr/travel/aviation/ftm.htm>.

<sup>90</sup> Dan W. Messersmith. "Camp Beale's Springs," Mohave Museum of History and Arts  
<http://www.mohavemuseum.org/beale.htm>; See also: Dennis Casebier, *Camp Beale's Springs and the Hualpai Indians* (Norco, CA: Tales of the Mojave Road Publishing, 1980).



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Information may be available at <https://www.nps.gov/articles/fort-myer-historic-district.htm>.

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**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Mojave Desert Heritage & Cultural Association

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

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## 10. Geographical Data

**Acreage of Property** about 78 acres

### Latitude/Longitude Coordinates

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

- |     |                     |                        |
|-----|---------------------|------------------------|
| 1.  | Latitude: 35.143724 | Longitude: -116.101277 |
| 2.  | Latitude: 35.221671 | Longitude: -115.893191 |
| 3.  | Latitude: 35.173055 | Longitude: -115.777640 |
| 4.  | Latitude: 35.185358 | Longitude: -115.670058 |
| 5.  | Latitude: 35.169323 | Longitude: -115.648874 |
| 6.  | Latitude: 35.170751 | Longitude: -115.647566 |
| 7.  | Latitude: 35.188768 | Longitude: -115.600330 |
| 8.  | Latitude: 35.175943 | Longitude: -115.405646 |
| 9.  | Latitude: 35.153610 | Longitude: -115.330840 |
| 10. | Latitude: 35.152425 | Longitude: -115.330840 |
| 11. | Latitude: 35.153610 | Longitude: -115.327761 |
| 12. | Latitude: 35.152425 | Longitude: -115.327761 |
| 13. | Latitude: 35.099865 | Longitude: -115.013729 |
| 14. | Latitude: 35.112198 | Longitude: -114.954186 |

### Verbal Boundary Description (Describe the boundaries of the property.)

The Mojave Road boundary enters Mojave National Preserve from the west at Soda Springs (Zzyzx) on Soda Dry Lake at latitude 35.142836, longitude -116.109265, at an elevation of 936 feet, and follows the historic road and associated right of way, at an average width of 8.5 feet. It ends at the east where Mojave Road exits Mojave National Preserve at the foot of the Piute Range at latitude 35.112198, longitude -114.954186 at an elevation of 2,427 feet. The

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boundary is the edges of the roadway itself, ranging from seven to ten feet in width and 76.3 miles long.

At each of the two springs, the boundary expands to encompass the associated resources. The boundary corresponds to the latitude/longitude coordinates shown on the USGS map and sketch maps. At Marl Springs, it is indicated by an ellipse and a circle, the ellipse measuring 170 feet by 75 feet and the circle with a radius of 310 feet. At Rock Spring, the boundary is indicated by a rectangle measuring 980 by 490 feet, as drawn on the sketch maps and the USGS maps.

**Boundary Justification** (Explain why the boundaries were selected.)

The Mojave Road boundaries encompass the physical structure of the road and, in locations where the road is partially obscured, the right-of-way historically associated with it. Coordinates are provided for critical intersections and changes of direction. This boundary was chosen to indicate the historic path and physical structure of the road.

The boundaries for the associated springs are indicated by shapes that encompass the extant historic resources including springs, building and structure ruins, inscriptions, sites, and objects, providing an amount of surrounding property deemed sufficient to convey a sense of the resources' integrity of setting.

---

**11. Form Prepared By**

name/title: Dewey Livingston (revised Sections 5, 7, 10 and Additional Documentation)  
organization: \_\_\_\_\_  
street & number: PO Box 296  
city or town: Inverness state: CA zip code: 94937  
e-mail: [dewey@deweylivingston.com](mailto:dewey@deweylivingston.com)  
telephone: (415) 669-7706  
date: February 2020; Revised March 2020, May 2020

**ORIGINAL SUBMITTAL, SECTION 8 APPROVED BY NPS AS SUBMITTED**

name/title: Andy Kirk, Megan Weatherly, Jonathan Foster  
organization: University of Nevada Las Vegas Public History Program  
street & number: 4505 Maryland Parkway  
city or town: Las Vegas state: NV zip code: 89154  
e-mail: [andy.kirk@unlv.edu](mailto:andy.kirk@unlv.edu)  
telephone: (702) 895-3544  
date: October 2009



Mojave Road  
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### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

Name of Property: Mojave Road  
City or Vicinity: Baker, Cima (vicinity)  
County: San Bernardino  
State: California  
Photographer: Dewey Livingston  
Date Photographed: October 21, 2019

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 33 Original route on Soda Lake playa in foreground, abandoned route at right, with Soda Springs (Zzyzyx) in distance, camera looking west
- 2 of 33 East of Soda Lake, Little Cowhole Mountain on left, camera looking east/northeast
- 3 of 33 Seventeen Mile Point, camera looking southeast
- 4 of 33 Kelbaker Road crossing, camera looking south/southeast
- 5 of 33 Parallel rock outcropping east of Seventeen Mile Point, camera looking northwest
- 6 of 33 Granite roadway, camera looking northwest

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- 7 of 33 Marl Springs, spring #1, camera looking north
- 8 of 33 Marl Springs, rock wall #1, camera looking south
- 9 of 33 Marl Springs, habitation #1, camera looking west
- 10 of 33 Marl Springs, habitation #2, camera looking northwest
- 11 of 33 Cima Dome, camera looking south
- 12 of 33 Upper Kelso Valley, Cedar Canyon Road and Mid Hills in distance, camera looking east
- 13 of 33 Ascending Cima Dome, viewed from vicinity of Thomas Place, camera looking west
- 14 of 33 West end of abandoned segment that parallels Cedar Canyon Road, camera looking east
- 15 of 33 Segment east of Thomas Place Road, camera looking east
- Name of Property: Mojave Road  
City or Vicinity: Cima, Lanfair (vicinity)  
County: San Bernardino  
State: California  
Photographer: Dewey Livingston  
Date Photographed: October 22, 2019
- 16 of 33 Cedar Canyon Road section, camera looking northeast
- 17 of 33 View towards Government Holes, camera looking southeast
- 18 of 33 Rock Spring wash, camera looking west
- 19 of 33 Rock Spring and noncontributing concrete dam, camera looking east
- 20 of 33 Rock Spring, Quartermaster residence ruins, camera looking east
- 21 of 33 Rock Spring, habitation #2 and wall #1, camera looking northwest
- 22 of 33 Rock Spring, mail company cabin ruins, camera looking south
- 23 of 33 Rock Spring, historic inscription on canyon wall, camera looking south

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- 24 of 33 Steep drop east of Rock Spring, camera looking east
- 25 of 33 Deep cut in road west of Lanfair, camera looking east
- 26 of 33 Eastern Lanfair Valley, camera looking west
- 27 of 33 Eastern Lanfair Valley, camera looking east
- 28 of 33 Crossing Lanfair Valley, camera looking west
- 29 of 33 East of Piute Pass, camera looking northeast
- 30 of 33 Wagon ruts near Fort Piute, camera looking southwest
- 31 of 33 Fort Piute, Mojave Road in distance, camera looking southwest
- 32 of 33 Road remnant east of Fort Piute, camera looking west
- 33 of 33 At Mojave National Preserve eastern boundary, camera looking west

**Paperwork Reduction Act Statement:** This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

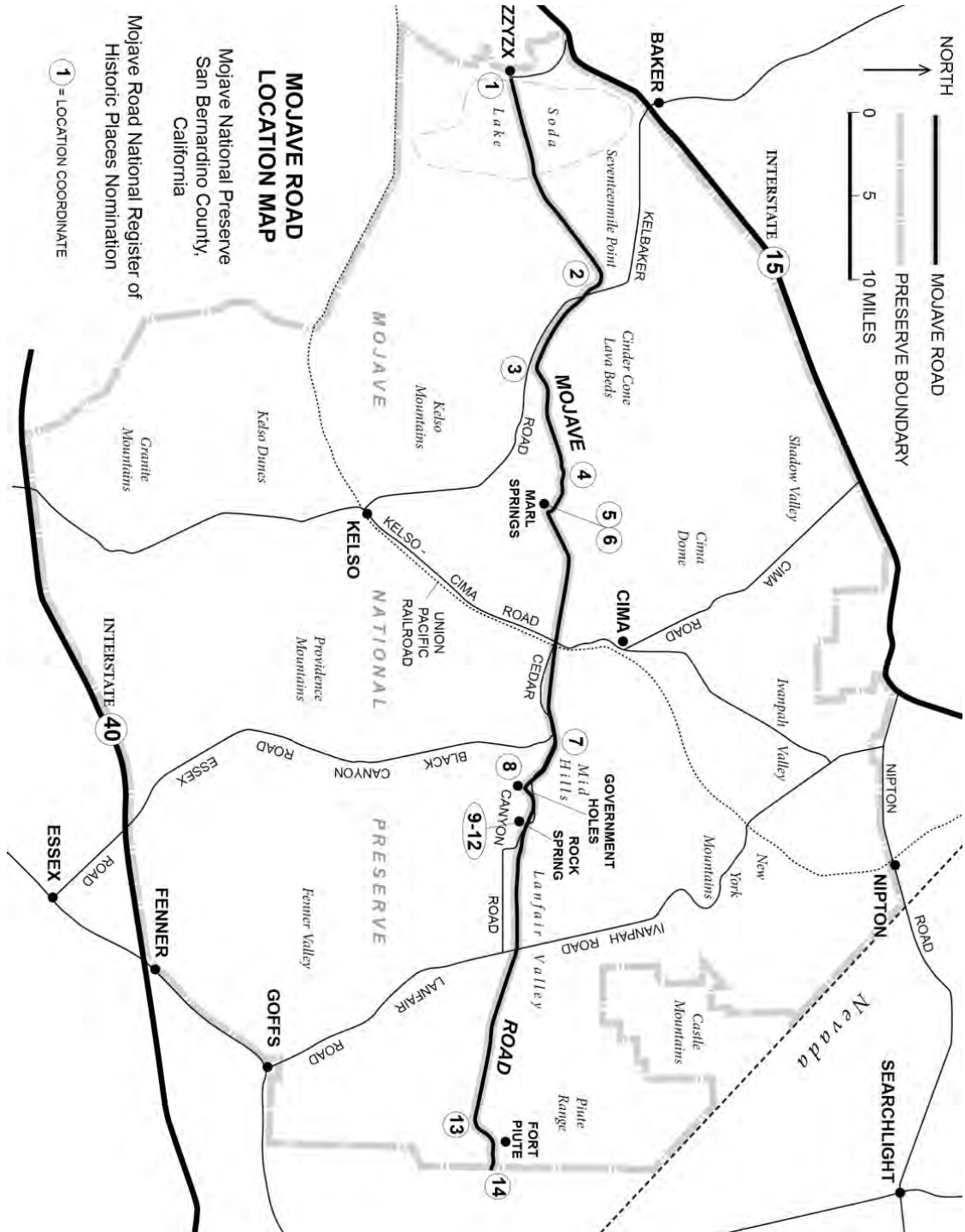
- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

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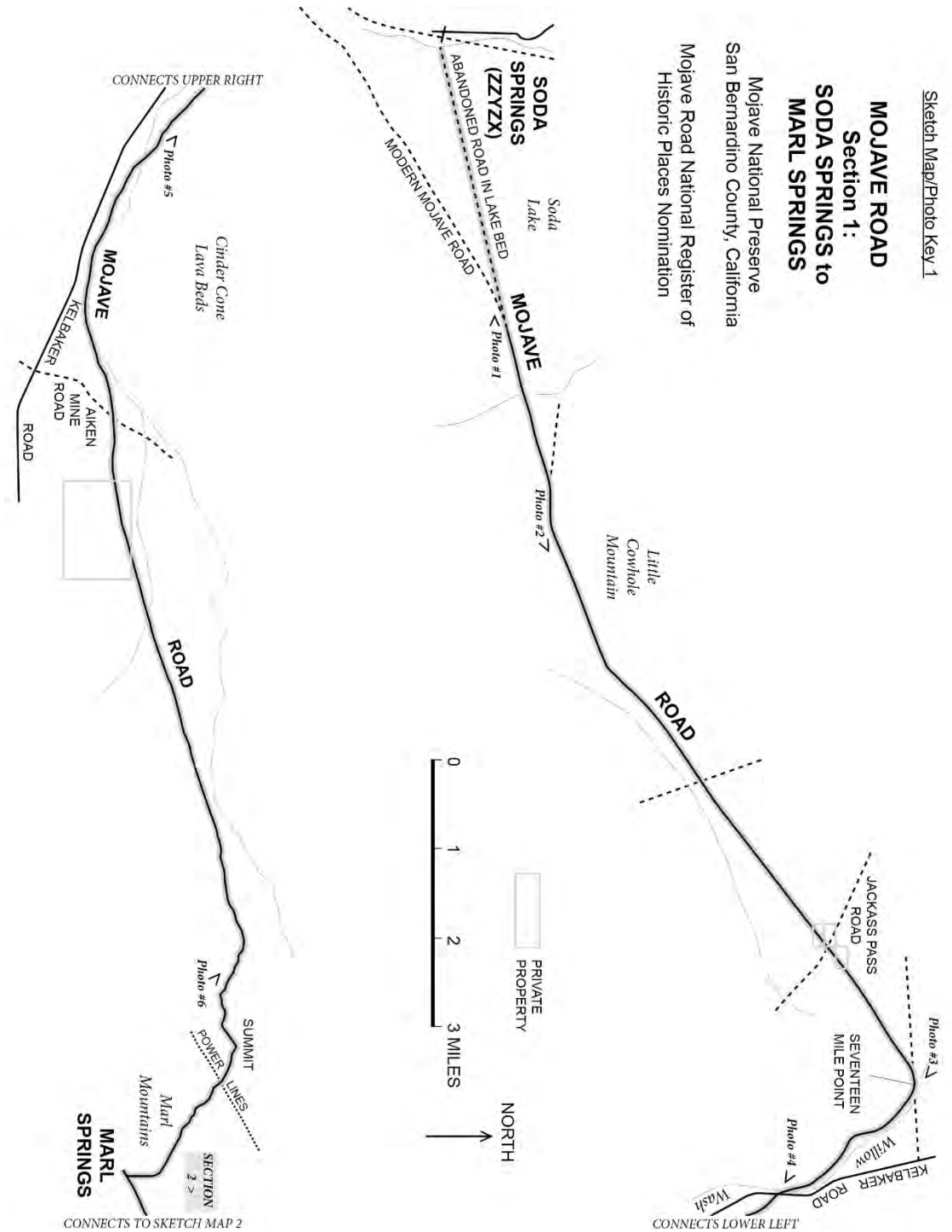
**Location Map**



Mojave Road  
 Name of Property

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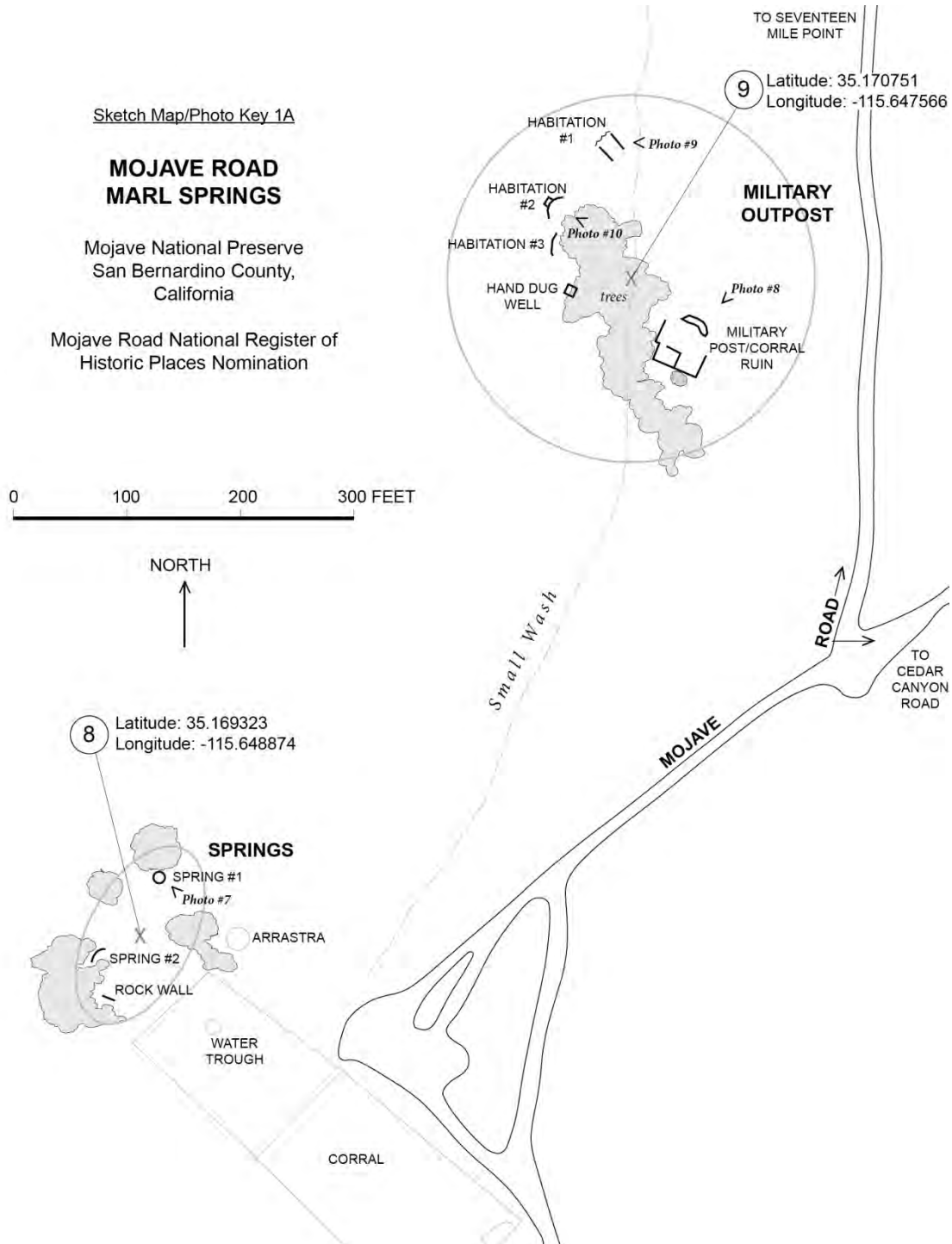
Sketch Map/Photo Key 1 (Section 1)



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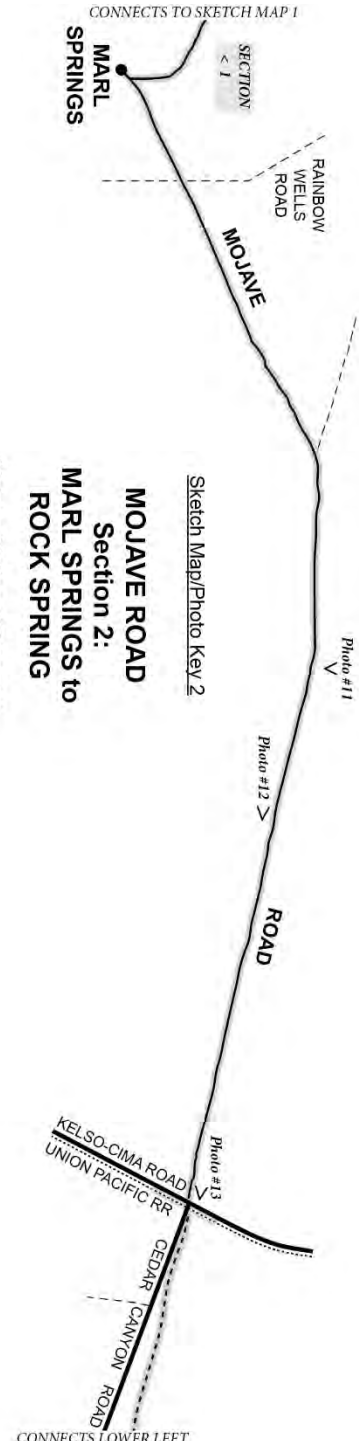
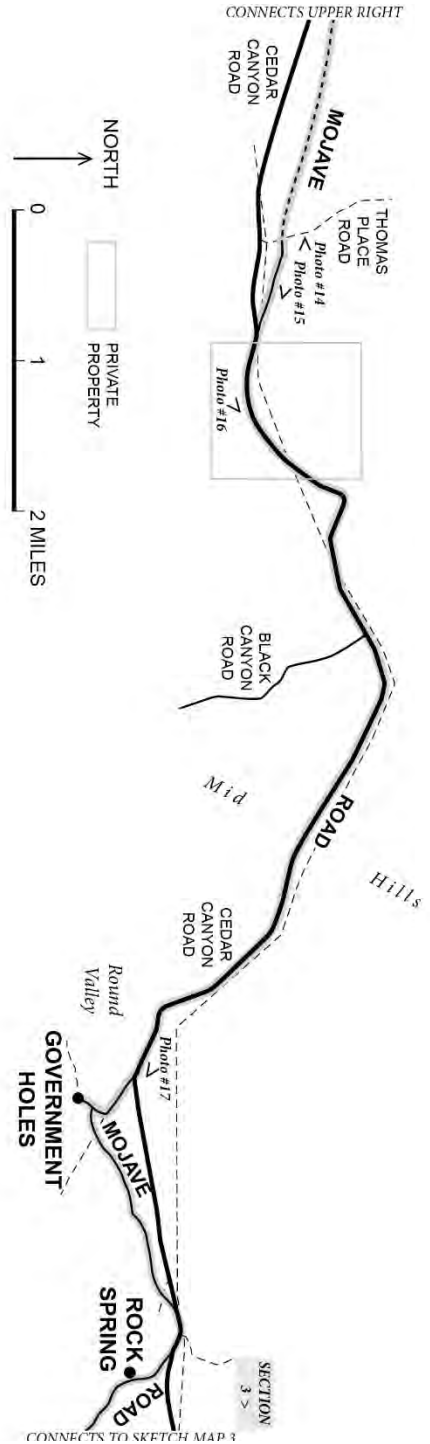
### Sketch Map/Photo Key 1A (Marl Springs)



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**Sketch Map/Photo Key 2 (Section 2)**

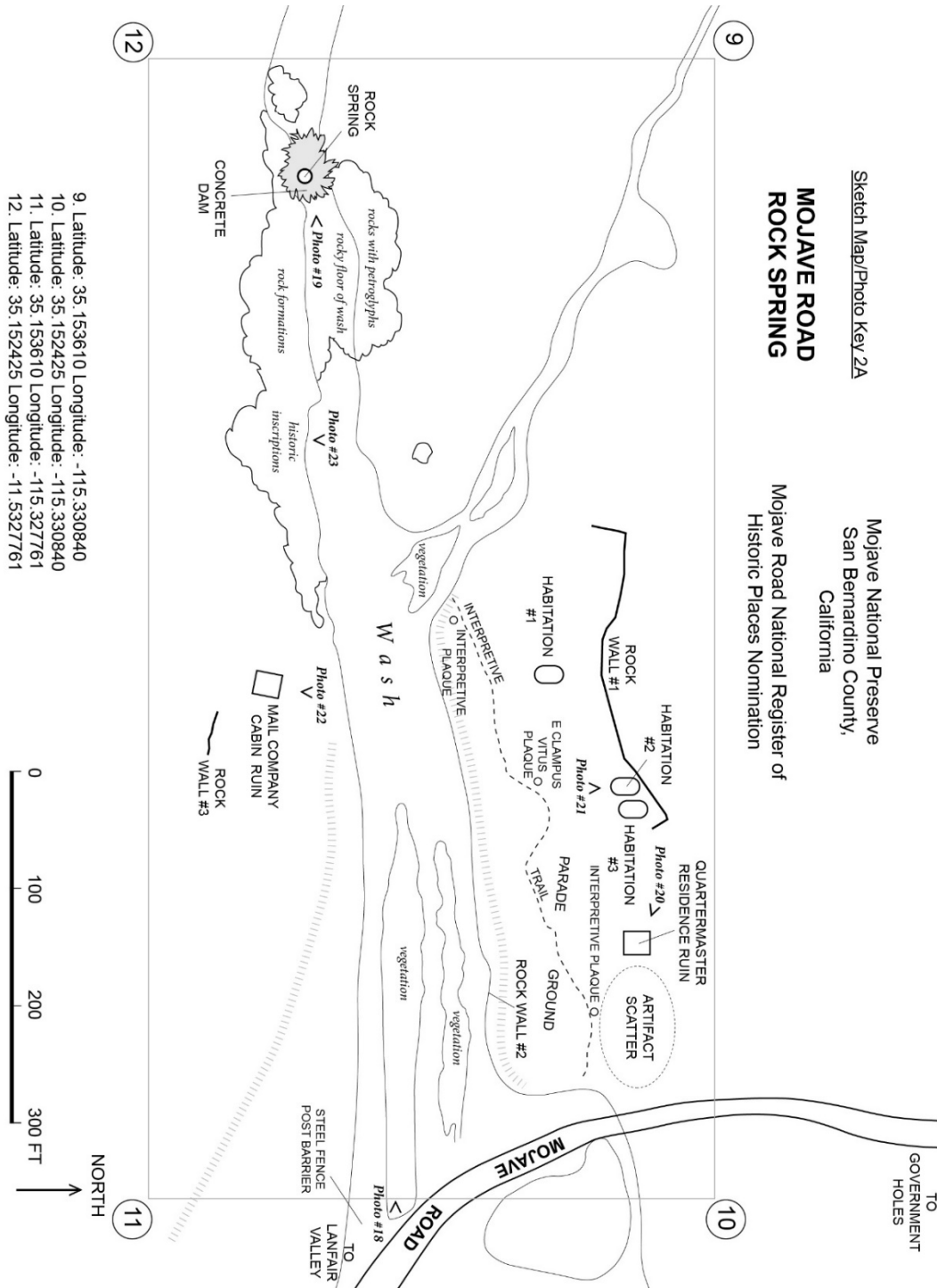


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 Historic Places Nomination

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**Sketch Map/Photo Key 2A (Rock Spring)**



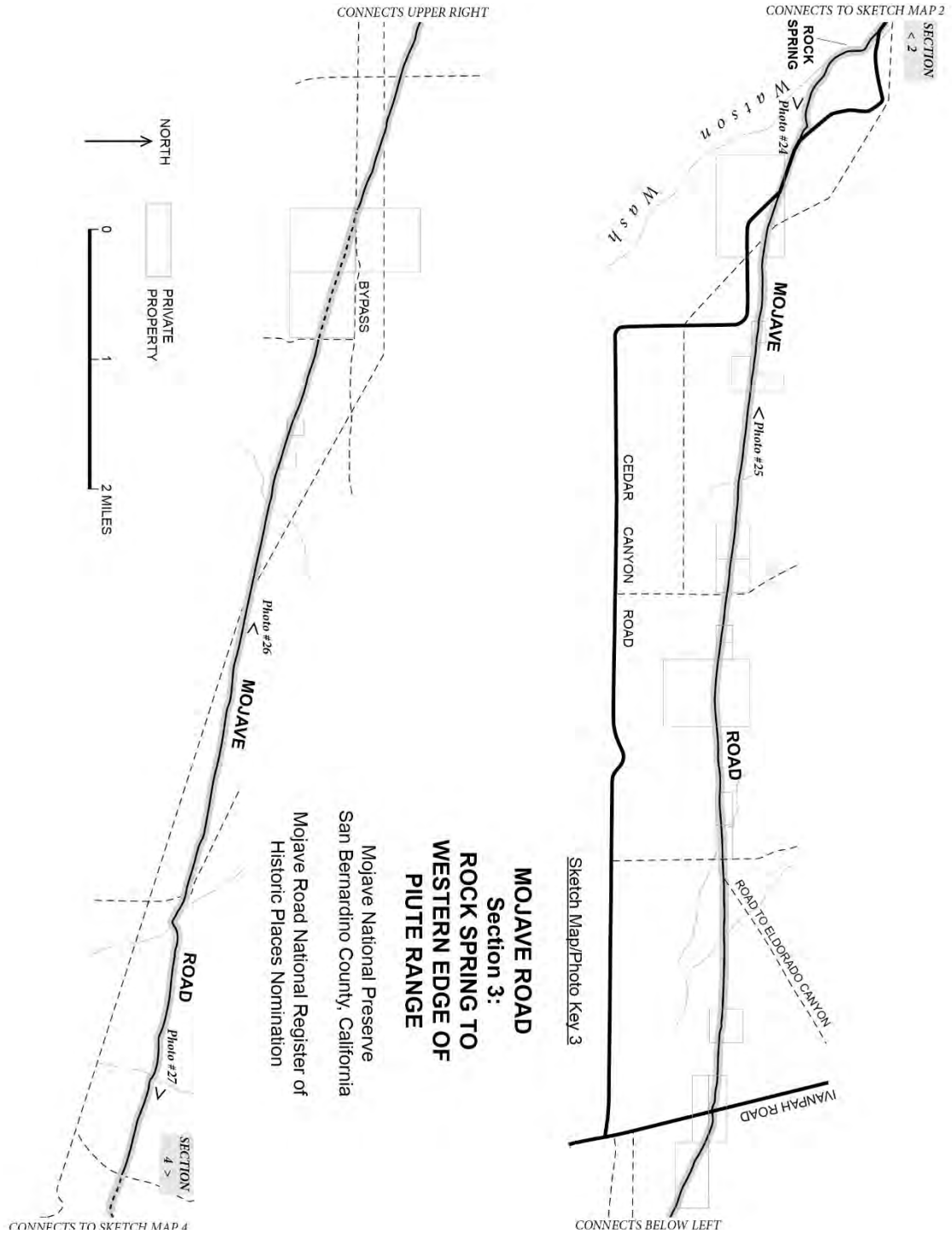
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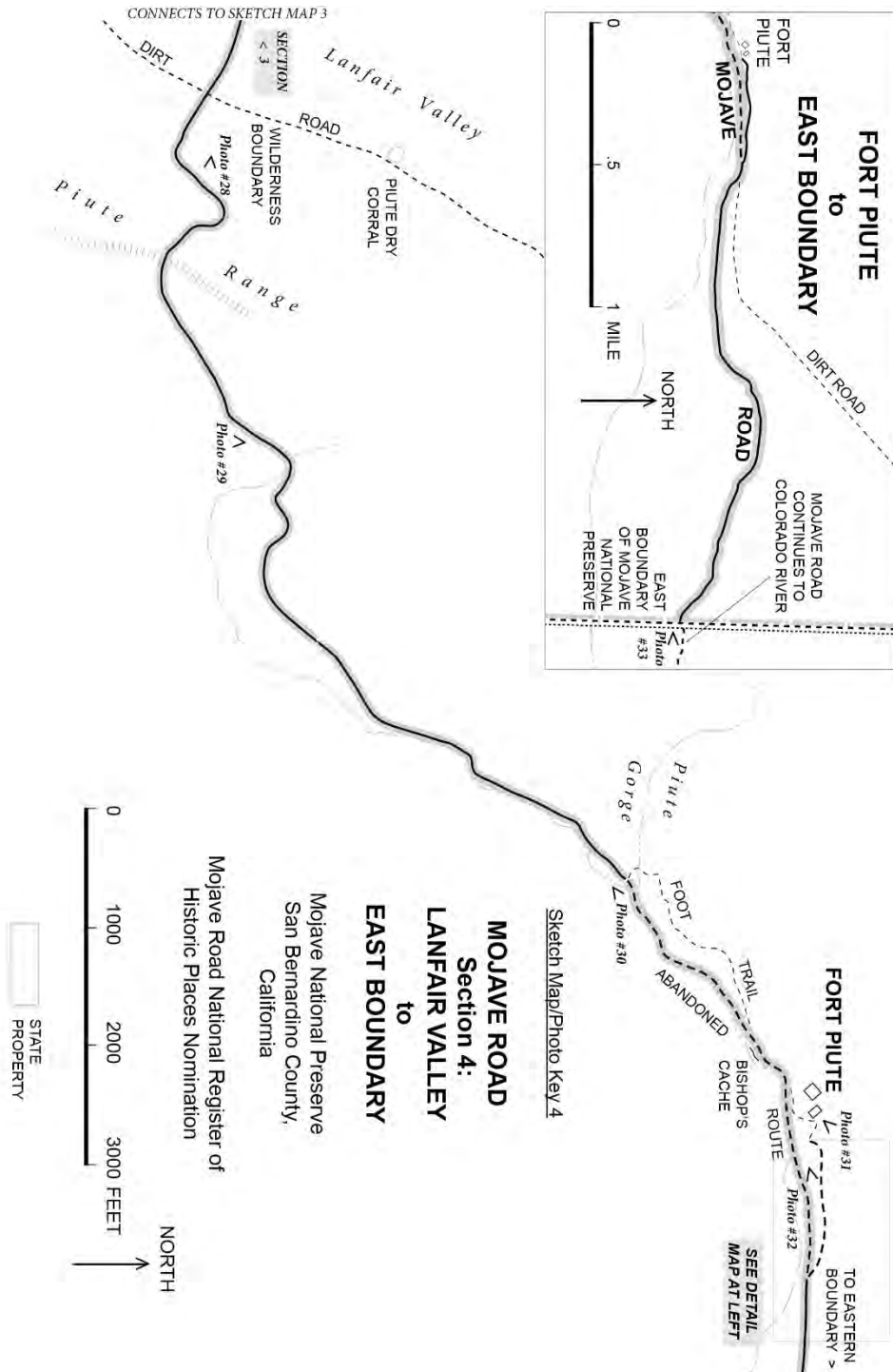
Sketch Map/Photo Key 3 (Section 3)



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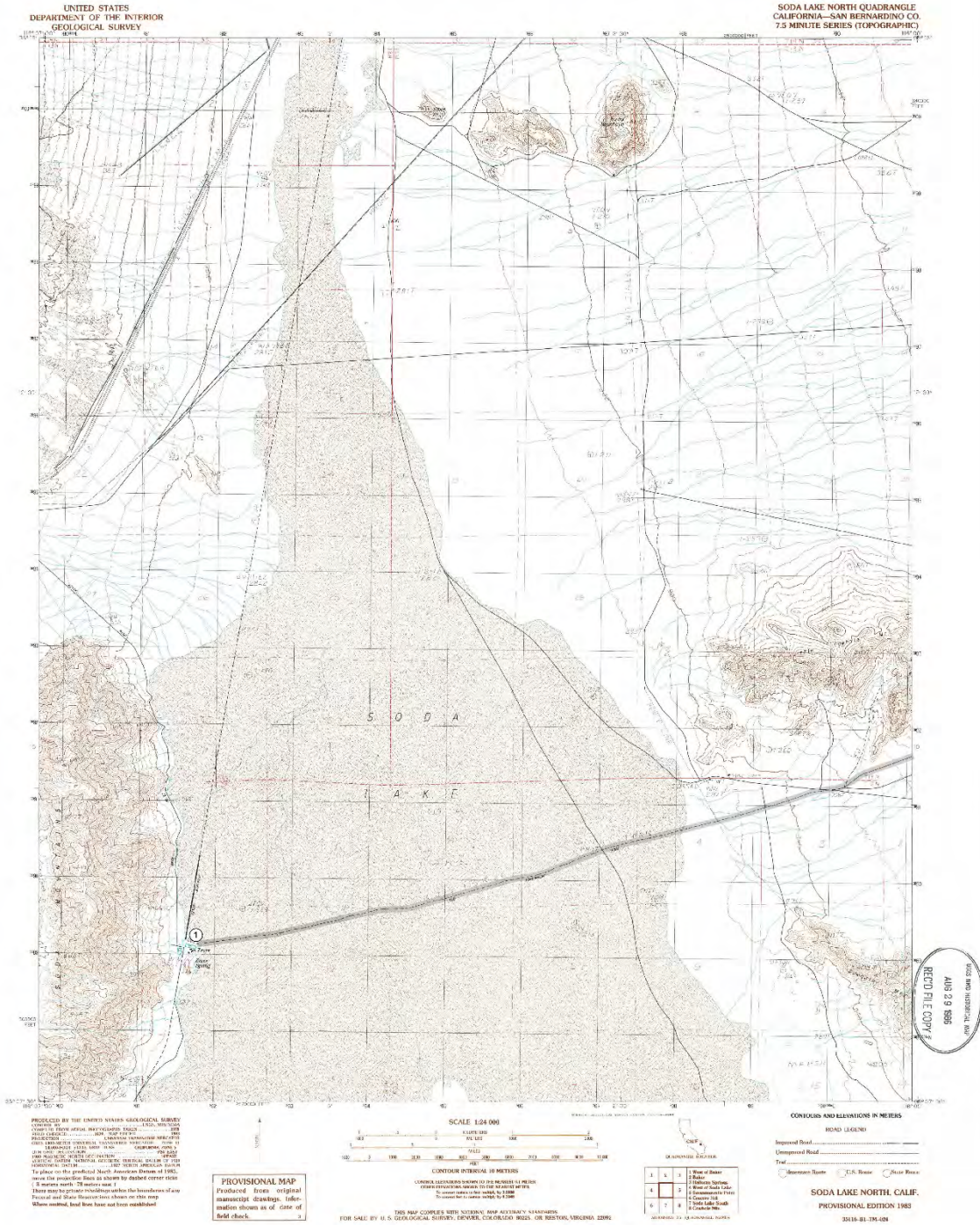
**Sketch Map/Photo Key 4 (Section 4)**



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USGS Map 1 of 11, Soda Lake North Quadrangle



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### USGS Map 2 of 11, Seventeenmile Point Quadrangle



Mojave Road  
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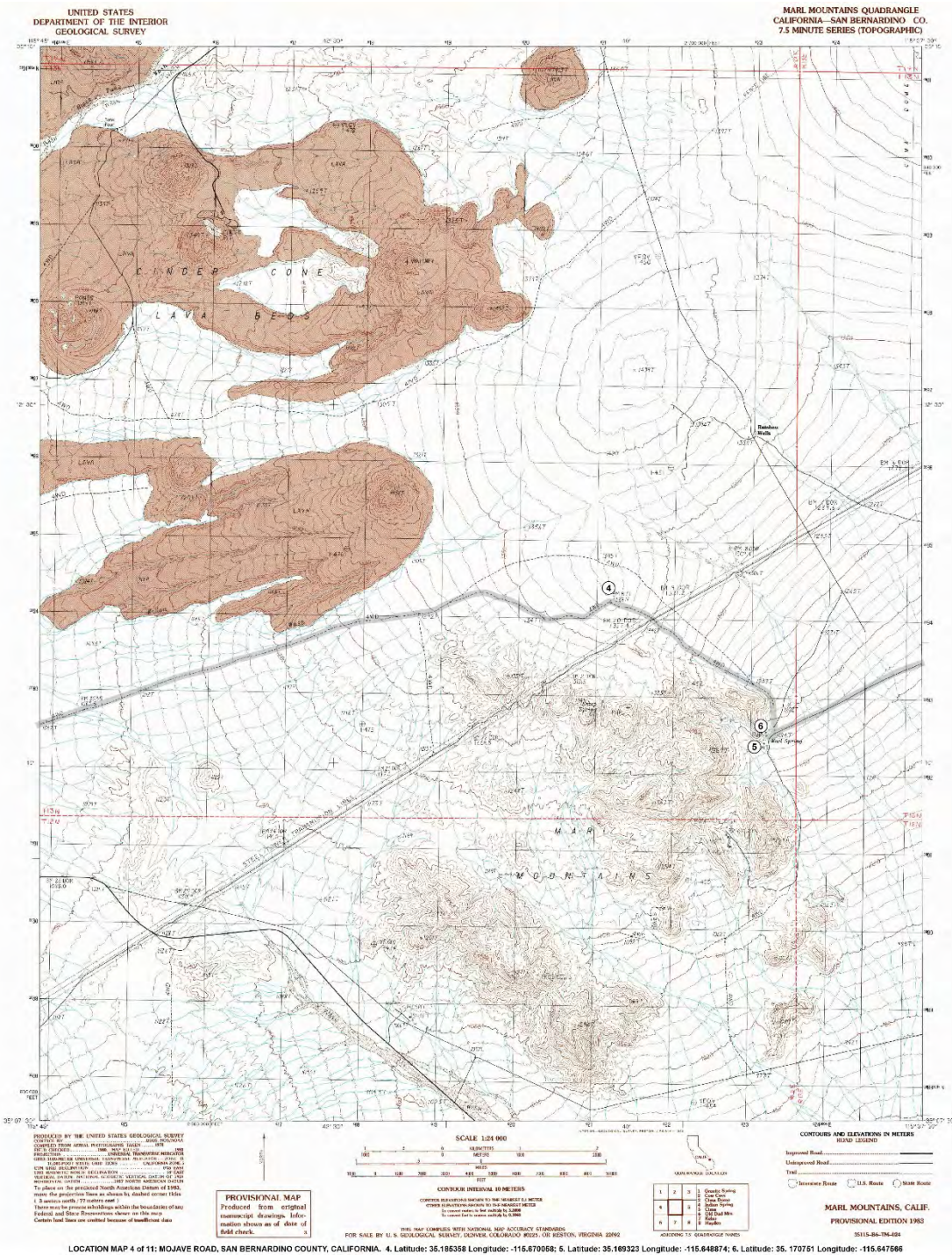
**USGS Map 3 of 11, Indian Spring Quadrangle**



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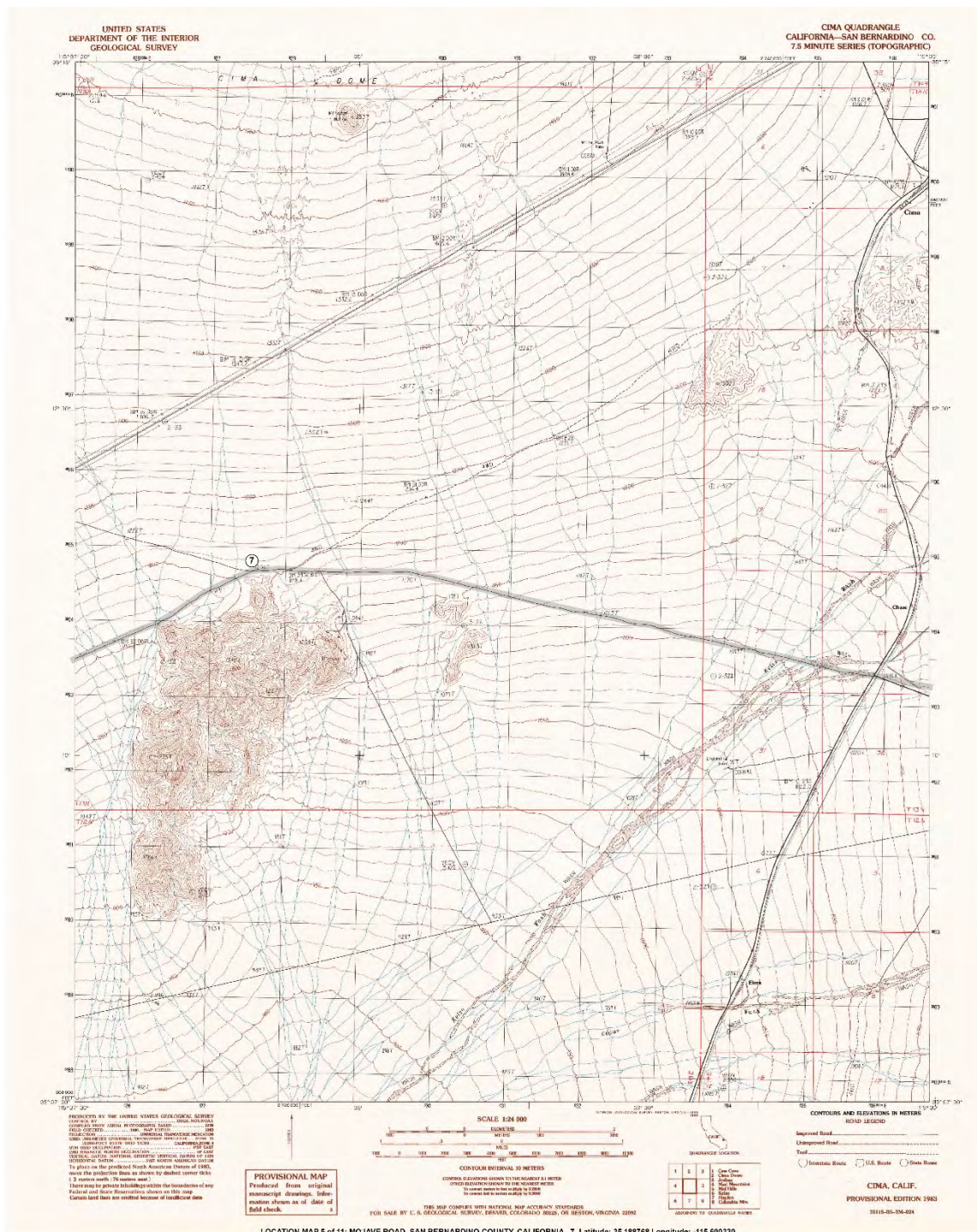
### USGS Map 4 of 11, Marl Mountains Quadrangle



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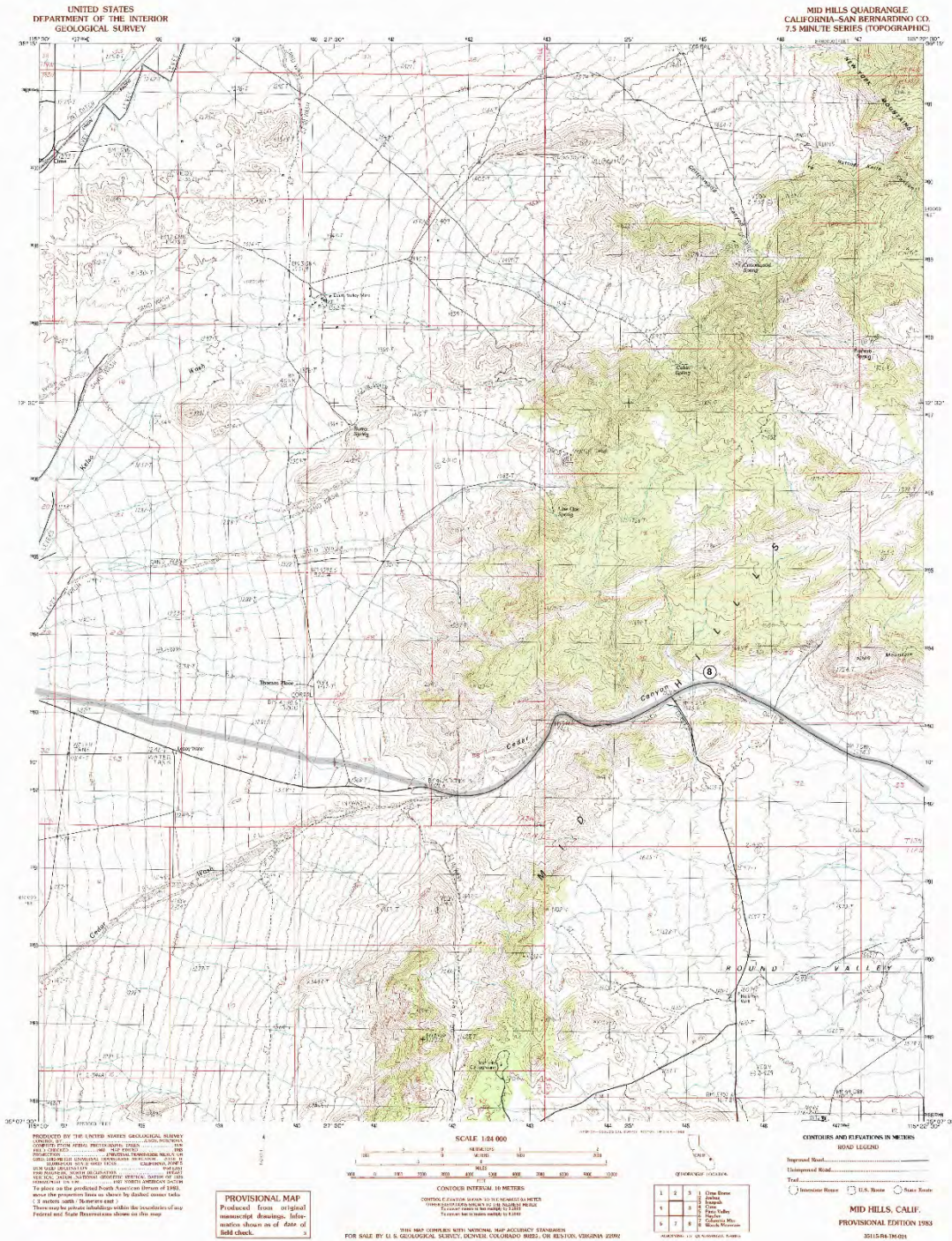
USGS Map 5 of 11, Cima Quadrangle



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**USGS Map 6 of 11, Mid Hills Quadrangle**

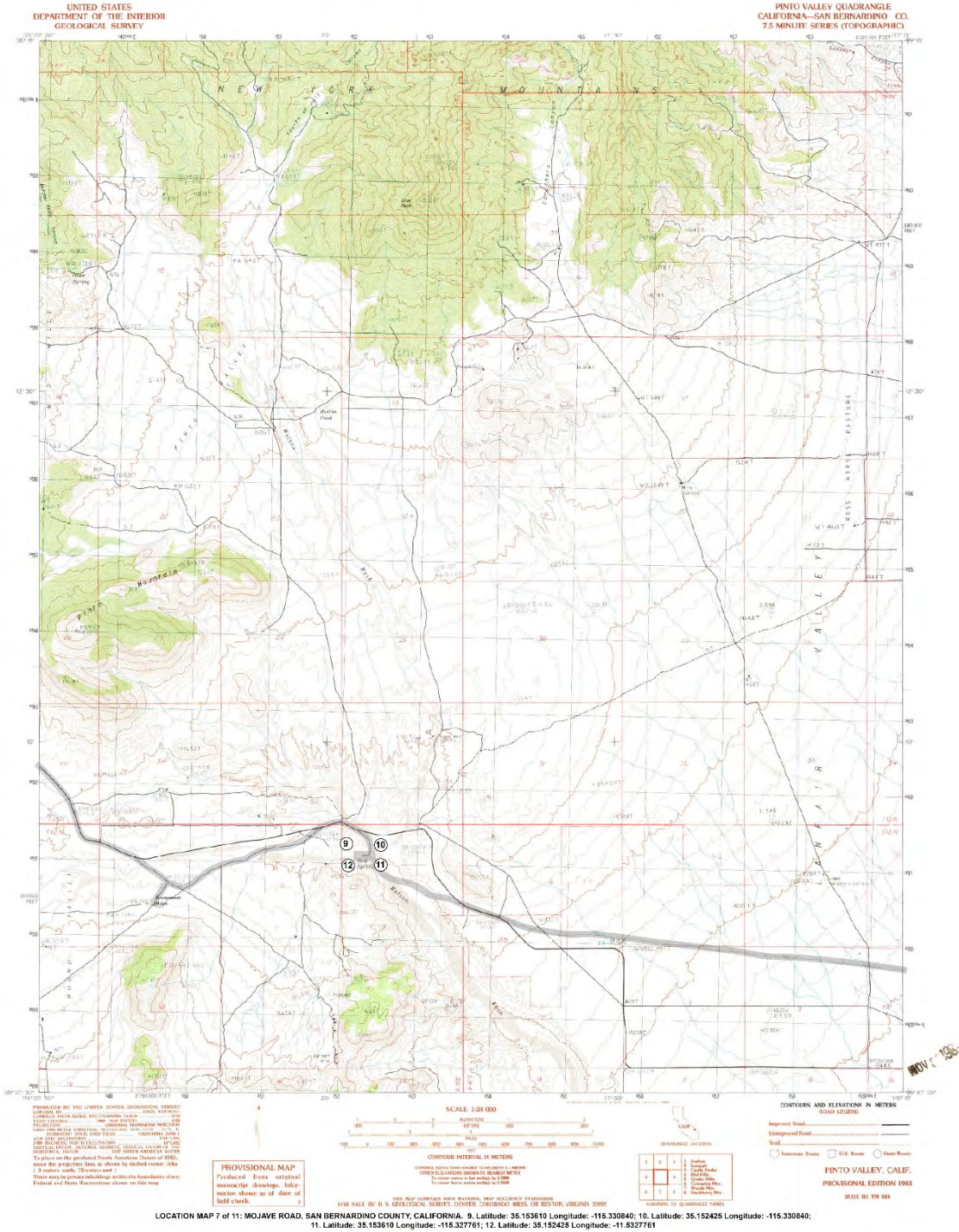




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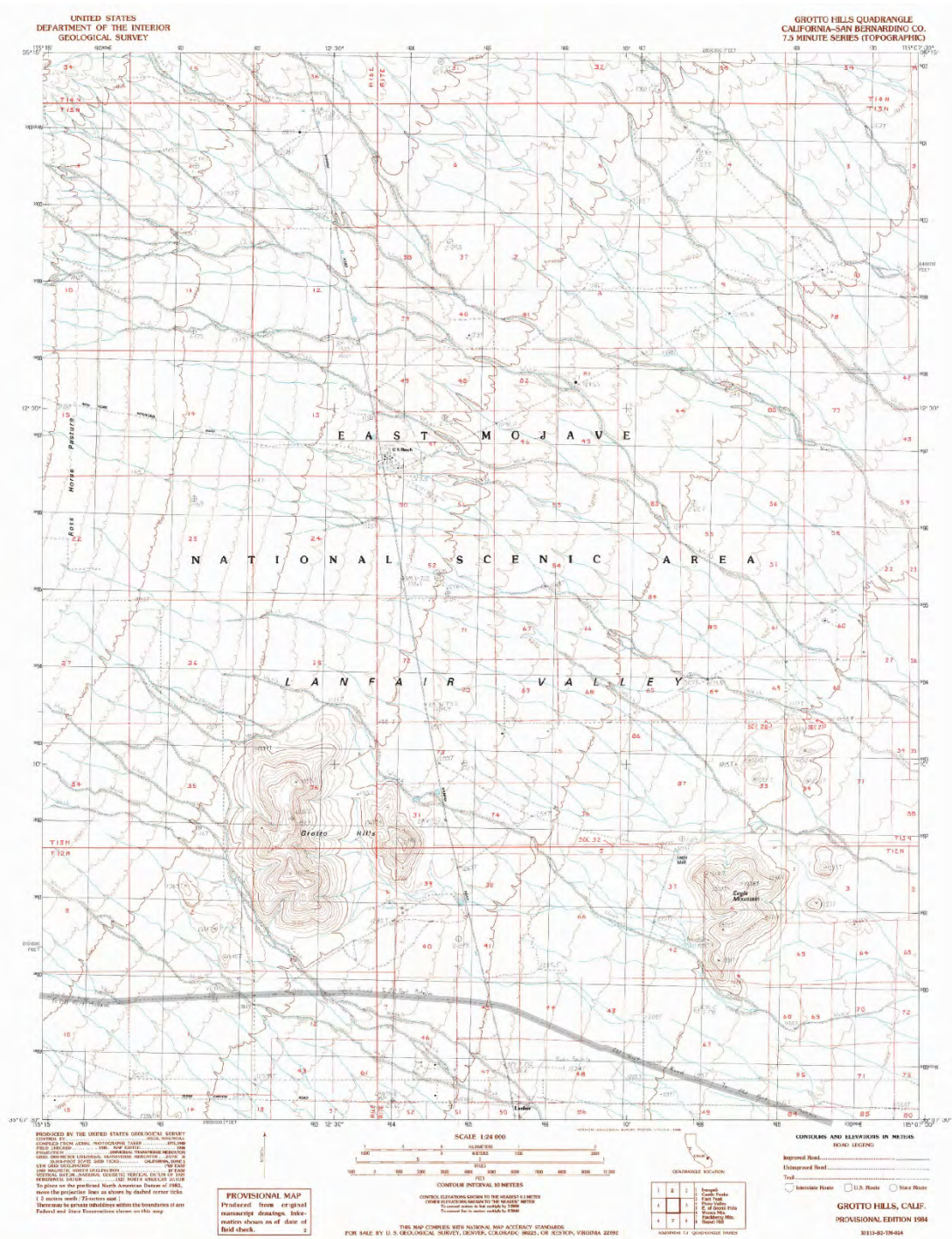
**USGS Map 7 of 11, Pinto Valley Quadrangle**



Mojave Road  
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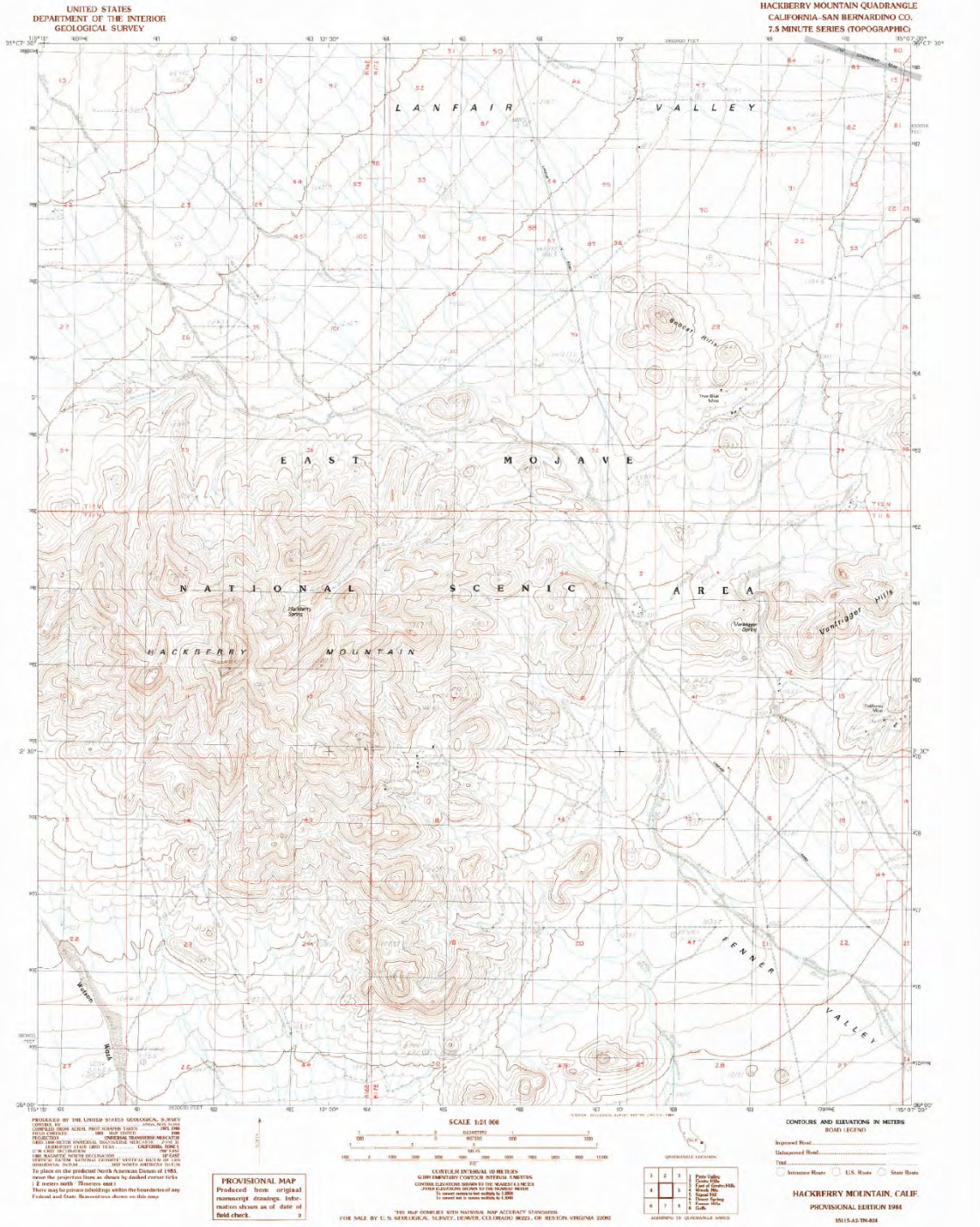
**USGS Map 8 of 11, Grotto Hills Quadrangle**



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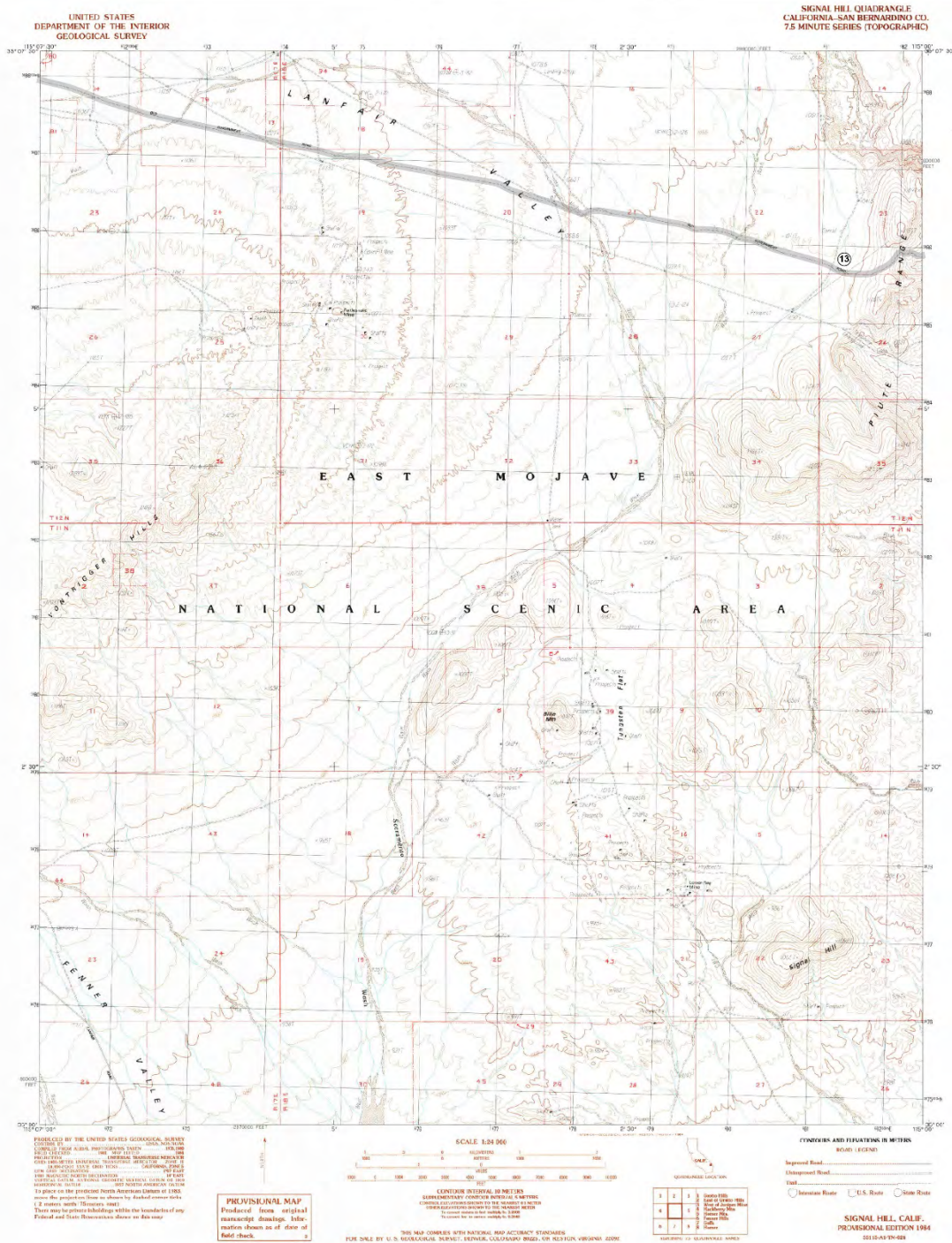
**USGS Map 9 of 11, Hackberry Mountain Quadrangle**



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### USGS Map 10 of 11, Signal Hill Quadrangle

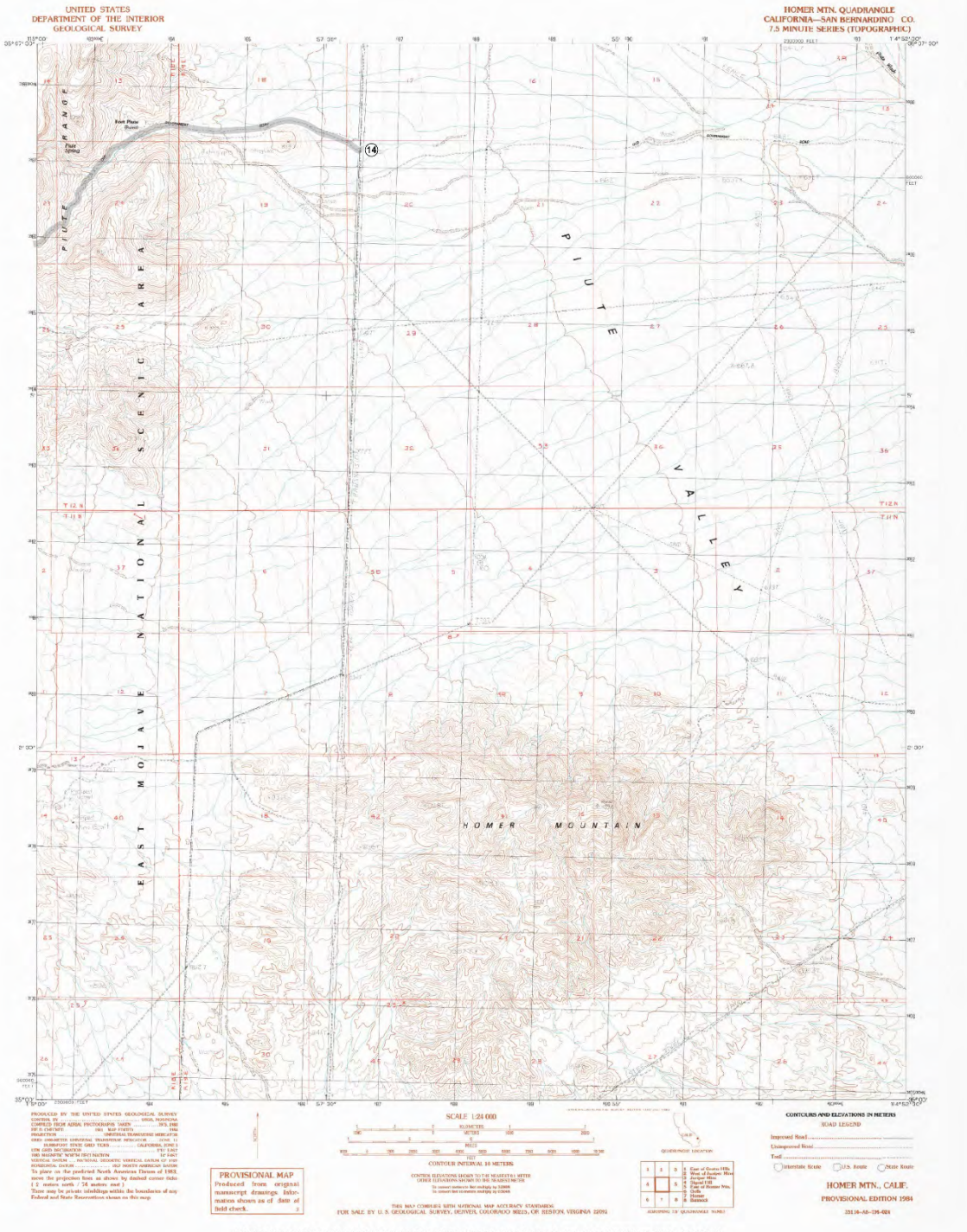


LOCATION MAP 10 of 11: MOJAVE ROAD, SAN BERNARDINO COUNTY, CALIFORNIA. 13. Latitude: 35.699865 Longitude: -115.013728

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USGS Map 11 of 11, Homer Mtn. Quadrangle



LOCATION MAP 11 of 11: MOJAVE ROAD, SAN BERNARDINO COUNTY, CALIFORNIA. 14. Latitude: 35.112198 Longitude: -114.954186

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**Photo 1** Original route on Soda Lake playa in foreground, abandoned route at right, with Soda Springs (Zzyzyx) in distance, camera looking west



**Photo 2** East of Soda Lake, Little Cowhole Mountain on left, camera looking east/northeast



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**Photo 3** Seventeen Mile Point, camera looking southeast



**Photo 4** Kelbaker Road crossing, camera looking south/southeast



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**Photo 5** Parallel rock outcropping east of Seventeen Mile Point, camera looking northwest



**Photo 6** Granite roadway, camera looking northwest





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**Photo 7** Marl Springs, spring #1, camera looking north



**Photo 8** Marl Springs, rock wall #1, camera looking south



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**Photo 9** Marl Springs, habitation #1, camera looking west



**Photo 10** Marl Springs, habitation #2, camera looking northwest



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**Photo 11** Cima Dome, camera looking south



**Photo 12** Upper Kelso Valley, Cedar Canyon Road and Mid Hills in distance, camera looking east



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**Photo 13** Ascending Cima Dome, viewed from vicinity of Thomas Place, camera looking west



**Photo 14** West end of abandoned segment that parallels Cedar Canyon Road, camera looking east



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**Photo 15** Segment east of Thomas Place Road, camera looking east



**Photo 16** Cedar Canyon Road section, camera looking northeast



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**Photo 17** View towards Government Holes, camera looking southeast



**Photo 18** Rock Spring wash, camera looking west



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**Photo 19** Rock Spring and noncontributing concrete dam, camera looking east



**Photo 20** Rock Spring, Quartermaster residence ruins, camera looking east



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**Photo 21** Rock Spring, habitation #2 and wall #1, camera looking northwest



**Photo 22** Rock Spring, mail company cabin ruins, camera looking south





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**Photo 23** Rock Spring, historic inscription on canyon wall, camera looking south



**Photo 24** Steep drop east of Rock Spring, camera looking east



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**Photo 25** Deep cut in road west of Lanfair, camera looking east



**Photo 26** Eastern Lanfair Valley, camera looking west



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**Photo 27** Eastern Lanfair Valley, camera looking east



**Photo 28** Crossing Lanfair Valley, camera looking west



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**Photo 29** East of Piute Pass, camera looking northeast



**Photo 30** Wagon ruts near Fort Piute, camera looking southwest



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**Photo 31** Fort Piute, Mojave Road in distance, camera looking southwest



**Photo 32** Road remnant east of Fort Piute, camera looking west



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**Photo 33** At Mojave National Preserve eastern boundary, camera looking west

