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Forest
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Southwestern
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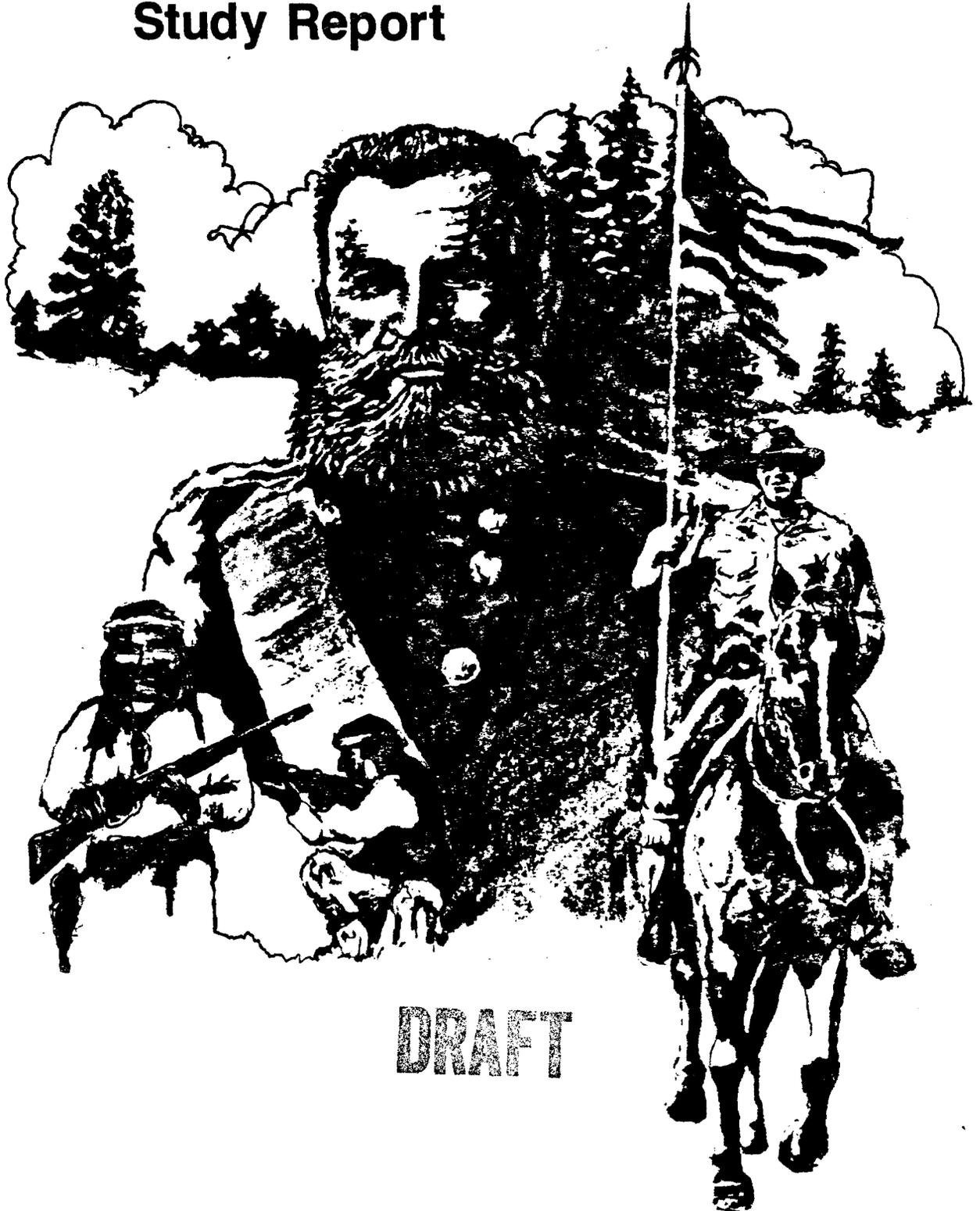
September 1986



GENERAL CROOK

NATIONAL HISTORIC STUDY TRAIL

Study Report



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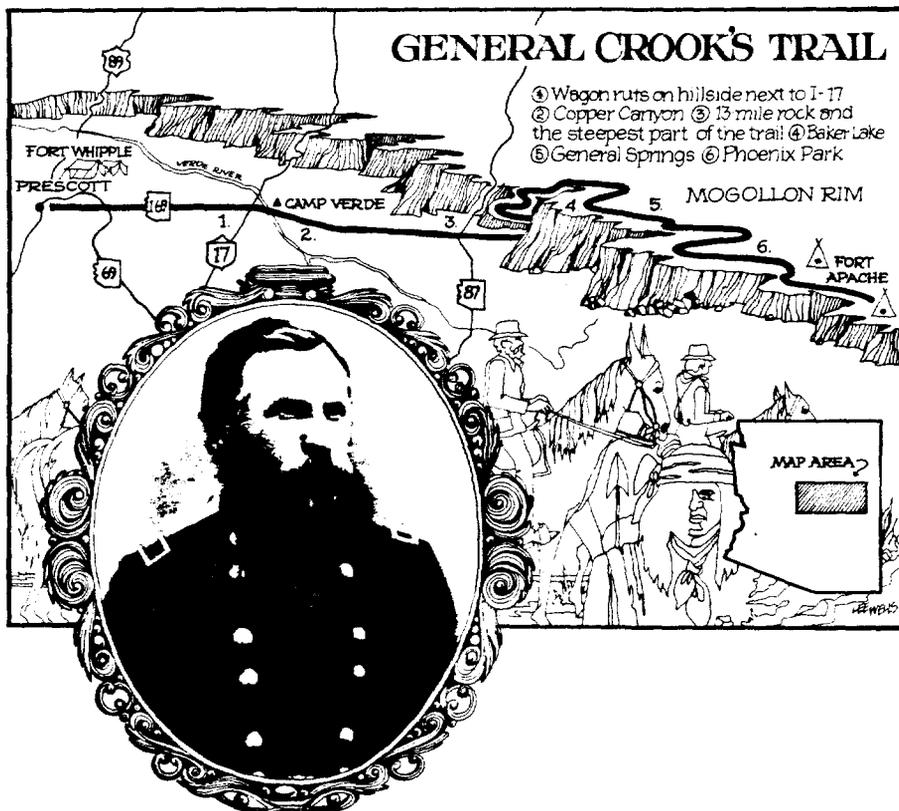


GENERAL CROOK

NATIONAL HISTORIC STUDY TRAIL

DRAFT

Study Report



D - Historic Trail Designation

SUMMARY

As a result of the study authorized by PL 90-543 undertaken by the Forest Service and documented by this report, this study recommends:

That 138 miles of the the General George Crook National Recreation Trail, that lies wholly within National Forest boundaries, be designated by Congress as the General George Crook National Historic Trail;

The development be composed of trail components amounting to 138 miles currently designated as the General George Crook National Recreation Trail;

That complementing state and locally administered components may be designated by the Secretary of the administering agency as components of the General George Crook National Historic Trail upon application from state or local government agencies or private interests involved, provided these segments meet National Historic Trail criteria and are administered without expense to the United States;

That the selected Federal lands be developed eventually to provide a total of 148 miles of trail;

That alignment of the General George Crook National Historic Trail be as close as possible to the actual historic route itself, diverging only as necessary to provide for safety, recreation appeal, economic and political considerations, and to reduce environmental impacts;

That initially, a maximum corridor width of 200 feet, centered on the trail, be considered for those components of the trail located on public lands and those components designated as high potential segments;

That a uniform set of standards be developed by the administering Secretary pursuant to requirements of the National Trails System Act to ensure that management practices are well defined and uniformly applied regarding trail development and management, the trail corridor, and general setting;

That in keeping with the intent of the National Trails System Act, the trail be regarded as a simple facility for hikers and equestrians;

That the most minimal development standards be employed;

That the use of motorized vehicles on the trail by the general public be prohibited;

That interpretive development for the trail be characterized as low key with emphasis on self-guiding publications, trail head orientation/information displays, and simple, sturdy, on-trail devices;

That a standardized system of signs be developed to give identity and recognition to the trail;

That inasmuch as the Forest Service manages the greatest amount of land containing high potential segments, the Secretary of Agriculture has overall responsibility for trail administration;

That the Secretary of Agriculture act in cooperation with heads of state and local agencies, where lands administered by them are involved;

That close coordination be established and maintained among local agencies, private organizations, and individuals along the route of the trail;

That within two years of designation as a National Historic Trail, a comprehensive management plan for development and use be prepared in accordance with requirements of the National Trails System Act as amended.

INTRODUCTION

Study Authority and Purpose

Public Law 94-527 of 1976 amended the National Trails System Act of 1968 and Public Law 90-543 to authorize a study of the General George Crook Trail. The purpose of the study was to determine the feasibility and suitability of designating this trail as a component of the National Trails System. The Forest Service undertook the study and this report. On March 28, 1983, Congress amended the National Historic Trail System Act, Section 5(c), to designate the General George Crook Trail for study as a National Historic Trail.

This report documents the General George Crook Trail study and is submitted in fulfillment of the requirements of the public laws mentioned above.

Conduct of the Study

Requirements set forth in Section 5(b) of the National Trails System Act, as amended, received emphasis during the study. These requirements include:

" ... such studies shall be made in consultation with the heads of other Federal agencies administering lands through which such additional proposed trails would pass and in cooperation with interested interstate, state, and local governmental agencies, public and private organizations, and landowners and land users concerned. When completed, such studies shall be the basis of appropriate proposals for additional national scenic trails which shall be submitted from time to time to the President and to the Congress. Such proposals shall be accompanied by a report, which shall be printed as a House or Senate document, showing among other things:

- (1) the proposed route of such trail (including maps and illustrations);
- (2) the areas adjacent to such trails, to be utilized for scenic, historic, natural, cultural, or developmental purposes;

(3) the characteristics which, in the judgment of the appropriate Secretary, make the proposed trail worthy of designation as a national scenic trail; and in the case of national historic trails, the report shall include the recommendation of the Secretary of the Interior's National Park System Advisory Board as to the national historic significance based upon criteria developed under the Historic Sites Act of 1935;

(4) the current status of land ownership and current and potential use along the designated route."

The information presented in this study has been taken from the major and most comprehensive sources that deal with the history of the Crook Road and its environs (Bowman 1978; Cook 1971, 1972; Granger 1973; Munson 1981; Stein 1981).

Study Area

The General George Crook Trail went from Fort Whipple, near Prescott, Arizona, across the Mogollon Rim, to Fort Apache. The approximate 200 mile long trail was developed as a supply route to Fort Apache from Fort Whipple, and was located near the town of Prescott, the Territorial capital of the state.

From Fort Whipple, the road went west to Camp Verde, Arizona, and the historic site of Fort Verde on the Verde River. From Fort Verde, the trail climbed the Mogollon Rim escarpment and followed it to the present location of Show Low, Arizona. It then ran south to Fort Apache, now located within the Fort Apache Indian Reservation.

Today, the remains of this trail cross portions of the Prescott, Coconino, and Apache-Sitgreaves National Forests.

DESCRIPTION OF THE ROUTE

Historical Perspective

General George Armstrong Crook came to the Territory of Arizona in the summer of 1871 as Commander of the Military Department of Arizona. His mission was to subdue the Apache Indians and confine them to reservations. He entered the Territory at Yuma, traveled to Tucson, and by August was at Fort Apache, sizing up the situation and the men under his command.

Crook had had years of experience in the field in direct command of small units dispatched in search of hostile Indians. As a junior officer in northern California and southern Oregon, he had campaigned throughout a period of several years. During this time, he developed his skills of traveling without trails and using Indian Scouts as regular fighting units. He quickly applied these tactics in his campaign against the Apache.

General Crook was a large man, over six feet tall, quiet, self-possessed, and prone to issue few orders. The Apache called him "Gray Wolf". Lieutenant John G. Bourke, who served with Crook in Arizona and later wrote of his experiences, remembered that:

"... the first man up in the morning, the first to be saddled, the first ready for the road, was our indefatigable commander, who, in a suit of canvas, and seated upon a good strong mule, with his rifle carried across the pommel of his saddle, led the way."

The trail itself was developed as a supply route to Fort Apache from Fort Whipple, the headquarters for the Military Department of Arizona. In August, 1871, Crook and a small party of cavalry left Fort Apache and began traveling north toward the location of Show Low on a route used by the Apache. Their purpose was to turn west above the Mogollon Rim and seek the best route over which troops and supply trains could move with the least difficulty between the two forts.

After turning west along the Rim, they found that there were no trails in that direction, so Crook had to create his own. As the party traveled west, they realized there were no options but to stick to the Mogollon Rim itself as they moved along. Their progress was slow and tortuous, but they found water in natural tanks and pleyas. To turn northward to any degree put them into increasingly deep and rugged canyons. However, at what would later be called General Springs, they left the Rim, going in a northwesterly direction, to intersect the Stoneman Road and hasten their arrival at Fort Whipple. The party reached the road somewhere east of Stoneman Lake and followed it to the west, arriving in Prescott on September 6. Thus, General Crook did the major reconnaissance work on the trail which would later bear his name.

Actual trail construction began in the spring of 1872 from Fort Whipple over Cherry Creek toward Fort Verde, from Fort Verde east to Fort Apache, and from the Show Low area west toward Fort Verde. Crook expected to use the road to resupply Fort Apache and for tactical purposes as well. It allowed him to move his troops above and behind the Apache, who spent much of the summer months in the Tonto Basin and used the areas below the Rim as a sanctuary.

By 1873, supplies could be moved by pack train from Fort Verde to Fort Apache. One year later, in September of 1874, the first wagon supply train left Fort Whipple for Fort Apache. Martha Summerhayes, the first woman to travel over this route, was on that trip in one of the wagons. She recorded that trip and its difficulties in her book Vanished Arizona, an important source of information about military life at this time.

Five years later, in 1879, the Atlantic and Pacific Railroad had reached Holbrook. This development hastened the shipping of supplies to Fort Apache by many days, since they could be unloaded from the rail cars at Holbrook and freighted directly south. The next year, the Southern Pacific Railroad also provided a point of access to Fort Apache from San Simon, but since it was much more vulnerable to attack by Apaches and freebooters, it was not as heavily used as the Holbrook route.

The environs of the trail appear little changed from the years when Crook and his troops rode along it. Old trees still stand, weathered oaks and ponderosa pine, with the characteristic "V" marks placed there by Crook's men to mark the miles from Fort Verde.

For 22 years, the Crook Road was used by troops patrolling the northern boundary of the Apache Reservation. Its infrequent use by civilians continued for another 24 years until the Rim Road was built in 1928, making a total of 46 years that the road was in constant use.

The trail has been designated as the first Arizona State Historic trail and has been determined eligible for nomination to the National Register of Historic Places by the Arizona Historic Sites Advisory Committee. It offers the hiker and equestrian a pleasurable opportunity to sample Arizona's varied terrain and colorful history.

Route Description of
the General George
Crook Trail

The original General George Crook Trail was approximately 200 miles in length and began at Fort Whipple, near Prescott, Arizona, and proceeded east to Fort Apache. The section of trail proposed for National Historic Trail designation is 138 miles long and extends from the community of Dewey, Arizona to Cottonwood Wash, near Pinedale, Arizona.

In the segment descriptions that follow, comments will be made on the integrity of the trail, significant recreation potential, scenic quality, and significant opportunities for interpretation.

Trail Sections are:

- Section 1: Fort Whipple to Dewey
- Section 2: Dewey to Fort Verde
- Section 3: Fort Verde to the junction with State Highway 87
- Section 4: State Highway 87 to Leonard Canyon
- Section 5: Leonard Canyon to Cottonwood Basin

Section 1:
Fort Whipple to Dewey

Fort Whipple

In an effort to protect miners who worked in areas that were traditionally used by the Yavapai Indians, a small garrison of troops was established on December 29, 1863. Led by Major Edward B. Willis and Captains Hargrove and Benson, the garrison held two companies of California Volunteers. Initially established as Whipple Barracks, it was first occupied as Fort Whipple on May 18, 1864 and was named for Brigadier General Amiel Weeks Whipple, who died on May 7, 1868 of wounds received in the battle of Chancellorsville, Virginia. As a Lieutenant,

Whipple had been a member of the topographical engineers. From October through December of 1851, he surveyed down the Gila River to the Colorado River and explored possible routes for a railroad to the Pacific.

Lt. John G. Bourke, aide to General Crook, described Fort Whipple as being a

"... ramshackle, tumbled-down palisade of unbarked pine logs ... Supposed to command something, exactly what, I do not remember as it was so dilapidated that every time the wind rose, we were afraid the palisade was doomed. The quarters for both officers and men were also log houses, with the exception of one single-roofed shanty ... constructed of unseasoned, unpainted, pine planks, and there it served as General Crook's headquarters ..."

Despite these poor beginnings, Fort Whipple became the center of social life for Prescott and headquarters for the Military Department of Arizona. Under General Orders No. 19, of October 10, 1871, the Quartermaster's depot was changed to a depot to be used for repairs and was to be known as Whipple Depot. The post was discontinued in 1898 but re-garrisoned in 1902. Whipple Barracks was rejuvenated in 1904, but even this did not serve to retain the small garrison of troops. The inevitable was put off for a few years, but in 1912 the post was abandoned when troops were sent from there to the Mexican border. The year 1922 saw the military reservation transferred to the Secretary of the Treasury for use in the Public Health Service. Today, Fort Whipple is used as a Veteran's Administration hospital.

Section 2: Dewey to Fort Verde

The trail passed south of Mingus Mountain, named after an early-day miner. The Mingus Mountains were also known as Bee Mountain to the Yavapai Indians, none of whom would go near it for fear of the ghost of the dead in Mescal Gulch where a two-day Indian fight between the Walapai and Yavapai occurred. The trail parallels what is today the Cherry Creek road to its junction with Interstate 17.

Dewey

This location was originally known as "Agua Fria" when a stage station was operated here by Darrel Duppa, a prominent figure in Arizona's history. The post office for Agua Fria was discontinued in 1895. According to post office rules, an office could not reopen under its old name. Therefore, when the post office was re-established in 1898, the name "Dewey" was selected, although it is not certain if it was named for Rear Admiral Dewey or for a pioneer settler in the vicinity.

Cherry Creek

The creek was named after an abundance of cherry trees that once lined the canyon here but are now gone. Cherry Creek was known by this name at least as early as October of 1868 since it is referred to by this name in accounts of the First and Eighth Cavalry and the 14th and 32nd Infantry. Another historian referred to it as Wild Cherry Creek.

The trail then followed the rolling topography east into the Verde Valley and on to Fort Verde.

Section 3: Fort Verde
to the Junction
with State Highway 87

Fort Verde

Fort Verde was of major importance during the Indian Wars of the 1860's to 1880's. It was first established as Camp Lincoln in 1865 near the confluence of Beaver Creek and the Verde River. Some of the soldiers at the Camp were professional actors who staged plays in a theater they built at the fort, providing a rare entertainment for the settlers. In 1868 the camp was renamed Camp Verde, to distinguish it from many other Camp Lincolns throughout the country.

Because of problems with malaria in the wet bottomlands where the camp was situated, and because more room was needed than existed at the confluence of the Verde and Beaver Creek, the post was moved to its present location in 1871. Some of the troops from Fort Verde participated in various battles in southern Arizona against Geronimo in 1885-86, and in 1885 the fort was joined by two troops of the Negro 10th Cavalry, the "Buffalo Soldiers", who served at the Fort until 1888.

After the close of the Indian Wars and the growth of population in the Verde Valley, the military post was no longer needed, and on April 10, 1890, Fort Verde was ordered to be abandoned. The Fort is now an Arizona State Park and is a popular recreational and educational facility in the area.

Yavapai-Apache Indian Reservation

The Yavapai and the Apache are two different Indian groups who have lived in the Verde Valley since about A.D. 1400. Their life style consisted of living off the land, of hunting animals, and moving around the Valley to make use of various wild plants as they ripened or went to seed. With the intrusion of Anglo settlers in the 1860's, their access to traditional hunting and food collecting areas were cut off, and conflicts with the settlers ensued.

In 1871, when General Crook took command of the Military Department of Arizona, he planned to settle the Indians peacefully on reservations and established a 20 by 45 mile reservation, centered on the Verde River, for the Indians of the

Valley. However, raids continued and a military campaign against the Indians was initiated in 1872. Eventually 2,248 people were rounded up and kept under military control on the reservation. Inadequate food supplies and poor conditions on the reservation resulted in an epidemic in 1873 that killed a third of the Indians. The following year, the Army supervised the building of a dam and irrigation ditch and brought 57 acres under cultivation. The first harvest was so productive that plans were made to expand the farmland. However, businessmen in Tucson who supplied the military posts and reservations with food feared this competition and exerted their influence to have the Indians removed from the area.

In the winter of 1875, 1,451 people were marched 150 miles to the San Carlos Reservation. In their weakened condition, 90 people died during the trek. Finally, about 1900, some families petitioned the government and were allowed to return to their Verde homeland. By 1906, 150 people had returned. Since the best lands had been taken over by the homesteaders, including that of their original reservation, the Indians were forced to live in marginal areas and in poor condition. Alarmed at the state of affairs, the Bureau of Indian Affairs purchased 40 acres for them at Camp Verde, although only 18 of those acres were suitable for farming.

Today, the Yavapai-Apache Tribe consists of 519 people who live on three reservation areas. Only the stone buildings of the Verde Reservation still stand as excellent examples of territorial architectural style.

Crossing the Verde River, the trail continued southeast towards Clear Creek. Along this portion of the trail are the Clear Creek Church and Cemetery, Parrish Fort, a Civilian Conservation Corps Camp, and the Clear Creek Ruins.

Clear Creek Church and Cemetery

The original cemetery for the early pioneers of the Camp Verde area is located about one mile south of the Crook Road. With it is the Clear Creek Church, a limestone building constructed between 1898 and 1903. It is the first church and one of the earliest stone structures built in the Verde Valley. It is privately owned and is listed on the National Register of Historic Places.

Parrish Fort

In January of 1865, nine men were led by James Parrish from Prescott to locate a place in the Verde Valley where a farming settlement could be established. They returned in February with 19 men and began to settle the area near the junction of Clear Creek and the Verde River. They began by modifying a nearby prehistoric ruin into a 40 by 60 foot stone fort and digging an irrigation ditch. This enabled them to bring land under cultivation at this spot - the first Anglo settlement of the Verde Valley.

Clear Creek Civilian Conservation Corps Camp

During the New Deal years, 1933-1942, the Civilian Conservation Corps did much to develop and improve the National Forests. Three CCC camps of 200 men each were established on the Coconino National Forest. One of these camps was on

Clear Creek, just north of the present day camp ground. Besides fighting forest fires and planting trees, many miles of road were constructed or improved by the CCC crews, including the Crook Road. They did considerable work to improve the road which was used for many years as a major travelway through the Verde Valley.

Several rock outlines and concrete slab fragments indicate the former locations of barracks, kitchen, and officers quarters that used to exist at the site.

The CCC camp was built on an area that was used in prehistoric times as a field for growing crops. Remnants of farming structures and prehistoric irrigation ditches can be found to the north and east of the camp.

CCC Check Dams

One of the major projects undertaken by the Civilian Conservation Corps in the Verde Valley was the construction of hundreds of check dams to control erosion problems. These ranged from simple lines of rocks across gullies to large, wire-mesh, cement, and rock gabions. Many of the simpler erosion control dams can be seen on the north side of the Crook Trail just east of Camp Verde.

Clear Creek Ruins

On a limestone bluff overlooking the Crook Road is the largest prehistoric ruin in the Verde Valley. The Clear Creek Ruin consists of an extensive series of small caves hollowed out of the rock by the prehistoric Sinagua Indians. Many of these cavates also had stone walls built across the mouth of the cave to form family dwellings. On top of the bluff is a large, 50 room pueblo ruin with walls that still stand about six feet high. It originally stood at least two stories high. Near it is a smaller pueblo with a wall that frames a courtyard. Inside the courtyard is a large depression, possibly a ceremonial kiva - a rare feature in the Verde Valley. At the end of the mesa is a 90 by 120 feet triangular area outlined with large, upright limestone slabs. This enigmatic feature, the only one of its kind known, has been called a dance plaza, but its true function has yet to be determined.

The site was occupied during the same period of time as Tuzigoot and Montezuma Castle, about A.D. 1300 to 1450; however, later pottery found on the site indicates it may have been occupied even later in time, or was visited periodically by Hopi, perhaps retracing ancestral clan migration routes.

The significance of this site to understanding the prehistory of the Verde Valley is considerable. Because of this, it has been listed on the National Register of Historic Places.

Calkins Ranch Site

At the junction of the Crook Road with Clear Creek is a large pit house village, occupied between about A.D. 800 and 1100. It is one of only a few prehistoric villages known in the Verde that have mounds - a feature usually associated with the Hohokam culture of southern Arizona. Once thought to be

trash mounds, they are now believed to have been purposeful constructions used as dance platforms or as raised areas on which ceremonial activities could have taken place.

The Calkins Ranch Site is important since ideas about the settlement of the Verde Valley by Hohokam immigrants about A.D. 800 were based upon archaeological testing done at this site in the 1950's. Two different styles of pit houses were found, suggesting two different groups of people. Later work at the site, however, found the situation to be more complex than previously thought and has questioned whether Hohokam people actually lived at the site.

The site is a classic example of what village life was like in the Verde Valley of 1000 years ago and has been determined eligible for nomination to the National Register of Historic Places.

13 Mile Rock

This prominent landmark along the trail is about six miles from where the trail crosses West Clear Creek. Mileages along the Crook Military Road from Camp Verde were indicated by V-shaped blaze marks carved into trees along the edge of the road. In the lower portions of the road, outside the ponderosa forest, other markers were used to tell travelers the distance from Camp Verde. The best preserved, and best known, example of this is 13 Mile Rock. Here, "V 13" can be seen as it was carved into the rock over a century ago by the soldiers. A bronze plaque inset into the rock by the Camp Verde Historical Society tells about the Crook Road. Well-preserved segments of the original Crook Road are a short distance east of 13 Mile Rock. A spring below the rock was also used as a water source by travelers along the road.

Prehistoric Reservoir

Reliable water has always been a problem for the inhabitants of the Southwest. Early ranchers in the area dammed washes to create stock tanks to catch water for their stock. Macks Tank was constructed by one of the pioneering Verde families, the Wingfields, for this purpose. However, it is likely that Macks Tank was originally a prehistoric reservoir, built between A.D. 1000 and 1200, the only prehistoric reservoir identified in the Verde Valley.

Salmon Lake and Butte

There is a story that states "Old Man" Williams, a butcher at Camp Verde in 1880, told a group of hunters leaving for a turkey hunt that they would not need to carry much food because he had recently cached a case of canned salmon in a tree near this small lake. The hunting party could not find many turkeys or the case of salmon and nearly starved. After this, the lake was referred to as Salmon Lake. Another story says that it was named for some canned salmon that soldiers had eaten there.

Section 4: State
Highway 87
to East Leonard Canyon

Most of the route located by General Crook was destined to be equally popular with road builders yet to come, and for the most part it is crossed or Leonard Canyon overlain by more sophisticated roads of more recent vintage. From its junction with State Highway 87, the General George Crook Trail begins its closest association with the spectacular Mogollon Rim as it passes by Baker Butte.

Baker Butte

There are two different versions of the man whom this butte is named after. One story says the Baker was a Negro who worked on the construction of the road. During an argument with a soldier, he was struck in the back with a pick and killed. He was buried along the edge of the Crook Road. The other version says the butte was named after an army surgeon of the 1880's named Baecker.

You may choose either version of these stories about whose name has been given to the butte. Today, the butte is the location of a Forest Service fire lookout tower.

Andres Moreno Grave

Andres Moreno arrived in Arizona at the town of Tubac, south of Tucson, about 1863 when he was 23 or 25 years old. At Tubac, he enlisted in the army and became an orderly to Captain H. S. Washburn who commanded Co. E, 1st Battalion. This battalion marched from Tubac to Prescott where they were stationed at Fort Whipple. After leaving the military, he went into the cattle ranching business and in 1870, he and his wife moved to Globe. While living there, he was a Gila County Deputy Sheriff.

On July 16, 1887, while travelling with a wagon train to Prescott, Moreno was shot in the back and killed by an ex-convict he had arrested several years before. He was buried on the trail, at the edge of the Crook Road. His widow was left with their eight children. The present grave marker was supplied by the Veteran's Administration and set up in 1964 by the Coconino National Forest.

General Springs and General Springs Cabin

From Baker Butte, the trail goes along the Mogollon Rim to Kehl Spring, past a spectacular overlook at Hi View Point, and on to several locations important to the history of the General George Crook Military Road.

One of the water sources used by the military and people travelling on the old road was named after General Crook. A number of rock outlines, perhaps tent foundations, occur on top of a small ridge east of the spring. These might be the remains of a military encampment.

At the spring itself is General Springs Cabin, an excellent example of an early-day Forest Service Guard Station. It was built about 1915 or 1918 by Louis Fisher, who was also known as "Old Dutch".

The spring provided water until 1941, when a large fire camp was moved into the area. The heavy use of the spring by the camp caused it to dry up.

Battle of Big Dry Wash

A little further along the trail, as it turns to the southeast, a monument may be seen commemorating an important event in the history of the American West. This plaque, located along the edge of the Mogollon Rim, commemorates the Battle of Big Dry Wash - the last of the major battles of the Indian Wars in Arizona. It was fought about July 17, 1882 along a mile or more stretch of East Clear Creek to the north of the monument.

Two weeks before the battle, a Tonto Apache Indian named Nantiotish gathered a group of about 70 Apache and went on a raiding party through central Arizona. Nantiotish and his group raided the San Carlos Indian agency, killed ten Indian policemen sent after them, raided a mining town near Globe, killed several ranchers and stole horses in the Tonto Basin.

Army troops from Fort Thomas, Fort Apache, Camp Verde, Camp McDowell and Fort Whipple were sent in pursuit of Nantiotish. Of these, Troop D of the 8th Cavalry from Fort McDowell was the first to encounter the renegade band. A company of Indian scouts led by Al Sieber was also part of the military party. The Apache laid an ambush for the military at a place where the old trail crossed East Clear Creek, but the military discovered the ambush and began a flanking action.

The battle consisted of the Apache and the military shooting at each other from behind trees and rock revettments hastily constructed by the military along the south side of Clear Creek. The battle raged for the better part of a day. At its close, 22 Apache were dead, including Nantiotish. On the military side, only one soldier and one Indian scout were killed.

Following the battle, ranchers from Globe met the military to claim their horses that were stolen by the Apache. In fact, they claimed every good horse in the herd the troops had retrieved, including the horse of Captain Adan R. Chaffee, who led the battle! Other settlers in the region went to the battle field to loot and scalp the Apache bodies that were left on the field.

One of the soldiers who was present at the battle was Will C. Barnes, who later became one of the state's most important historians. It was through his efforts, and that of Senator Carl Hayden, that a monument on the battle site was constructed. It was erected by the Civilian Conservation Corps in 1935 or 1936. Another monument along the Rim Road was constructed in 1938.

Wagon Tracks at Lake No. 4

The route continues along the Mogollon Rim, past Dude Lake, Myrtle Lake, and Myrtle Point to a location that appropriately indicates one of the major purposes of the old military road.

Although most of the original Crook Military Road has been obscured by later road construction, certain segments are still intact. One of the best examples of this is by Lake No. 4, where the metal-clad rims of the countless wagons that have passed over the road have worn deep ruts into the sandstone.

From these historic tracks, the trail reaches the end of Section 4 as it passes Leonard Cabin and the Bantz grave.

Leonard Cabin and Leonard Canyon

Leonard Cabin and Canyon were named after W.B. Leonard, a sheep herder who worked in the area in the 1870's. He also had a trading post at Ganado on the Navajo Reservation.

George D. Bantz Grave

George D. Bantz was a trapper who used burros to haul his supplies. When hurrying to get off the Mogollon Rim before a winter storm hit, on October 6, 1885, he punched one of his burros with the butt of his shot gun. The gun discharged and hit him in the stomach, killing him. He was buried where he fell. The original grave marker was a wooden cross that was replaced by the present rock headstone between 1868 and 1873.

Section 5: East
Leonard Canyon
to Cottonwood Wash

After the Bantz Grave, the trail crosses into the Apache-Sitgreaves National Forest, passing historic Promontory Butte, overlooking the Tonto Basin, the setting for many of Zane Grey's famous novels of early Arizona ranching.

The trail leaves an existing road 82.5 miles from the start of the trail, turns down a ridge, and drops down a large sink hole called Hole-in-the Ground. It then rejoins Forest Service Road 300 and follows it across the entrance road to Woods Canyon Lake.

For the next two miles, some of the best, undisturbed segments of the General George Crook Military Road may be seen.

Much of the work of constructing and marking this section of the road was done by C. E. Cooley, a pioneer, scout, and rancher from the Show Low area. Cooley and Henry Dodd were civilian contractors hired by General Crook in the spring

of 1872 to develop the wagon road as far west as Deadshot (Leonard) Canyon. The old blazes on the trees in this section were made by Cooley's men or a company of Apache Scouts that General Crook provided him to hasten trail work.

As the road approaches Lake Number 2, it parallels an existing power line road for a few miles, moves closer to State Highway 260, changes to the northeast, and past Jacob Well. From here, the road continued to Phoenix Park.

Phoenix Park

Phoenix Park was first used in 1873 by James Stinson, of Phoenix, as a summer grazing area for cattle. He later sold his ranch to Daniel Boone Holcome, who built a home and outbuildings on the east side of the park. The chimney for house is still standing and can be seen a short distance from the trail.

The extensive meadow at Phoenix Park was often used by troops as a camping spot. Grass was abundant in the park, much more so than on top of the Rim, and provided an opportunity for troops and stock to rest and regain some of the weight they lost while traveling through the forest. Old photographs exist that show rows of tents at the edge of the meadow and horses grazing at random across the park.

Near Clay Springs, the military road heads towards Cottonwood Wash, the termination point of the recommended trail nomination. From this point, the trail heads towards Pinedale, but the exact location of the original road through this area is in private lands and developed areas.

The original road turned south towards its final destination, Fort Apache.

Fort Apache

In 1870, Major John Green, the commanding officer of Camp Goodwin, selected a new camp site which he hoped would avoid the malaria prevalent at the older camp. The new post was established as Camp Ord on May 16, 1870, with Green in charge. It was originally named after General Edward Otho Cresap Ord, it was changed to Camp Mogollon on August 1, 1870, possibly because of its location on a mesa surrounded by hills that run to the plateau which forms the first line of the Mogollon range. The name "Camp Mogollon" lasted two weeks and, on September 12, was changed to Camp Thomas, probably after Major General George Henry Thomas. On February 2, 1871, the name was changed to Camp Apache, being located deep in the heart of Apache country.

Later that year, the Fort Apache Indian Reservation was established by Executive Order for the Arivaipa, Chiricahua, Coyotero, Mimbreno, Mogollon, Pinaleno, and Tiltaden Apache, with 1,681,920 acres set aside for their use. There was no political unity among these Apache bands, and even within them, there were subdivisions of local groups, each led by its own chief. As many as thirty households, usually related by marriage or membership in a clan, constituted a local group. The failure of the government to recognize that such groups might well be hostile and better kept apart led to trouble when attempts were made to herd them onto the reservation without regard for ancient enmities and customs.

The fort completed its military function in 1924 when it was turned over to the Bureau of Indian Affairs for use as a school. It is now the headquarters for the Fort Apache Indian Reservation. Part of the original Fort Apache Reservation was later set aside by Executive Order to form the San Carlos Indian Reservation.

GENERAL GEORGE CROOK MILITARY ROAD
ENVIRONMENT

Physical and Bio-
logical Features

Physiography

The road begins at Fort Whipple in the foothills of the granite mountains now encompassed by the city of Prescott, Arizona. It crosses the high western desert to the Verde River, then climbs through the desert grasslands and pinyon-juniper forest onto the Mogollon Rim. It follows this majestic escarpment along the edge of the Coconino Plateau to Fort Apache, on the Fort Apache Indian Reservation.

Climate

The trail begins in the moderate climate of Prescott, Arizona, at an elevation of 5347 feet, moves down to the warmer climate of the Verde Valley at 3147 feet, then ascends to the Mogollon Rim to elevations above 7000 feet and a cool summer/cold winter climate, and finally, back down to Fort Apache at 5600 feet elevation. Precipitation in the lower elevation is limited to 10 to 15 inches per year and supports a moderately warm, dry area of high desert communities. Wide variations of climate occur above the Mogollon Rim, resulting in cold, snowy winters and cool, rainy summers. Precipitation above the Rim is usually more than 20 inches per year.

Soils

The study area contains generally productive soils, useful for a variety of purposes. The drier low elevation areas and the dry to moist soils of the treeless regions provide range land and land suitable for dry land grains. Where irrigable, these would produce grains, hay, and other crops. Farming is confined to gentle and moderately sloping ground. The moist soils of the Mogollon Rim produce timber and forage, both important to the economy of the area. These soils can support ranching activities.

Minerals

Historically, minerals have been most prominent within the vicinity of Fort Whipple and Prescott. Copper and associated minerals have been mined near Prescott for years and some gold has come from Lynx Creek. Sand and gravel are taken in quantity from the Verde River near Camp Verde. The remainder of the trail, its greater part, pass along the relatively non-mineralized Mogollon Rim.

Vegetation

The road begins in pinyon-juniper woodland, passes through high desert grassland composed of grama grasses, mesquite, cholla, and other cacti, to the riparian reaches of the Verde River. Along the Verde River, cottonwood, alder, walnut, sycamore, and willow are common. The road then goes through the grasslands and pinyon-juniper of the eastern Verde Valley on up through pinyon-juniper woodland to the ponderosa pine/alligator juniper transition zone near Salmon Lake Butte. It continues across the Mogollon Rim which supports 690,515 acres of ponderosa pine, some aspen, mountain maple, and mixed conifers. Arizona fescue grasslands abound above the Rim and are the foundation for the grazing activity there. Most of the route of the trail takes it through the heart of the largest stand of ponderosa pine in the world, which supports a large timber industry in the area.

Fish and Wildlife

Fisheries are scarce along the trail, as is water of any kind. Fish that are native to the area are catfish, suckers, and non-game species of bony tail and various minnows.

Wildlife, abounds along the road. Elk, bear, mountain lion, mule deer, whitetail deer, and turkey may be found throughout the Mogollon Rim country. Antelope can be seen in the high desert area and along the riparian area of the Verde Valley are otter, fox, coyote, eagle, black hawk, and other predators. Squirrels, cavity nesting birds, doves, turkey, and javelina occur in abundance throughout the length of the road.

Social and Economic Considerations

Population

The study area includes the cities of Prescott and Camp Verde, and the communities of Lakeside, Pinetop, and the Fort Apache Indian Reservation.

The trail is within eight to ten hours of half the population of California and within three to five hours drive of three-fourths of the population of Arizona. It is located within Yavapai, Coconino, and Navajo counties.

Population Dynamics

Arizona is the fourth fastest-growing state in the nation. Most of this growth is in Maricopa and Pima counties, but this population seeks the climatic relief, aesthetic quality, and recreational opportunities of northern Arizona.

Recreation Resource

The Crook Road as recommended passes completely within National Forest lands. These lands constitute a wide range of recreational opportunities from the primitive to rural conditions. The road passes by rivers and lakes, escarpments, valleys, high desert, pinyon-juniper woodland, high ponderosa pine and mixed conifer forests. It offers spectacular recreation experiences.

Land Uses

Land uses along the Crook Road include agriculture, forestry, residential, recreational, and commercial. Forestry and recreation are the dominant uses of the area. Other uses are isolated near urban and rural communities. The Forest Service administers all of the recommended trail - 136 miles.

The trail was initially laid out for wagon use and the route used then generally parallels today's developed roads. In many places, the original road criss-crosses several developed roads, giving a ready comparison between transportation systems through time. This emphasizes the fact that even with improved transportation technology that has developed since the days of General Crook, the route used to cross this area is generally the same as the one he engineered.

HISTORICAL AND CULTURAL ASSESSMENT

Historical Significance

In 1874, Martha Summerhayes, the wife of an army officer who was being transferred, travelled along the General George Crook military road from Camp Verde to Fort Apache. The group in which she travelled may have been the first wagon train over the road.

A chapter in her book, Vanished Arizona, tells of the rigors of the trip. She wrote of the view from the Rim into the Tonto Basin:

"I remember thinking, as we alighted from our ambulance and stood looking over into the Basin, 'Surely I have never seen anything to compare with this — but oh! would any sane human being voluntarily go through what I have endured on this journey, in order to look upon this wonderful scene?'"

Today, the populations of the crowded cities voluntarily travel to the Rim country for recreation and relaxation. Many of these people travel over portions of the Crook Road.

When General Crook came into Arizona, there was an existing road that ran north from Fort Apache to the Little Colorado River, near where Holbrooks is today. From there, it connected with the Stoneman Road that ran southwest to Camp Verde. However, Crook had heard of a shorter route that he was interested in developing to assist his military campaign against the Indians.

In his autobiography, General Crook wrote:

"We left for Verde about the end of August, without a guide, being assured that there was a plain trail all the way, which I soon found to be pretty much of a delusion. Our route lay along the summit of the Mogollon Mountains [Mogollon Rim]. The trail, at best dim, soon ran out, and the summit was in places very broad and in places cut up by ridges and cross canyons. Not being able at times to tell the main summit from some of the minor ones that ran off to the east, principally, we experienced much difficulty in finding our way."

Crook's aide and biographer, Captain John G. Bourke, also wrote about the journey. Near the west end of the Mogollon Rim, they found a pleasant spot that would later be known as General Springs, named in honor of General Crook. Of the spring, General Crook wrote:

"The next night we struck a large and well-defined trail leading to the north. After following it for a short distance we came upon a nice spring of delicious water in a little bottom covered with grass."

At General Spring, Crook and his party veered north of the route that would finally be used for the road and followed what was called the Navajo Trail in

later accounts. The party cut across either East or West Clear Creek and the following day they used their compasses to intersect the Stonemen Road. A few days later, they arrived at Camp Verde.

Efforts to establish the Indians of the area onto reservations failed and Crook began his military campaign against them in 1872. In 1873, he ordered the military road to be built to assist in moving troops and supplies between Fort Apache and Fort Verde.

Crook refers to the road in his annual report of September, 1873:

"Fully cognizant of the great demands upon our small Army, I have made no special recommendation for an increase in the force of the Department [of Arizona], but think it probable that with the aid of the Indian Scouts, now being used as a police force, the necessities of the service can be met; but the building of the telegraph line and various new roads through the territory has imposed great burdens on the little force at my command ..."

All who wrote of the route — Crook, Bourke, Mrs. Summerhayes, and others — all agree that the Mogollon Rim was a very rough place to build a road. However, the logic for its location is obvious. To the south and a thousand feet below the escarpment of the Rim, is the rugged Tonto Basin that was not suitable for east-west travel. To the north, the tributaries of the Little Colorado River appear as deeply entrenched canyons. Consequently, any road through this area would have to go along the divide between these two watersheds.

The road was in use until the early 1930's when it was replaced by the Rim Road, that generally follows the old military route. The Rim Road was constructed by the Civilian Conservation Corps.

Mileage along the road was determined by counting the revolutions of a wagon wheel. "V" marks inscribed with the number of miles from Fort Verde were blazed along trees or other objects for every mile of the road. Today, only a few of these original V-trees remain.

While the general route of the military road is known, old maps differ in a number of places as to where the original road actually was. One reason for this is that the old maps lack modern-day reference points. In other cases, the old maps simply do not accurately reflect the country and reference points. Another reason why maps from 1879-1883 disagree on the location is that the road may have moved around because of mud in the wet season and water availability in the dry season. Good examples of this sort of alternate routing can be seen on Mud Tanks Mesa, which, in the wet summer months, will be found to be aptly named.

Some people believe the road went towards present-day Show Low, then turned south to Fort Apache, joining the road from Snowflake to the Little Colorado River Valley, now State Highway 73. However, an 1879 military map shows the General George Crook Road joining this older road at Cooley Ranch.

Colonel Corydon E. Cooley was a scout for General Crook. He became a rancher and was the man who won his partner's share in the site of Show Low during a card game. It is also possible that the road came off the Rim southwest of Show Low, cut across U.S. Highway 80 near Forestdale, and went up a canyon to Cooley's Ranch. There is an old road in this area, partly covered by Bootleg Lake. Alternatively, the road may have followed the Rim farther and dropped south near Indian Pine, as some later maps show. The route below Cooley Ranch to Fort Apache is quite obvious, being limited by the topography of the area. But military maps of 1877 and 1879 disagree on precisely how the road entered Fort Apache. An 1877 map shows it coming in from the east, while an 1879 map indicates it entered from the west end.

Because the road was designed for supply travel between the forts, it was located for its efficiency in accomplishing the supply job. It was an engineering feat and functioned for more than 20 years during Indian wars, settler migration, and later recreational use.

**FINDINGS AND
RECOMMENDATIONS**

The route designed, constructed, and used by General George Crook during his command of Fort Verde and his assignment to restrain the Apache and protect the settlers, provides outstanding historic, scenic, and recreational attractions bound to capture the interest and imagination of all users.

This study, based on the concepts set forth in the National Trails System Act, created for National Historic Trails, has determined that the General George Crook Military Road meets or exceeds all requirements necessary for its designation as a National Historic Trail. Under this designation, it can be interpreted, managed, and protected for generations to come.

Designation

Priority 1: Development would focus on

1. Federally owned lands
2. Concurrently, county, city, or private development of the portions of the trail in other ownership could take place.

Priority 2: Develop a comprehensive management plan for an approved General George Crook National Historic Trail within two years after designation. This plan will examine cooperative agreements and acquisition of interests as appropriate under Section 7(e) of PL 90-543.

Trail Alignment

The recommended alignment for the national historic trail adheres as closely as possible to the actual historic route, but in the interest of public safety and general recreation appeal, some divergence can and will be accommodated. Economic and political feasibility and reduction of environmental impacts may also require some variation from the historic route at certain locations.

Including already developed rights-of-way into the trail will reduce costs and environmental impacts, with little sacrifice in the quality of the trail experience. Existing rights-of-way use existing primitive roads for trails within federally owned lands. In a limited number of areas where other alternatives are not available, the route would follow existing roads. However, most roads included would offer recreational experiences not too different in quality from those extended by a traditional hiking and riding trail.

Rights-of-Way
Acquisition

The recommended trail would require no rights-of-way to be acquired. It lies totally within National Forest lands. In those places where it crosses existing communities, work would be done with local historical societies to erect General Crook logo markers through the communities.

It is recommended that a minimum trail corridor of 200 feet, centered on the trail, be established and managed to protect the values of the trail.

Maintenance of the route is limited to those sections that show evidence of the original road, route markers, or historically significant artifacts or land features. No trail standards will be established for grade tread work. Any facilities would be established at least several hundred yards off the travel route in an effort to preserve the immediate ambience of the trail. Existing camp sites would be expanded or improved to serve these purposes wherever feasible. They would not be equipped with shelters.

Across certain of the more lightly used and open rangeland, establishment of the trail would involve little more than directional marking by cairns with no actual trail development.

Motorized Vehicle
Use

National Scenic and Historic Trails are intended to be established primarily for hiking and horseback riding. Motorized vehicular use by the general public is specifically prohibited by the National Trails System Act. This does not pertain to those portions of the route on Federal, State, and county roads or rights-of-way where highway use has obliterated the historic road. These portions would be suitably marked with an appropriate emblem, such as those used along highway sections of the Lewis and Clark, Mormon, Pioneer, and Oregon National Historic Trails.

Occasional vehicular use of National Historic Trails, such as livestock management on National Forest and/or National Resource lands, is provided for in the Act as long as such use does not interfere with the nature and purpose of the trail, and use is subject to regulations governing it.

Because of the excellent location of the original wagon road, many later roads parallel or cross the original route. In fact, the Crook Road is crossed some 28 times by later roads. This may result in a need for a recreation trail that

parallels the roads in some locations to provide for safety and an alternate experience. However, the roads encountered are of sufficient low development level to not overly detract from the historic experience.

**Administration and
Coordination**

Inasmuch as the Forest Service manages the greatest amount of land within the high potential segments, it is recommended that the Secretary of Agriculture have overall responsibility for administration of the proposed General George Crook National Historic Trail.

The successful implementation of the trail plan will require the assistance of federal, municipal, and private interest.

In accordance with the National Trails System Act, an advisory council should be created to assist the responsible Secretary in the administration of the Trail.

**Listing in the
Arizona State
Register of Historic
Places**

In recognition of the historic importance of the Crook Military Road and its related features, it has been included in the Arizona State Register of Historic Places. In addition to the road itself, the existing V-blazed trees and 13 Mile Rock have also been included in the State Register.

**Listing as an
Arizona Historic
Trail**

The road has also been designated as the very first Arizona Historic Trail. A 160 mile long portion of the road, from the Clear Creek Campground to Cottonwood Wash received this designation from the Arizona State Parks Board in 1978.

**Nomination to the
National Register
of Historic Places**

The General George Crook Military Road was determined eligible for eligible for nomination to the National Register of Historic Places by the Arizona Historic Sites Review Committee on February 22, 1974. Completion of the National Register Nomination was never completed due to a lack of information on the specific extent and location of road segments that are intact, undisturbed, and have historic integrity. Although a number of places of related historic interest have been identified along the route, a comprehensive survey of the road to locate all such places needs to be conducted.

It is recommended that, concurrent with the development of a trail management plan, field inventories be conducted and that appropriate segments and areas of the General George Crook Military Road be nominated to the National Register of Historic Places.

Costs

The capital cost of establishing the initial 138 miles of historic route has been estimated at \$233,000.

Right-of-way Acquisition	0
New trail development	\$ 50,000
Upgrade existing trails, overlooks and interpretive sites	\$150,000
Operation and Maintenance Costs	\$ 30,000
National Register Survey and nomination	\$ 3,000

Comprehensive Trail Plan

Pursuant to Section 5(a) of the National Trails System Act, Public Law 90-543, the responsible Secretary shall prepare and submit to the Committee on Interior and Insular Affairs of the House of Representatives, within two fiscal years of enactment, a comprehensive plan for the management and use of the trail. This will require full consultation with the governor of Arizona, the advisory committee established for the General George Crook National Historic Trail, the State Historic Preservation Officer, and the Advisory Council on Historic Preservation.

In addition to items concerning objectives and practices to be observed in trail management and trail marking requirements given in Section 5(a) of the National Trails System Act, the comprehensive management plan will address the following items:

Identification of non-federal lands outside of the high potential route segments needed for access to the National Historic Trail, development of trail head and trail side facilities, and protection, interpretation, and visitor use of historic sites.

Any complementary state and local components, not only those described in this report, suitable for inclusion in the Historic Trail. Those components found to qualify shall be designated by the Secretary of Agriculture as parts of the National Historic Trail, provided they are administered without expense to the United States.

The plan will indicate how the national identity of the trail shall be preserved and made known to trail users, consistent with the nationally recognized signing system.

