

and, if I remember aright, Lieut. Doubleday was named at his suggestion.

It was about this time that Capt. Ringgold, of the United States navy, asked me urgently to go with him as the artist on an expedition to make a coast survey of Kamchatka, and thence on south. He consulted the Secretary of War, and obtained permission for me to go if he made the application. He spoke of the climate in summer, and said in the fall we would sail for the Sandwich Islands and pass the winter there. The expedition was a tempting one, but other considerations induced me to decline going. Capt. Ringgold was a brother of Maj. Ringgold, who was killed at the battle of Palo Alto.

I think it was during this autumn that I was sent to Louisville, Ky., to purchase horses for the cavalry.

About the middle of December Col. Joseph Taylor, Maj. Gaines, his two daughters, and I took passage on a steamer for Cincinnati. There was much floating ice in the river, and snow began to fall, and it turned very cold. The captain ran into the mouth of the Kentucky river to avoid the heavy drift ice. In the morning we found the steamer fast in frozen ice, and wagons and sleighs came alongside. Gen. W. O. Butler came on board to see Col. Taylor, and, as there was no prospect of the steamer leaving for weeks, arrangements were made for Gen. Butler to send us on to Florence in his common two-horse farm wagon. The next morning the trunks were put in for seats and we started on our journey. The country was covered deep with snow, and the thermometer was fourteen degrees below zero. I walked behind the wagon nearly all the way to keep warm. The driver's hands were nearly frozen, and in crossing an awful ravine the horses were not checked and the wheels on one side would have missed the bridge and all in the wagon been killed had not my trunk fallen out in front and stopped the wagon. Fortunately no damage was done. The driver was to blame for not telling us his hands were half frozen.

It was dark when we reached Florence, and for once fire could not warm me for hours. Next day Col. Taylor bargained for a jumper (sled) to take him and me to Cincinnati. We crossed the river on the ice, and were driven up to the door of the hotel in the jumper. Next day Hon. Salmon P. Chase joined Col. Taylor, and we went on to Washington together.

CHAPTER IX.

January, 1851, Ordered to El Paso—Capt. Sitgreaves—Sail for Havana—Barnum and Jennie Lind—Sail for New Orleans—By Steamer to Galveston—On the Gulf for Indianola—San Antonio—Report of Expedition—Unprecedented March without Water—Indians—With Gen. Jesup—Hartford Convention—Battles on the Canadian Frontier—Gov. W. P. Duval (Ralph Ringwood)—United States Senators—Clay's Magnetism—His Duel with John Randolph—Lieut. R. F. Stockton, United States Navy, Duel with English Officers at Gibraltar—John Howard Payne—Commodore Van Rensselaer Morgan—My Marriage—Assigned to Fort Smith, Ark.—Trips to Washita, Fort Gibson, and Towson—Choctaws and Cherokees—John Ross—Journey from Fort Smith to Natchez, Miss.—A Misanthrope—Gen. John A. Quitman—Death of Mrs. Roberts—Tender My Resignation—Go to My Plantation—Go to San Antonio—Death of Mrs. French—Sail for Europe—John Brown's Raid.

IN the early part of January, 1851, Gen. Jesup told me that he would have to send me to El Paso again. I suggested that some other officer be ordered on that duty, as I had made the trip once. He said that there had been no rain in Western Texas for over a year; that the report was the troops were out of provisions, and as I had been over the road and knew the country, I must go again; that he would not under such circumstances intrust the expedition to any one else. This was complimentary, to be sure, and I pointed out the difficulties that would be encountered on such a long journey over a now barren country, destitute of water and grass; but told him I would do the best I could to make the expedition a success.

Capt. Lorenzo Sitgreaves, topographical engineer, United States army, was in the city under orders to make a survey of the Gila river, and, as he had to go to El Paso, would accompany the expedition. With him was Dr. S. W. Woodhouse, of Philadelphia, Pa. In due time we went to New York, and sailed for Havana, Cuba.

In Havana at the hotel were P. T. Barnum with Miss Jennie Lind, James G. Bennett and wife. We remained in the city about a week, and then took steamer for New Orleans. Capt. Hartstine, of the United States navy, commanded the steamer. He gave Miss Jennie his stateroom on deck. I was sitting with Miss Jennie in her room when we entered the Mississippi river.

Soon a sweet little girl came in, and, dropping on her knees before the songstress, said: "Miss Jennie, you promised that you would sing for me when we got in smooth water. Please do, for the winds and waves are still." And she sung "I Dreamt I Dwelt in Marble Halls" and "Home, Sweet Home." O how melodious her voice sounded to us alone there far away, where the waters of half a continent mingled with the ocean, and awakened new emotions that moistened the eye with a tear! I heard her sing on the stage, but I remember better her songs to the little girl. She asked me about the length of the Mississippi river, and her astonishment was great when I informed her that she could go all the way from where we were, if the river were straightened out, to her home in Stockholm.

When we arrived at the landing in New Orleans there were perhaps a thousand persons present. The police appeared helpless. To land the ladies looked like an impossibility. How could they get through that crowd to the carriages? Miss Jennie would not attempt it. After a long time Barnum's tact accomplished it. The crowd had seen both Miss Jennie and Barnum's daughter on the deck when the steamer arrived. They were now below deck in despair. Barnum arrayed his daughter like Miss Jennie, covering her face with a thick veil, gave her his arm, and met the crowd, worked his way through to a carriage that was covered with people, and finally got his daughter inside, and jumped in. The carriage moved slowly on, the mob after it to see her get out. Then Miss Jennie was landed, and put in another carriage that followed. But the crowd discovered the deception, met Miss Jennie, and escorted her to her hotel. All this was merely a desire to see a distinguished vocalist. An hour or two after, we also got on shore. I have failed to tell you that Dr. Fisher, of Philadelphia, was one of our party. He was employed by me as physician to render medical services to the civil employees on the expedition. From New Orleans we took steamer to Galveston, where we were detained some days.

How often do extremes meet! In New Orleans we had just listened to the sweet voice of Jennie Lind; here we were entertained by an old negro slave with music drawn out of a cheese box made into a banjo. He knew but one song, and as he played it over and over we paid him to quit instead of encouraging him to continue. It made me feel very sad to see the poor fellow

trying to please the people at the hotel with his rude banjo and song. What a fall from a Cremona or Stradivarius to a cheese box!

From Galveston we sailed to Indianola, and thence to San Antonio by stage, where we arrived February 24.

As it will be too much trouble for me to abbreviate my report of this expedition, I will, mainly for preservation, give it in full:

REPORT.

WASHINGTON CITY, November 2, 1851.

General: I have the honor to inclose to you the accompanying report in relation to the late expedition to El Paso, made in compliance with the following order:

QUARTERMASTER GENERAL'S OFFICE,
WASHINGTON CITY, January 14, 1851. }

Sir: A large supply of stores for El Paso is on the way from Baltimore to Indianola, Tex., as you are aware, to meet an apprehended deficiency of subsistence for the troops at that post and its dependencies in New Mexico. This supply is to be taken to its destination in a public train. You are selected to take charge of and conduct it. You will proceed to San Antonio, and report to Maj. Babbitt for that service. On your way thither you will stop at New Orleans, and ascertain from Col. Hunt the state of the wagons which he has shipped to Indianola by orders from this office; and if they are not in every respect in a condition for the service in which they are to be employed, you will call for whatsoever you may think necessary to the efficiency of the service. Should you obtain information on the route of the loss of any of the wagons shipped recently from Philadelphia, you will take measures to replace as many of them as you may think necessary.

The expenses of the department are enormous, and they must, if practicable, be reduced. You must therefore carefully avoid any expense not absolutely required; but at the same time, economy is not to be carried so far as to impair efficiency.

Maj. Babbitt has been written to and informed that you are to organize a train under his instructions, or to aid him in organizing it, and that you are to have charge of it. Let that service be performed in your usual manner, and with your accustomed energy, and I am sure all will go right.

All the operatives employed must go armed, and if a small escort be necessary in addition, the commanding general I have no doubt will direct it. Let it however be as small as possible, so as not to use so large a portion of the supplies as are usually required for escorts.

Collect all the information you can in regard to the country, its resources, the condition of the Indians who roam over it, what are their numbers, and how they can best be controlled; also whether settlements might not be formed on the route sufficiently strong to protect themselves from the Indians, and furnish supplies for emigrants and troops.

With entire reliance on your energy, talents, and zeal, I am respectfully your obedient servant,

TH. S. JESUP, *Quartermaster General.*

Capt. S. G. French, Assistant Quartermaster, Washington City.

In pursuance of the above orders I proceeded to San Antonio, and reported for duty on the 24th of February, and commenced making preparations

for the organization of the train. Many of the wagons required for the service, and all the stores, were still on the coast, and all the available means that Maj. Babbitt had were immediately employed in bringing them to the depot at San Antonio. An estimate of the number of animals that would be required was made, and, as there were not enough in his possession, some three hundred were received by purchase, and formed into teams for the road, and a small train thus organized was dispatched to Indianola to hasten up with the subsistence. But little hired transportation could be procured, for the severity of the winter had destroyed all vegetation, and the cattle could barely subsist. Some of the stores thus sent by the citizens from the coast were nearly or quite a month on the road up to the depot at San Antonio. By the last of April most of the stores had arrived, the requisite number of employees had been engaged, and the loading of the wagons was commenced. As they received the loads, they were sent in small detachments to Leona, the point I had designated as the general rendezvous. By the 7th of May the last train left the depot, and I started with it for Leona. The supplies for El Paso were kept separate from those drawn for the escort and employees, and, in order to avoid the expense of transporting salt provisions for the command, I received from the commissary of subsistence eighty days' fresh meat, the beefs being driven along by men in the employ of the contractors, and furnished when required. As the Indians on the borders had manifested considerable hostility during the spring, I deemed it necessary to ask of Maj. Gen. Harney, commanding the department, the protection of an escort. For this service a detachment of eighty men from the first regiment of infantry was ordered; but, as the transportation of their subsistence would incur considerable expense, I thought it consistent with proper economy and perfect safety to suggest its reduction to fifty men. The number was accordingly diminished, and on my reaching Fort Inge I found the escort there under the command of Capt. B. H. Arthur awaiting my arrival, and I will here express my obligations to him for the cheerful aid he always afforded me.

I encamped at the rendezvous on the 11th. On the 12th the last of the wagons arrived, and the day following was passed in making final preparations for our departure. The entire expedition, comprising one hundred and fifty wagons (including three belonging to Maj. Backus,* Capt. Sitgreaves, and Lieut. Williamson, *en route* to New Mexico) and over one thousand animals, moved on the 14th, and encamped on the banks of the Nueces. These numbers were further increased by those of citizens availing themselves of our protection to pass through the Indian country.

The march was now continued without any accidents or unnecessary delay, until the night of the 23d, when we were visited by a thunderstorm, accompanied by such violent gusts of wind as to prostrate all our tents and expose us to the rain till morning. We were encamped in the valley

*Maj. Electus Backus went to Fort Defiance, among the Navajoes, and destroyed the influence of their god—the dancing man—by a piece of jugglery in making a stuffed figure to represent their god, and by means of wires making it dance. Peace followed this exhibition by a treaty.

of the San Pedro river, and, knowing that it was subject to sudden overflows from heavy falls of rain, I examined the ford the next day about noon, and could perceive only a slight rise in the water, and therefore commenced crossing the baggage wagons, giving directions for the main train to follow soon after; but no sooner were the former completely over than in the space of a few minutes the waters rose several feet, thereby completely cutting off all communication with the main train for nearly two days. The waters having subsided enough so as not to enter the wagon bodies, the stream was passed, and we continued the march again without interruption to the Pecos river. We found the water of this stream low; but an examination of the ford led me to believe that it was still too deep to pass over in safety, and I was obliged to cause three cylindrical iron rods, or wires, that had been left across the river by the contractors for the year previous, to be raised and secured to the shores by means of strong cables, which being planked over formed a suspension bridge forty feet in length, over which the wagons with the stores were run by hand. About seventy wagons had been thus passed across, when the end of one of the rods that was bent at a right angle broke, and the bridge became impassable. A second examination of the river led to the discovery of a ledge of rocks affording a good bottom, where the rest of the wagons were driven across with but little difficulty. The west bank of the river having been gained, we resumed our journey. At the Comanche Springs we were overtaken by Col. J. D. Graham, U. S. army, topographical engineer, on his way to the Mexican Boundary Commission, who continued with us to El Paso.

The disappointment arising from not having water where on former occasions it had been characterized as permanent or living, together with the parched-up condition of the country, caused me to move with more circumspection. The Lempia was found dry its entire length, excepting one place, that was a mile distant from the road and almost inaccessible to animals, and another at its source at the Painted Camp. I therefore remained at the last-mentioned place, and sent expresses ahead to look for water, which resulted in the discovery of a pool in a ravine twenty miles in advance, to which point we moved. The condensation of vapor on the mountain sides caused some rain to fall about ten miles farther on the road, where the men in advance, by digging trenches on the plain, drained it from the surface where it had not been absorbed, in sufficient abundance for all the animals. Preparations had been made in anticipation of a long journey without water, by filling all the water barrels and kegs at the Lempia. There was now but little hope of finding water short of Eagle Springs, sixty-five miles distant, and the weather being extremely warm, and the roads excessively dusty, I started at two o'clock A.M.; but, much to the joy of every one, a small hole containing water enough for a part of the advance train was found about sunrise, and two others containing sufficient to allow each animal a few quarts were discovered where we halted at noon; again about sunset some was found in a small water gully in Providence Creek, and each animal was given a few gallons as they passed by and moved in advance in quest of an encamping place where

there was some grazing for the animals. But the dryness of the herbage seemed only to increase the thirst of the poor mules, and all night they kept up a continued braying. At one A.M. I again started for the springs, still twenty-nine miles distant, halting at eleven o'clock to give the animals all the water in the kegs and to permit them to graze. Our baggage wagons and the advance of the escort continued on to the springs, which, to the astonishment of all, were so nearly dry that the few animals with us scarcely got enough to slake their thirst. I immediately set some men to the task of digging out the springs, and dispatched a party several miles up the mountains to where on a former occasion a large stream was found running, but they returned and reported it perfectly dry. As to procuring water from the springs where the men were digging, it was an impossibility. While thus perplexed, a thunder shower that hovered around a distant peak of the mountains, and then rolled up the valley, for a time inspired hope, but like the cloud it soon passed away. About four P.M. the trains arrived, and I directed them to continue the march all night to the Rio Grande, thirty-two miles distant. All day difficulties had been accumulating. In the morning an express had overtaken us, giving the information that some of the mules belonging to the Boundary Commission had strayed for water during the night, and they were unable to move from Providence Creek. They could not be left there without water; and, lest the missing animals should not be recovered, I caused four teams to remain at Eagle Springs; so that, should their animals be irrecoverably lost, I might give assistance to get their wagons up to the springs the next day, and resolved to remain in camp till two o'clock the next morning, believing that ere then they would reach our camp, which fortunately was the case. At two o'clock in the morning I left the springs, and arrived at the mouth of the cañon* through which the valley of the Rio Grande is gained, about nine A.M., and found in it near twenty wagons blocking up the passage, the animals exhausted for want of water and from fatigue. They were immediately loosed and driven to the river, eight miles distant, where the main body was encamped, and in the evening these wagons were brought into camp from out the cañon where they had been left. Thus, from not finding water at Eagle Springs, and being obliged to continue on to the Rio Grande, the trains were forced to make a march of *ninety-six miles in fifty-two consecutive hours*, the last *sixty miles* having been made in *thirty hours*. These marches were as disagreeable as can well be imagined, and continued to be so to the place of destination, owing to the intolerable heat, the thermometer during the day in the shade standing at 110 degrees, and to the immense volumes of dust that rested on either side the road like a cloud, obscuring everything from the view, except when wafted away by the wind.

We reached El Paso on the 24th of June, forty-nine days after leaving San Antonio, during which time thirty-nine only were passed in traveling. The stores were all delivered in good condition; and an estimate being made of what would be required on the return trip, I found more salt pro-

* Pronounced canyon.

visions on hand than were necessary, and therefore caused a part of them to be left at San Elizario, whereby the supplies were increased by about eighteen hundred rations. As soon as the stores were delivered and I could complete my duties, the journey homeward was commenced. We left El Paso on the 7th of July, and reached San Antonio on the 9th of August. The same difficulty in regard to water was not experienced when returning; for at Eagle Springs Mr. Smith, a gentleman who had charge of a small train of wagons, arriving there about a week after us, finding no water, remained there in camp while his animals were being driven to the Rio Grande, thirty-two miles distant, and dug out the springs to a capacity four times greater than I had left them. I also divided the train in sections, marching on consecutive days, so as to let the springs fill during the intervals between the departure and the arrival. The marches were always made with a view to favor the animals, and the time of starting, etc., was determined by the circumstances of distance, the weather, grazing, and water. On the journey out, I generally had the animals corralled at night for safety when there was no moon; but after the stores were delivered, and the main object of the expedition had been accomplished, more risk could be afforded; and accordingly, from the time we left the Rio Grande until the arrival at San Antonio, the animals were herded all the time excepting when in harness. By thus giving them every opportunity to graze, and always traveling with a view to favoring them, I am pleased to state that they returned to the depot in about as good condition as when they started, after marching a continuous journey of more than two thousand miles, if the trips to the coast from the depot be included. The loss of animals from deaths, straying, thefts, and otherwise, from the rendezvous to El Paso and back, was two and a fraction to each hundred. No Indians were ever met on the route, though the guard at night on two occasions fired on what were supposed to be Indians. Often they hovered near our camp, making signal fires on the mountains.

In regard to the country through which the route lies, you were furnished with a description in a former communication. Of course all the peculiar characteristics that it has obtained from the formations remain the same; but every feature of productiveness and beauty, derived from the seasons in their annual course, is sensibly changed, and to the eye it presents but little that is attractive, owing to the drought. From the Nueces to the mountains, which divide the waters that flow into the Pacific from those that flow into the Atlantic, the whole country appears altered. But little rain has fallen for near two years, and hills that before were clothed in verdure now are bare. Valleys that seemed to vie in fertility with the most favored appear sterile; and plains where two years ago the tall grass waved like fields of wheat now are rocky and barren. Parasitical plants hang leafless to the trees, and the mistletoe has ceased to put forth its buds. Where the prairie had been swept over by the fires of the previous summer the surface of the earth was still black and covered with ashes, and nothing green showed that the spring season had passed. The vegetation of the previous years had become so dried and withered by the scorching rays of the sun that it appeared cineritious, crumbling into ashes