



JOHN BUTTERFIELD
from a portrait made about 1865.

THE BUTTERFIELD OVERLAND MAIL 1857-1869

Its organization and operation over the Southern
Route to 1861; subsequently over the Central
Route to 1866; and under Wells, Fargo
and Company in 1869

by
ROSCOE P. CONKLING
and
MARGARET B. CONKLING

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building, with porches and red brick chimneys. From a survey of the few foundation and chimney ruins, the approximate dimensions of the building were: thirty-seven feet six inches long by thirty feet six inches wide. There was a sixteen-by-sixteen-foot addition attached to the northwest end of the house. The remains of an old stone paved walkway leading from the house to the road may still be seen. It is said that large walnut trees grew near the house in the old days. Today, in what was the front yard, there are maples, pear, and a catalpa tree (plate 26).

Old inhabitants recall Joseph Evans as short in stature, a good horseman, and a kindly friend and neighbor.

Joseph Evans was born in Davison county, North Carolina, on february 16, 1804. He died at his home on september 19, 1888. His wife Elizabeth was born in Davison county, North Carolina, on october 23, 1809, and died at her home on august 29, 1861.

The Evans children numbered eight—four boys and four girls.

The old Evans place is now owned by Mr. Carl Murray.

From Evans's the mail road continued on almost due south to the crossing on Little Sac river about three and a half miles south of the station. Three quarters of a mile farther on it crossed South Dry Sac creek, and passed through the forgotten little settlement of Fair Play, and then curved slightly southeast for a distance of about four miles and entered the city of Springfield, the next station nine miles from Evans's, over the old Boonville road, now Boonville street, which it followed to the public square.

The Butterfield station and stables in Springfield were located on the northeast corner of the public

square. The property was originally owned by one John Baker, who kept a gunsmith shop on this corner. In 1847 Butterfield purchased the property for one thousand dollars, and then had the building erected. Painter it is said, after the building was moved in place and some of the old and rotten beams and was never seen again on the public square. The site is now occupied by a department store. Mail travelers were accommodated at Smith's Tavern kept by Nicholas R. Smith, which was located on the corner of Boonville street and the square. This site is now occupied by a clothing store.

The first west-bound Butterfield Mail arrived in Springfield on the afternoon of Friday, September 17, 1858, at three-fifteen o'clock. Crowds gathered to welcome the arrival and congratulations were extended to Wm. Butterfield and young John on the rapid time made between Saint Louis and Springfield, a distance of three hundred miles driven in thirty-one hours and fifteen minutes—the fastest time on record. A salute of several guns was fired in honor of the great accomplishment.

Springfield was a time-table station. The west-bound mails were due to arrive on Wednesdays and Saturdays at seven-forty-five o'clock in the evening, and the east-bound mails were due on Tuesdays and Fridays at eight-forty-five o'clock in the morning. This latter time of arrival was changed on April 1, 1859, to Tuesdays and Saturdays at twelve-forty-five o'clock in the afternoon.

The post office at Springfield, however, was not ordered to be supplied on the route until December 3, 1858. At the same time, the company inaugurated a daily line of mail and passenger coaches between

Springfield and Tipton, and later to Syracuse. These local coaches were reported always crowded to capacity.

In September, 1858, Springfield's population was estimated at about two thousand. There were several churches, and a branch of the Bank of Missouri. For twenty-five years prior to that time, Springfield had been the seat of the General Land Office. Government land was subject to entry at about twenty-five cents an acre. The best land, however, by 1858, had already been taken up.

The first post-office established in southwest Missouri was established in Springfield in 1833. Junius T. Campbell was the first postmaster, and the office was a one-story, log house. The mails were transported to and from Harrison's on Little Piney river, on horseback.¹⁸³

Richardson, who traveled this route in August, 1859, describes the station hotel at Springfield as a low straggling building with a high belfry. In the dining room, suspended over the table, was a long paper covered frame, which was swung back and forth by Negro hand-power to keep the flies away during the meal of bacon, corn bread and coffee.¹⁸⁴

The Butterfield enterprise and everything connected with it won much favor with the inhabitants of Springfield. Even Mr. Butterfield's long linen duster, his flat-crowned, broad brimmed hat, and his boots, were so greatly admired that they set a fashion for the socially prominent young men of town. Butterfield coats, hats, shirts, cravats and boots were displayed in the store windows, and no young man of any social standing whether attending church, a public function, or calling

¹⁸³ *Missouri Historical Review*, January, 1935. Reprinted from *Springfield Express*, February 17, 1882.

¹⁸⁴ Richardson (Albert D.) *Beyond the Mississippi*, p. 207.

was considered correctly attired unless he wore such an outfit.

By the summer and early fall of the spring of 1861, Springfield witnessed the passing through the town of trains of coaches and wagons, heavily loaded, when the Company transferred their operations to the service on the Central route. This action was among the last to be abandoned.

One of the last communications of Agent Rumfield to the office at Springfield, August 8, 1861, in this he referred to the chaotic conditions existing at the time. "I arrived here this morning dirty and everything upside down. They were expecting a great battle yesterday and nearly all the inhabitants have left town. Lyons army - about 10,000 strong - is drawn up on the west side of the town. The enemy is said to number about 20,000 and is posted about 3 to 7 miles from Lyons front. I am anxious for them to come together.

The mail is just about [to] leave - can't tell where another can be got from."¹⁸⁵

Up to this time the Company had managed to maintain a regular service between Springfield and Saint Louis, and it is probable that the mail referred to by Rumfield was the last Company mail to ever go over this section of the route.

The terrible battle of Wilson Creek was fought four days after this letter was written, and from that time on until the spring of 1862, nearly all of southern Missouri remained in control of Confederate forces. During this period, Springfield suffered greatly. Many of the public buildings on the square, including the mail station, were burned or damaged.

¹⁸⁵ Hulbert (Archibald) *Letters of an Overland Mail Agent in Utah*, p. 20.

This region on the summit of the Springfield plateau abounds in much natural beauty, and Springfield, county seat of Greene, is one of the most attractive places on this portion of the mail route.

On November 18, 1932, the University Club, through the efforts of the late Doctor Edward M. Shepard, unveiled a monument near the site of the Butterfield Station, to commemorate the route and the arrival of the inaugural mails.

From the public square, the mail road led out of town over what is now College avenue and Campbell street road. It then curved southwest for a distance of ten and a half miles through Campbell, Wilson, and Brookline townships to the crossing on Wilson creek where the road left Greene county and entered Christian county. About a mile farther on the road crossed Terrell creek, and then on southwest for another mile to Ashmore's the next station, thirteen miles southwest of Springfield.

This stage of the road is abandoned, but good country roads now follow it in a general direction. There are numerous divergencies, however. The present bridge over Wilson creek is near the mail road crossing, and the fording place on Terrell creek which is still used, is quite the same as in mail coach days. The Wilson creek battle ground is but a short distance west of the mail road crossing on the creek. This was the scene on August 12, 1861, of one of the bloodiest battles of the Civil War, when the Union command under General Nathaniel Lyons was defeated by Confederate forces, and when on that lovely summer day the clear limpid water of Wilson creek ran red with the blood of the killed and wounded.

Ashmore's station was at the home of John C. Ashmore, the location of which is in the northwest corner

of Christian county, in township 27, range 23, sections 11 and 12. The station and home which was destroyed by fire and of which nothing remains but a few scattered foundation stones, was a double log house according to the recollections of the oldest inhabitants interviewed. Entries recorded in the Ashmore family Bible, now in possession of Mr. Jeffrey Merrit, contain names and dates recorded as early as 1823. From these records it was learned that "John C. Ashmore and Lydia Ashmore was married September 13, 1849," and that "Margaret Jane Ashmore was born October 26, 1850."

It is said, that when a later survey of the property was made while Mr. Ashmore was living, it was found that the well he had dug, and even the house that he had built were not on the property that he believed he owned. The property is now in possession of Mr. J. G. Pope. A new house erected a short distance east of the site of the old Ashmore station, is now occupied by Mr. Oren Pope.

Terrell station on the St. Louis, Iron Mountain and Southern railroad, which operates through the region, is located very near the old road and but about a mile north of the site of Ashmore's.

The twenty-mile stage of the mail road between Ashmore's and Smith's the next station, is practically all abandoned. Certain portions, however, through undisturbed farm land and on the ridges may be located and traced. The route over this stage followed a general southwest course through the pan-handle of Christian county where it crossed the 37th degree parallel and traversed the extreme northwest corner of Stone county, and passed through the old settlement of Crane Creek and then on through the southeast corner of Lawrence county to Smith's. Both Highway 60, and the line of

Smith

the St. Louis and San Francisco railroad from Brookline station, eleven miles southwest of Springfield, and on to Aurora, run parallel to the course of the mail road, approaching to within two miles of it at Marionville, Lawrence county. Highway 13, between Marionville and Crane, crosses the mail road about two miles southeast of Marionville near the old settlement of Crane Creek; and Highway 14, between Billings and Ozark, crosses it about six miles and a half southeast of Billings.

Smith's station in the northeast corner of Barry county was at the home of John I. Smith. This is the second Butterfield station in Missouri designated by the name of Smith and is not to be confused with the James H. M. Smith station in Polk county.

The John I. Smith station site is located on what is now known as the Wilkins's place, seven miles by the country road almost west of Crane, and two and two-tenths miles from the little settlement of Osa. A great spring of cold, clear water issues from a crevice in the rocky hillside south of the old station site, and in such quantity that it becomes a brawling stream as it flows on and is forded in three places on the present country road which passes through the old Smith property. A new house has been erected about two hundred feet from the original Smith house and station which stood on the inclosed plat, now part barn yard and corn patch opposite the new spring house. No trace of the old house remains, but it may be assumed to have been a double log house. The barns probably stood on, or near the site of the present stable buildings.

From Smith's to Crouch's, the next station, the fifteen-mile stage followed an almost direct southwesterly course and passed near Clay Hill (now Madry), and continued on toward McDowell where

it passed a short distance east of that settlement, and then crossed Flat creek and followed on along the east side of the stream to Crouch's. The present country road between Madry and Cassville follows closely the general course of the mail road, some sections being directly on it over short distances. An automobile may have some difficulty crossing one or two of the streams if they are high. There are numerous detours, however, and these fords may be avoided. The road otherwise is good and leads through a beautiful section of unspoiled country. Located on the road two and three quarter miles northeast of McDowell is the site of Camp Bliss, which was established during the Civil War. There is a fine spring here bubbling from the foot of the limestone ridge on the west side of the road. An inscription incised on the limestone face nearby reads: "Camp Bliss, Feb. 1863." Although old inhabitants assert that the legend was cut by a soldier seated on his horse, the inscription is now nearly level with the bed of the wash.

Crouch's station, Barry county (reported as Couch's by Bailey), was at the home of John D. Crouch, the location of which is in township 24, range 27, section 34. The misspelling of this station-keeper's name was one of the many instances of a similar nature where our investigations were made more difficult through errors on itineraries and reports. Three days were spent in the region searching county records, interviewing old inhabitants, and checking and re-checking distances. Nothing of course was learned of any Couch, but a final check of the mileage, however, definitely determined the station site to have been located near the new home of Mr. H. P. Morton, near Flat creek, about half way between McDowell and Cassville. Fortunately Mr. Morton had in his possession an abstract deed of his

is recorded: "William C. Crouch, Conveyer S. Magister of Barry county, section 34 N; township 21 N; range 28 W. 20-47 acres of al land, march 14, 1859."

It is a matter of regret that no further reference to the life or name of the old mail keeper could be obtained at this time. A photograph in possession of the Morton family, that shows the old house and station as it appeared about 1860, which stood in what is now a corn field on the west side of the country road a short distance south of the Morton house. The old house unlike most of the other log farm house stations on this portion of the route, was a one-story building with the roof on the front side extended to form a shelter porch. There was no open hall, and the single stone chimney was built in the center of the house. The mail road was about two hundred fifty feet west of the present country road, and the house stood on the east side of it and fronted west. The old well which was back of the station is still preserved and furnishes clear cold water to the nearby homes.

The narrow sheltered green valley of Flat creek which was traversed by the mail road and now by the county road, is an inviting region in its rural aspect. Low, timber clad hills rise gently from the valley floor through which the creek, bordered by fine elms, sycamores and willows, meanders from side to side. Large areas of the best flat land are under cultivation, while other sections have been allowed to remain undisturbed in a wild and natural state. Altogether a pleasant and inviting country to travel through.

From Crouch's the mail road continued on southwest

through the valley along the east side of the creek for a distance of four miles, and then crossed to the west side, much the same as the present county road. Two miles farther on it passed through Cassville, county seat of Barry. Cassville was served by a local mail line operating between the distributing offices at Springfield and Fort Smith, and therefore was not a regular stopping place on the Butterfield itinerary. This slow moving local mail mentioned above, was derisively referred to as the "Underland Mail." Passengers on the Butterfield coaches, however, were reported stopping off at Cassville. Richardson was one who describes making a stop-over here in August, 1859, in order to visit the Granby mining district, continuing on his way to Fort Smith a few days later. The Widow Burton's Tavern, destroyed by fire during the War, is mentioned as having been the leading hotel in Cassville at the time.

From Cassville the mail road after crossing Flat creek again a short distance out of the town, followed a course for a distance of about five miles southwest where it crossed the 94th meridian, and then on for another four miles still southwest to Harbin's, the next station. Present Highway 37 between the two places, where it approximates the line of the old road, is, over a greater part of the way, established slightly west of its course.

Harbin's station (reported as Harburn's and Keetsville), in the southwest corner of Barry county, fifteen miles southwest of Crouch's, was at the home of John G. Harbin, the location of which is a mile southwest of the town of Washburn, in township 21, range 28, section 4.

Harbin is an old name in the region and appears on numerous old documents. It is recorded that Alfred S. Harbin, and Levi Arnold took up land in Barry county

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as early as 1847, and that John G. Harbin, and W. E. Frost acquired land near Washburn Prairie in 1857. At one time John Harbin was county assessor, and for some reason left the region and was succeeded by William C. Pogue.¹²⁶

The old Harbin home and station was a two-story double log house which stood on the west side of the mail road. The house was burned during the Civil War. A modern house now stands on the site and was occupied by Mrs. S. L. Davis, at the time this was written.

The mail road passed east of the house and within twenty-five feet of the front door, and was the regularly traveled road until Highway 37 was laid out on a new grade established west of the property. The old Harbin place was thus isolated from the flow of traffic which for nearly eight decades had passed before its gates.

Washburn or Washburn Prairie was named for an early settler by the name of Washburn, about 1828. Later, about 1846, the settlement was called "Keetsville" for Thomas and James Keet who established a store in the town.¹²⁷ The Keets subsequently moved to Springfield, where it is said descendants are still living. In 1860, when the St. Louis and San Francisco railroad was surveyed to Keetsville, the name of the settlement was changed to O'Day for a period of twelve months, after which the original name of Washburn was restored as it is today.

Harbin's was the last station in Missouri on the westward journey. From this station the mail road continued on southwest through Barry county in township 21, for

¹²⁶ *History of Barry County, Missouri.*

¹²⁷ In 1855, mail route no. 8,973, between Washburn's Prairie and Maysville, was under contract with Josiah T. Keet, for a weekly service. Mail contracts, U.S. House, Executive Documents, 34th congress, session 1, no. 229, p. 235.

a distance of six miles to the Missouri-Arkansas boundary line. Portions of the old road from the Harbin place to the state boundary line may be comfortably driven over by turning off west from Highway 37, at the Harbin place and crossing the tracks of the St. Louis and San Francisco railroad and then following the narrow country road that leads into the main highway again near Elkhorn Tavern in Arkansas. The piece of road at the crossing is comparatively new. The original road was located about a mile farther south, but the new piece makes a junction with the old road farther on, however, and it becomes a narrow country lane traversing a sparsely settled region through the valley land of Big Sugar creek, a picturesque and pleasing country that appears to have undergone but little change since the days of the mail coach. Some sections of the road here are almost hidden in a dense and impenetrable jungle-like growth of rushes, cane, alders and willows, quite sub-tropical in character, and that assume a height in places, twice that of an automobile. A half mile south of the ford on Big Sugar creek the road crossed the state boundary line and entered Arkansas where the region along the route becomes increasingly attractive.

The Route and Stations on Division II in Arkansas

From Harbin's to Fort Smith

The mail road entered Arkansas in Benton county, in township 21, range 29. From this point the present country road described in the preceding section from Harbin's, follows on through the narrow little valley of the south branch of Big Sugar creek, much the same as the original road to Elkhorn Tavern, a distance of three and a half miles. At some later time in the history of the region, a small settlement known as Pippin, located on the mail road a short distance south of the state line, came into existence and then passed away.

Although Elkhorn Tavern was established directly on the old post road nearly two decades before the advent of the Butterfield Overland, and was always a popular stopping-place for travelers, it was never reported as a Butterfield station. Nevertheless, the Butterfield Mails would make a stop there to take on or discharge passengers. The history of the old tavern which is so closely linked with that of the route is of interest here, however. Settlement on the site was first made by one James Hannors of Illinois, who acquired the property in 1832, and in 1834, sold the portion occupied by the tavern to William Reddick, also from Illinois. Reddick, it is claimed, built the first log house tavern which was adorned by an enormous pair of antlers of an elk

killed by one Cassidy, another early settler in the neighborhood. During the Civil War when the tavern was burned, the antlers were removed and presented to a private club in New York City. Later through the efforts of a Mr. Cox and Colonel Hunt P. Wilson of Saint Louis, who had served in the Battle of Pea Ridge, the horns or antlers were returned and hung on the front of the new tavern which was erected on the site of the first building. The antlers may now be seen adorning the gable of the third Elkhorn Tavern, which is now the property of Mrs. L. D. Scott.

A short distance southwest of the tavern is a monument erected near the site of the Battle of Elkhorn Tavern, and in memory of Major General E. Van Dorn, and Major General S. R. Curtis. Numerous deeply worn mortar or corn grinding holes may be seen in the exposed surface of the limestone country rock on which the monument is erected. Judging from the number of artifacts collected from the adjacent meadows, this location so favored with an abundance of water, timber and good corn land, like scores of other similar locations observed along the route all the way from Missouri to California, has been the site of early Indian occupation.

One mile west of this location and south of Elkhorn and Round mountain, is the Battlefield of Pea Ridge. A marker commemorating the event has been erected at the intersection of the old road with the improved northeast and southwest highway. The inscription reads:

"Battle of Pea Ridge"

"Here was fought the most important Civil War engagement west of the Mississippi. 1 mile west Battle of Lectown, march 7. One mile north Battle of Elkhorn

Tavern, march 8, 1862. Union forces 10,500, 59 pieces of artillery. Confederates 16,202. Confederate generals McCulloch and McIntosh killed at Lectown. General Slack killed and General Sterling Price wounded at Elkhorn Tavern. Erected under the auspices of James H. Berry Chapter, U.D.C., Bentonville, Arkansas."

Truly it may be said that this old road has been the setting of many tragic and bitterly staged events, some without parallel in the history of any other thoroughfare in the country.

Since this was written, tablets have been erected at the old Winton place, a little over a mile southwest of Elkhorn Tavern, to commemorate the Cherokee Trail of Tears, the Butterfield Road, and the Battle of Pea Ridge.

From Elkhorn Tavern the mail road continued on southwest for a distance of ten miles to Callaghan's the next station. Over this section the road crossed Little Sugar creek a short distance northeast of the modern town of Brightwater and passed over what is now the site of Avoca, and then followed on along the western fringe of the broken hill country through which the White river and its innumerable tributaries that have their sources here on the summit of the Ozark uplift, meander. Between Brightwater and Rogers, the old country road on the east side of the tracks of the St. Louis and San Francisco railroad approximates the line of the mail road.

Callaghan's station, Benton county, Arkansas, nineteen miles southwest of Harbin's, was located approximately one mile northeast of present-day Rogers. The location is still referred to as the site of Dennis Callahan's Tavern near Callahan's Springs. The property is now occupied in part by a private sanatorium.

Notwithstanding the fact that Dennis Callaghan was one of the very early settlers in the region and that the name of Callaghan or Callahan, which is one and the same, has long been identified with the tavern site and the springs, this location for some reason, at the time of this writing, had not been definitely identified as Callaghan's on the Butterfield route. The reason may be because some local authorities advanced the claim that the Butterfield route led through Bentonville, and Elm Springs, the latter place having been the original Callaghan home; and also because of the conflicting mileages given on the tables of distances over the stages between Harbin's, Callaghan's, Fitzgerald's, and Fayetteville, which are inaccurate.

It may be positively stated that the Butterfield route did not go by way of Bentonville and Elm Springs, but followed the course described here. Bentonville and the adjacent towns were supplied by local Route No. 7681, which was established several years before the Butterfield Overland, and continued to operate under various contractors, years after the Butterfield service was removed north.

With reference to the distances, Bailey gives the following distances between Harbin's and Fayetteville: Harbin's to Callaghan's nineteen miles; Callaghan's to Fitzgerald's twenty-two miles; Fitzgerald's to Fayetteville twelve miles. Total fifty-three miles. Ormsby gives the distance between Harbin's and Fayetteville as forty-two miles.

On consulting the time-table of a stage line that operated between these same stations in the early sixties, it was found that the distance between Fayetteville and Keetsville was reported as forty-five miles. When the road was driven over and the mileage carefully checked

between Fayetteville and Harbin's, which is one mile south of Keetsville or Washburn, the distance was found to be exactly forty-four miles which is correct. Bailey's total was, therefore, in error by nine miles too many, and Ormsby's total two miles short.

Corrected thus, the distances over these stages should read: Harbin's to Callaghan's nineteen miles; Callaghan's to Fitzgerald's thirteen miles; Fitzgerald's to Fayetteville twelve miles. Total forty-four miles.

From reference material furnished by Mr. Brooks B. Callaghan of Summerville, West Virginia, and Mr. Harold H. Haines of Hannibal, Missouri, both great-grandsons of the original Dennis O'Callaghan of Virginia, also from information furnished by the Fayetteville Chamber of Commerce, and the Covington *Virginian* of July 26, 1936, it has been learned that the original Dennis O'Callaghan emigrated from Cork county, Ireland, at an early day and settled in the western part of Virginia, near present-day Covington. Here at some later time he operated a tavern which became known, possibly as early as 1800, as Callaghan's stage stand and post-office. The "O" appears to have been omitted as a prefix to the name about this time. Dennis married Martha Cowden. Twelve children were born to them—seven boys and five girls. Their names were Dennis, Oliver, Charles, Thomas, John, William, Beston, Julia, Mary, Sally, Ellen, and Margaret. From the collection of family letters in possession of Mr. Haines, most of which are from Callaghan Tavern, Virginia, and written between the years 1821 and 1859, it was learned that Mrs. Callaghan died in 1846. The movements of three of the brothers, Dennis, Beston, and Thomas, may be traced from Virginia to Missouri and Arkansas in these letters. Dennis and Beston moved to

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Arkansas, and took up land near Elm Springs, Washington county, prior to 1858. Elm Springs is approximately twelve miles northwest of Fayetteville, on the old Bentonville road, seven miles directly west of Fitzgerald's on the Butterfield road. The Callaghan's were evidently well established in the country for they became large property holders in Washington, and Benton counties, and their name is identified with the region. Callahan mountain, a landmark in Benton county, five miles northeast of Elm Springs, and Callahan Springs, a short distance east of Callaghan's station site, are found on maps of the region.

The first west-bound Butterfield Mail arrived at Callaghan's on Saturday morning, September 18, 1858. Hugh Crocker, superintendent of the Memphis-Saint Louis Division, who divided his office between Saint Louis and Fort Smith, met the mail at this station and joined Mr. Butterfield and his fellow passengers here at breakfast, and returned to Fort Smith with them. Horses were changed and the wagon axles greased here. The time made between this station and Fayetteville, a distance of twenty-five miles, was three hours.

From Callaghan's the route continued on south and passed east of present-day Rogers where the most easterly street in the town running north and south, is the line of the mail road. South of Rogers the road curved around a range of low foothills and then turned slightly southwest over a gentle rise to Cross Hollow. There is a fine spring here flowing from beneath the ruins of an old spring house. Cross Hollow is located in a narrow glen through which the mail road wound its way, a region as wild and picturesque as any ever dreamed of by Thomas Moore. From Cross Hollow glen the road continued on south and passed a mile east of present-

day Lowell, and then entered Washington county and followed along the western slope of Fitzgerald mountain to Fitzgerald's, Washington county, the next station thirteen miles south of Callaghan's.

This station was at the home of John Fitzgerald. The property is now known as the Lawrence Riggs's place two miles northeast of Springdale. A large and imposing dwelling on the east side of the country road which is still a used section of the mail road, stands on the site of the original Fitzgerald home and station, which was a typical log house of the period.

John Fitzgerald and his wife came to this part of Arkansas from Alabama in the early thirties and settled here because of the abundance of good spring water in the vicinity. Fitzgerald mountain takes its name from the old station-keeper. Relatives of the pioneer John still live in the region, the nearest being his granddaughter Mrs. Polly Lucas. The family burying ground is still preserved near the site of the old homestead.

The twelve-mile stage of road between Fitzgerald's and Fayetteville, pursued a course south through the eastern outskirts of the present town of Springdale, originally known as Shiloh. Here on the road, according to Mr. J. F. Harris of Springdale, was a large and permanent watering place known as Holcomb Springs, near the home of John Holcomb who came here in 1857. South from the springs the road passed about two and a half miles east of the present location of Johnson, and then crossed two branches of Clear creek before encountering the steep grades up through the rugged flanks of East mountain northeast of Fayetteville. Old inhabitants claim that the mail road entered Fayetteville near the old Gunter place, now known as the Jackson farm, and then turned west past the Davidson place

and into town over what is now College avenue to the station. The present country road which branches east from Highway 71, about a mile north of Fayetteville approximates closely the original road over this section.

The station and stables at Fayetteville were located on property which was purchased by Butterfield for the purpose, and is now occupied in part by the Washington county court house, and the Opera house (plate 27).

The following is copied in part from the county documents recording the property transaction: "McGarrah, Wm. et al John Butterfield, July, 1858. Wm. McGarrah, Elizabeth McGarrah his wife of Fayetteville of the First Part and John Butterfield of the City of New York of the Second Part. Do sell and convey in consideration of \$350.00 the following . . . containing five acres more or less. . . Signed—Wm. McGarrah at his mark. Elizabeth McGarrah X her mark. J. M. Lebetts, Witness. Wm. E. Smith, J.P."

The western section of the property which was part of the large holdings of land taken up by the McGarrah's at an early day, fronted on the north and south highway, the approximate route of College avenue. Besides the station and stables which were located here, the Company built and operated a hotel on the property. Describing the place in 1858, Ormsby states: "This town [Fayetteville] is located up among the hills in a most inaccessible spot . . . said by the inhabitants to be the star county of the state. It has two churches, the county court house, a number of fine stores and dwellings, and I believe, about eighteen hundred inhabitants. It is a flourishing little town, and its deficiency of a good hotel will, I understand be supplied by Mr. Butterfield, who has bought some property for that purpose."¹⁸⁸

¹⁸⁸ New York Herald, October 2, 1858.

Charles E. Butterfield, eldest son of Mr. Butterfield, was placed in charge of this station shortly after the inaugural trip. Charles and his wife who was Miss Mary Baldy of Herkimer, N.Y., moved from Utica, N.Y., to Fayetteville in the fall of 1858. That he was well established here in 1859 and 1860, is confirmed by letters to the family in Utica, and by records in the court house of the sale of horses, cattle and various items of farming equipment.

The Butterfield home-station and farm at Fayetteville became a favorite retreat for President Butterfield who regarded the region as the most healthful and beautiful along the route. Saint Louis papers frequently referred to him as "the genial and energetic old gentleman who arrived from the east today on his way to his homestead at Fayetteville."

The first west-bound mail with its distinguished passenger list arrived at Fayetteville, Saturday morning, September 17, 1858, at about eleven o'clock and departed at ten minutes to twelve, noon; twenty-two hours and thirteen minutes ahead of scheduled time.

Fayetteville was a time-table station, the west-bound mails were due to arrive on Thursdays and Sundays at ten-fifteen o'clock in the morning, and the east-bound mails were due on Mondays and Fridays at the same hour.

Fayetteville was at the junction of a number of old trails, the origin and history of which probably date back to the days of Indian occupation. One of the trails was the old road through Weddington Gap, and another was known as the old Huntsville road. About 1835, portions of the north and south thoroughfare that passed through Fayetteville, parts of which became the Butterfield route, were surveyed and improved by the