

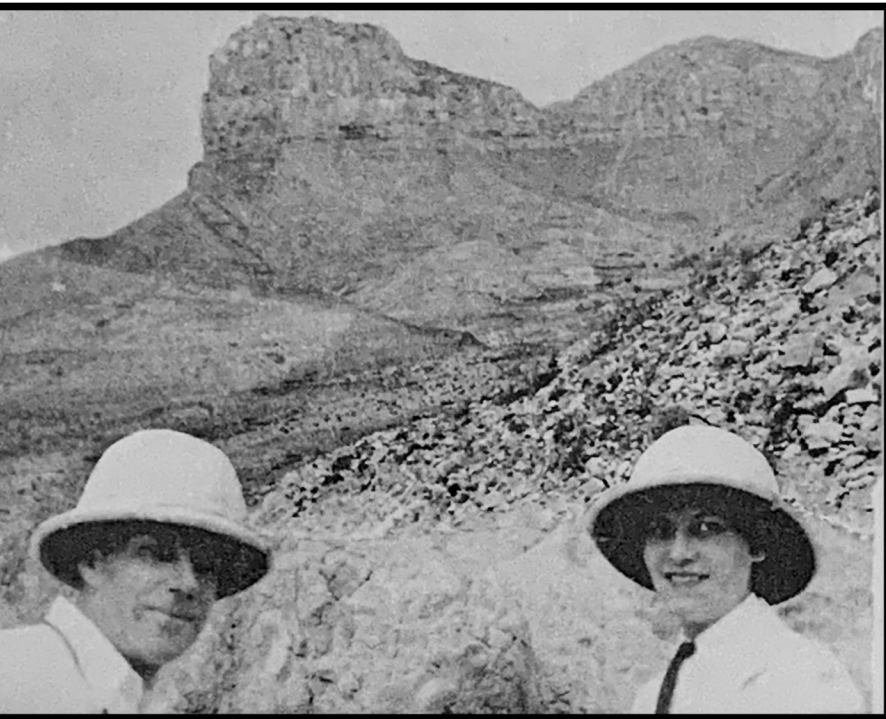
Brothers, Ted & Hank Paup at Horsehead Crossing on the Pecos River, Crane County, Texas



Smith's Station, Chimney Creek Ranch, Shackelford County Texas



Smith's Station 1858-1861
Chimney Creek Ranch
Shackelford County, Texas



Margaret & Roscoe Conkling documented the entire Butterfield Route from St. Louis, Missouri to San Francisco, California in the 1930's. Their very important historical work was published in a three volume set entitled Butterfield Overland Mail. The Conklings visited the Chimney Creek Ranch in 1935.



Smith's Station, Chimney Creek Ranch, Shackelford County Texas



Smith's Station 1858-1861
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SMITH'S STATION 1858-1861



"Smith's Station, Shackelford County, Texas was located on the east bank of Chimney Creek in Section 10, of the G.R. and L.G. Davis block, one mile southwest of the present day stone ranch house on the Davis property known as the old Conrad ranch house. The station and corral were constructed of stone, judging from the ruins today." - Roscoe Conkling 1935

THE BUTTERFIELD OVERLAND MAIL 1858-1861

Prior to the 1840's there was little demand for mail and passenger facilities from our eastern cities to the fringe of civilization along our western shores. Much of this transport was conducted around Cape Horn (15,000 miles) or across the Isthmus of Panama (6,000 miles) with only a few brave and hardy souls traveling overland. At the termination of the Mexican War, a provision in the Treaty of Guadalupe Hidalgo, 1848, granted the United States the right of perpetual passage across the Isthmus of Tehuantepec. Because of the unsatisfactory arrangement of these two previous routes, this new route across Mexico never came into being for gold was discovered in California soon after, and a great hue and cry was heard for an overland mail route entirely within our own boundaries.

Much of the sectional disputes that predated the War between the states influenced its routing, and the occurrence of this great War was responsible for its termination along the southern route.

When the Overland was re-routed through the central part of the United States, this same company became known as the Wells-Fargo Express Company that is known to almost every school boy and girl.

As stage coaches began to disappear from the scene and the job of hauling express was taken over by the railroads, the Wells-Fargo then became known as The American Railway Express Company; it later split into the American Express which became famous for its Travelers Checks, and the Railway Express which still serves the American public today.

Vernon H. Brown, Chairman* Butterfield Overland Mail Centennial in Oklahoma

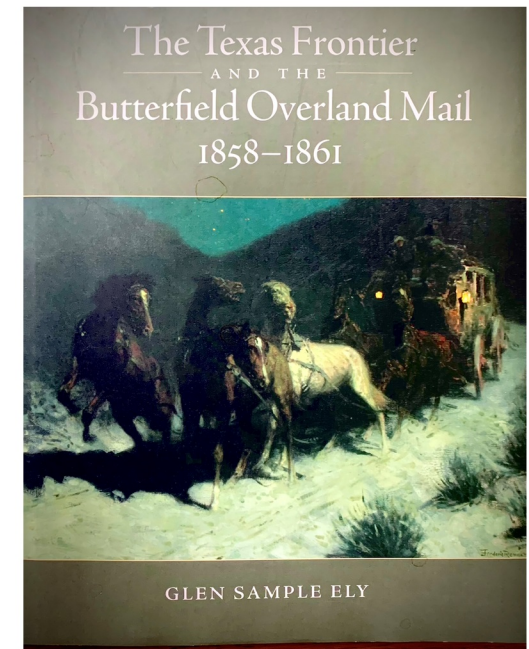


John Butterfield awarded first transcontinental mail contract from St. Louis to San Francisco, California in 1857

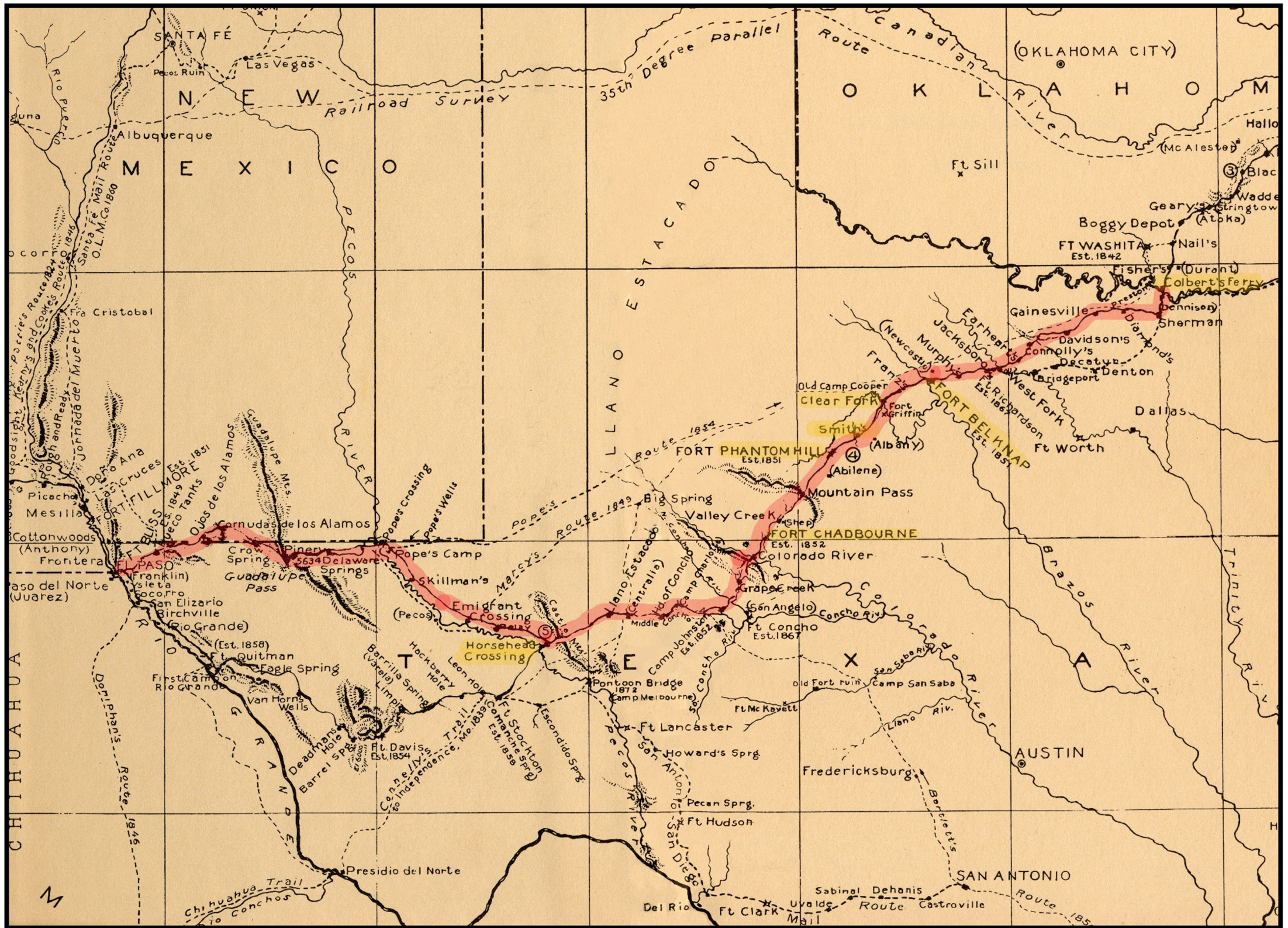


Aaron V. Brown, Postmaster General Appointed March 6, 1857 by James Buchanan

Postmaster General Aaron V. Brown advertised for bids April 20, 1857 to operate the first mail overland and from the Mississippi through what are now seven western states to San Francisco, the service having been authorized by Congress in the appropriation bill for the Post Office Department on March 3, 1857.



Author-Glen Sample Ely



The Butterfield Overland Mail Route through Texas 1858-1861

The 1851 military road ran through Shackelford County, Texas

Ft. Belknap located on the Brazos River near modern day Graham, Texas was the “edge” of the Texas frontier 1850 and in 1851 Captain Randolph B. Marcy commanded General William G. Belknap’s escort on the tour that selected the sites for forts deeper into the Texas frontier. Fort Phantom Hill was completed in 1851 and Fort Chadbourne 1852. A military road connecting these three frontier forts was laid at the same time, and was originally called the Fort Belknap to Fort Phantom Road.

The James B. Leach wagon train traveled this road in 1857 in search of suitable site locations for Butterfield overland mail stations and to construct roads beyond Fort Chadbourne. No doubt Col. Leach chose the spot on which Smith’s Station was placed. The Butterfield Overland Mail Co. used this portion of the old military road from 1858 until 1861. Smith’s Station is the only documented Butterfield station in Shackelford County.

Charles Goodnight and Oliver Loving’s first cattle drive of 1866 used this road which came to be known as the Goodnight-Loving Trail.

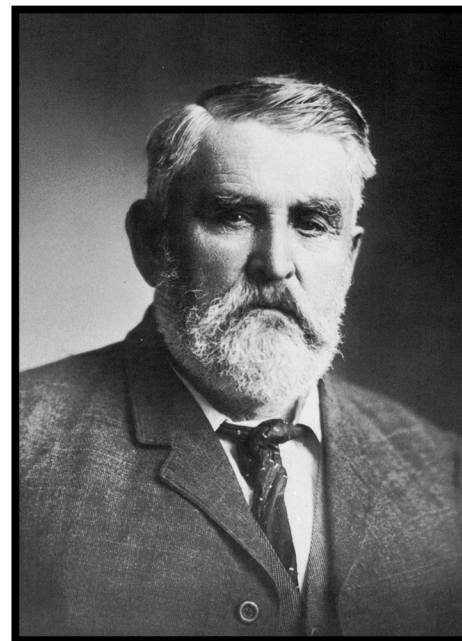
Many soldiers and famous military leaders traveled this road at one time or another, one such leader was William Tecumseh Sherman traveled this road in 1871 when studying the Indian threat on the Texas frontier, with him was Randolph B Marcy who laid out the road twenty years prior. Other users of this road were countless immigrants, buffalo hunters, Indians, and early settlers in Shackelford County.



Randolph Barnes Marcy.



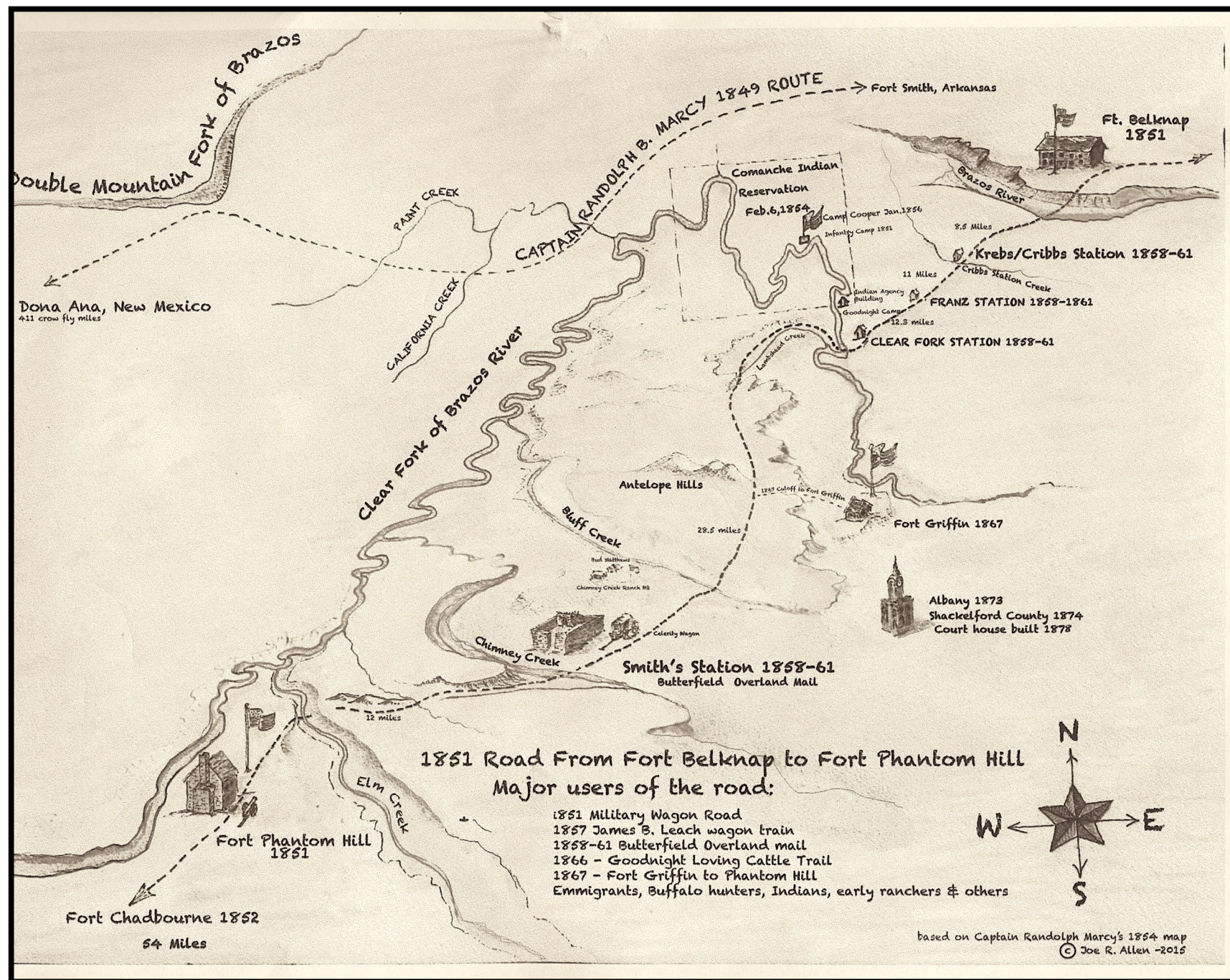
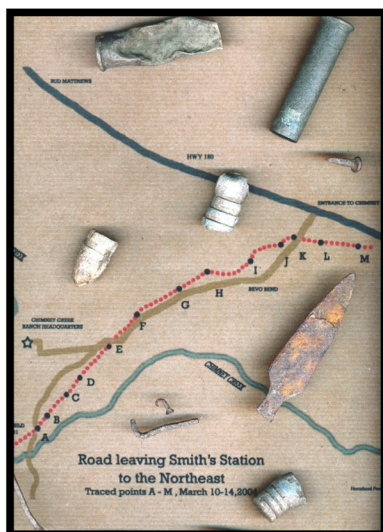
William T. Sherman



Charles Goodnight



Oliver Loving



Six and three fourths miles of the old abandoned Overland mail /military road traces across the Chimney Creek Ranch. Smith's Station is about half way between Fort Belknap and Fort Chadbourne and is about 12 miles from Fort Phantom Hill and about 23 miles from the Clear Fork Station located in Throckmorton County to the northeast. When Ft. Griffin opened in 1867 a road was built connecting to the 1851 military at a point about five miles south of the Throckmorton/Shackelford county line just east of Antelope Hills.

Smith Station site location



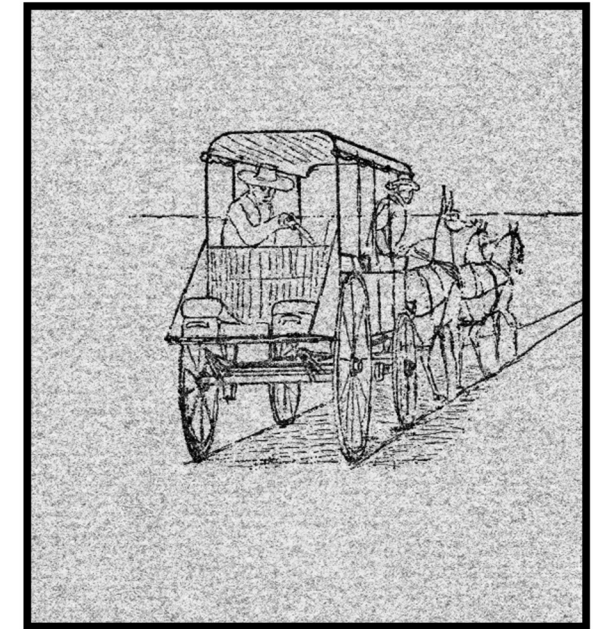
In 1858, the Butterfield Overland Mail Company built Smith's Station on the north bank of a small creek at a place where the 1851 military road crossed it. The creek referenced, a tributary of the Clear Fork of the Brazos River, had no name at that time and was later named Chimney Creek in the 1870's when the Chimney Creek Ranch received its name. The Fort Phantom Hill mail station is 12 miles to the southwest of Smith's Station and the Clear Fork Station is 23 miles to the northeast.



Waterman Ormsby, news correspondent for the New York Herald, was the only through passenger over the entire inaugural route from Tipton, Missouri to San Francisco, California



Model celerity wagon built by Joe Allen



Celerity wagons were used to haul the mail from Ft. Smith Arkansas to California, they were built light for speed and maneuverability through rough, dry, and hot country, not for comfort.

Waterman Ormsby was a passenger on the first Overland mail delivery that left Tipton, Missouri on September 16, 1858. The destination, San Francisco, California, was a trip to be made in twenty five days or less. Ormsby, a correspondent for the New York Herald newspaper, was the only through passenger over the entire route and he reported back to his readers as he traveled, writing about each station along the 2766 mile route. Ormsby gave this description of Smith's Station, "Our next stopping place was at Smith's station, twenty-three miles from Clear Fork, on the banks of a small creek. No house had been built yet, those at the station living in

tents. They had nearly finished a fine corral for the stock, making it of brush (as no timber could be had) and filling the chinks with mud. Our supper consisted of cake cooked in the coals, clear coffee, and some dried beef cooked in Mrs. Smith's best style. We changed horses or mules and swallowed supper in double quick time and were soon on our way again." This is the only first hand account describing Smith's Station that has been found to date. All other accounts are secondary.

Smith's Station was a meal station for travelers and a change station which supplied fresh mules or horses that pulled the lighter built celerity wagon across this portion of the route.

Smith's Station operated continuously from September 22, 1858 until the Civil War broke out in 1861 at which time all Butterfield routes ceased operations in Texas. Apparently the station operators, Mr. & Mrs. Smith, left Texas also. To date nothing about these two people has been learned as to who they were, where they came from or where they went. All leads come to dead ends.

Chimney Creek Ranch:



1935 Ranch house photo compared to 2002 photo



J D Matthews with friends at Chimney Creek Ranch
1935

J D Matthews and his young son Watt visited the Chimney Creek Ranch in 1935 along with Margaret and Roscoe Conkling who were researching the Butterfield Overland Mail Route and its stations for a book that would be later published in 1947





2020 Renovation of original ranch house



G.R.Davis

George B. Horsfull and John F. Horsfull, the first owners of record, sold the ranch in 1873. There were three subsequent sales, then G. R. Davis purchased the Chimney Creek Ranch from Ella Matthews Conrad in 1920.

Today G. R. Davis's great grandsons, Hank and Ted Paup, own and operate the ranch. Under their direction the ranch has prospered and become known for its successful range management, soil & water conservation efforts, hunting and development of historic sites within the ranch confines.



Hank and Ted at Three Mile tank on the Chimney Creek Ranch



Hank & Anne Paup

Ted & Nancy Paup

An essay, Chimney Creek Crossings: written by Mary Frances “Chan” Johnson Driscoll, December 25, 1981 may have inspired a time of heritage renewal for this ranching family. During the 1980’s a stone chimney was built to commemorate Chimney Creek; two state historical markers were been erected, and several other historical projects were pursued.



Mary Frances “Chan” Johnson Driscoll

1982 Texas State Historical Marker Dedication



Joseph E (Joe) Blanton, Watt Matthews, and Chan Driscoll presenting the Texas State Historical Marker for Smith's Station



Hank Paup standing in the old 1851 road trace leading into Smith Station

Study and archaeology of Smith's Station:

In 1992 Larry Riemenschneider, Texas Archaeological Research Laboratory, did a surface survey of the station area and charted the scattered rock on a grid. In 2002, Glen Ely, Patrick Dearen and Joe Allen met with Hank Paup for the purpose of research material for a book that Glen was writing. Allen sought permission from Paup to extract a sampling of metal artifacts using a metal detector. In 2003 Hank Paup asked Allen to extract the metal objects from the site. Allen and his wife, Doniece, gridded the area and retrieved the metal artifacts per Paup's request. The artifacts were cleaned and preserved, given a grid number, photographed, and placed in numbered sacks or placed in Riker mounts for display. The entire archaeological process was written up and presented to the Paups. It also contained supplemental documentation proving the exact location of 6.34 miles of the old road running across the Chimney Creek Ranch.



Larry Riemenschneider



Glen Sample Ely



Joe Allen



Patrick Dearen



Joe Allen showing some of metal artifacts found during initial survey of the station site



Glen Ely and Patrick viewing artifacts

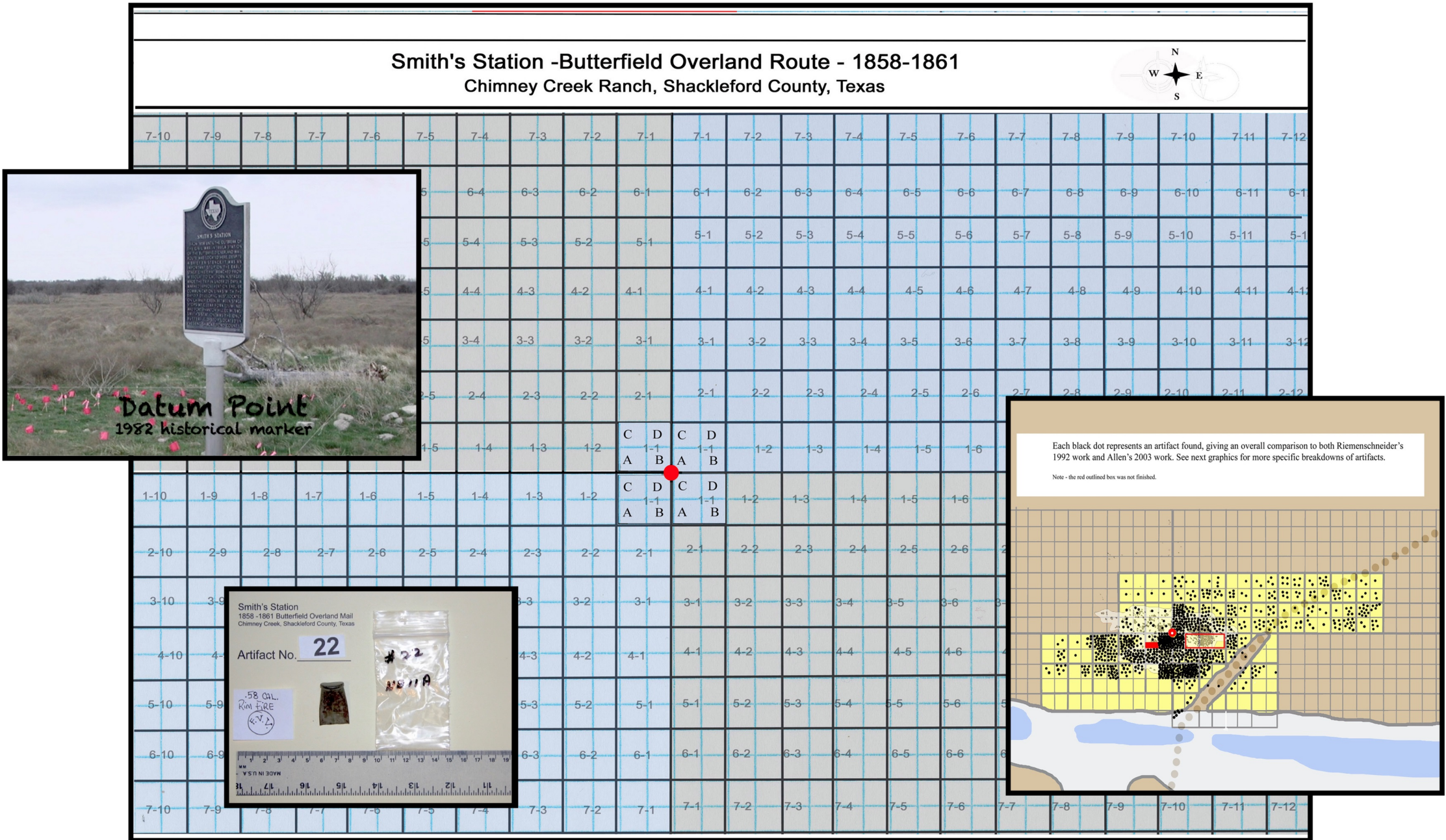


Joe & Doniece Allen set up a field office to record findings from the grid laid out over the Smith Station site.



The archaeological process and findings:

A grid of the Smith Station area was laid out for the purpose of extracting metal artifacts. The existing historical marker was used as the datum point. The grid was divided into 4 quadrants NE, NW, SE, and SW. Within each quadrant 3' squares were gridded off. The horizontal columns were lettered A,B, C etc. and the vertical columns 1,2,3, etc., so as artifacts were extracted they were placed in sacks with corresponding labels. The artifacts were cleaned, assigned numbers, labeled with India ink, photographed and either placed in storage or put into Riker mounts for display.



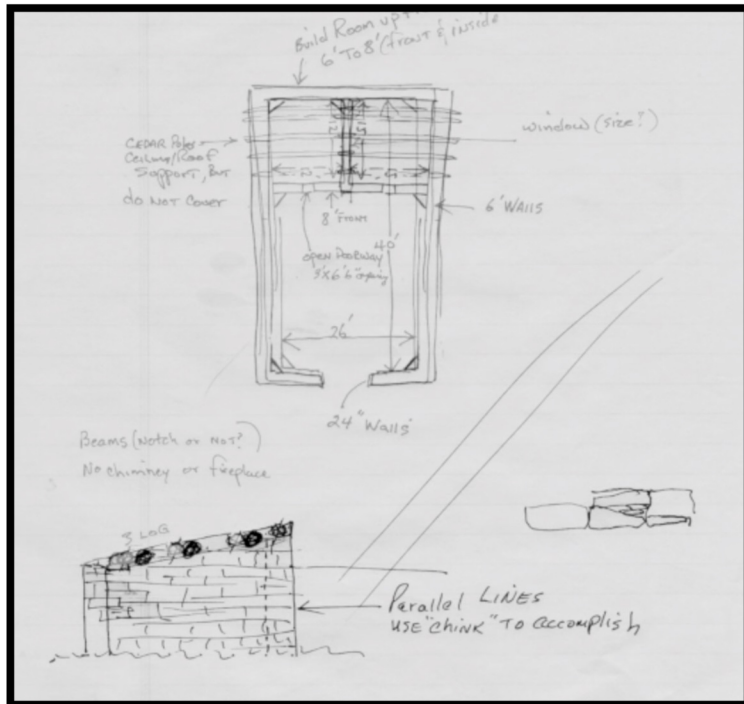


Once the artifacts were processed, many were placed in Riker mounts and presented to the Paup's at their law office in Ft. Worth, Texas.

The recreation of Smith Station:

A decision was made by Hank & Ted Paup to recreate Smith's Station. The only description of this station was Ormsby's observations. The station attendants were living in tents and only a brush corral had been constructed. Observations by the Conklings in 1935 and archaeological in 1992 by Larry Reimenschneider showed there were remnants of a stone structure. Joe Allen, shows that there was a stone structure and corrals.

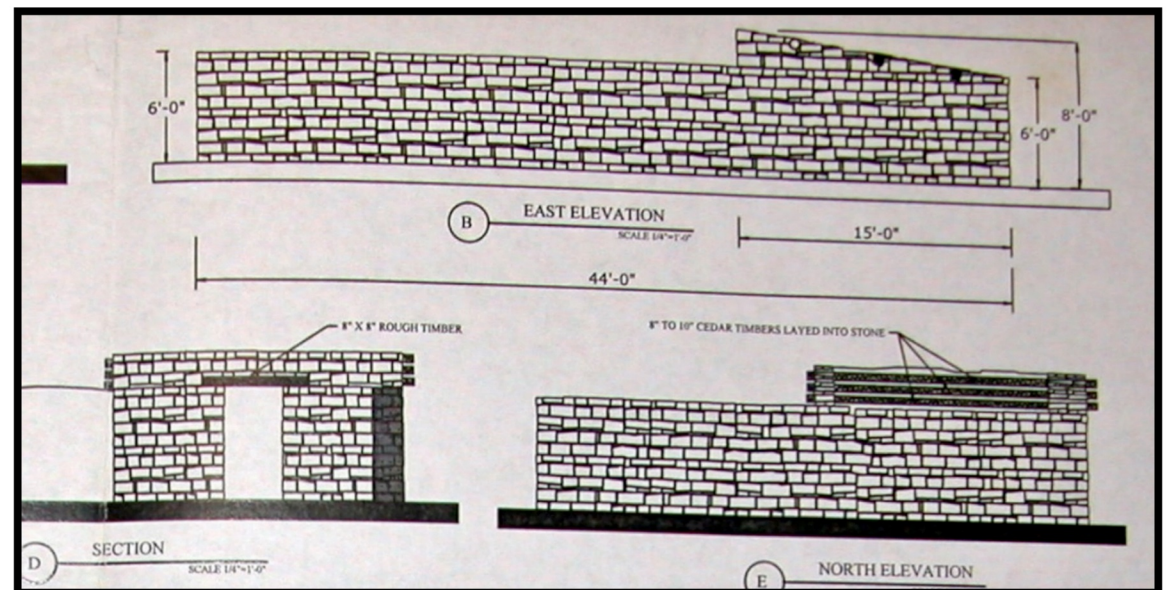
Much though, discussion and consultation went into the planning of the recreation of Smith Station. There were sketches, models, and study of other Butterfield architectural drawing that followed.



Sketch and model by Joe Allen



Kelvin Mullins was hired as architect for the recreation his drawings were the best.



Recreation patterned after the Delaware Creek Station, Culberson County, Texas





Ted Paup shown here with rock mason, Larry Young



Ted Paup overseeing the project



Jim Tom Butler and Hank Paup "sortin & siftin"



Hank procured quarried rock for construction



Ted Paup inspecting the header



Inspection passed



Chunkers & Chinkers-Hank and his recruits



Paups & Havrans enjoying the finished station



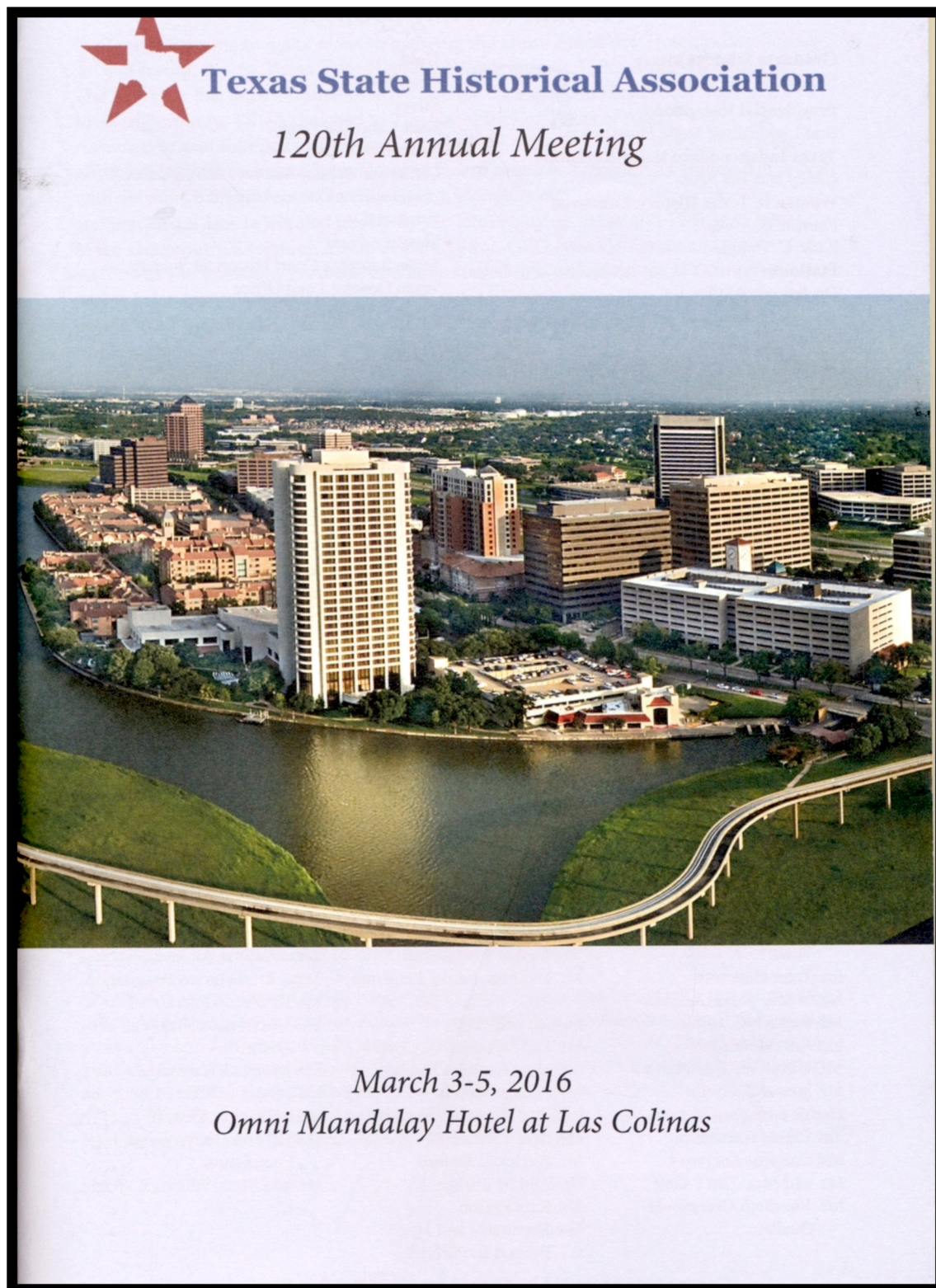
The Smith Station recreation completed, notice the old Butterfield road trace in the foreground!



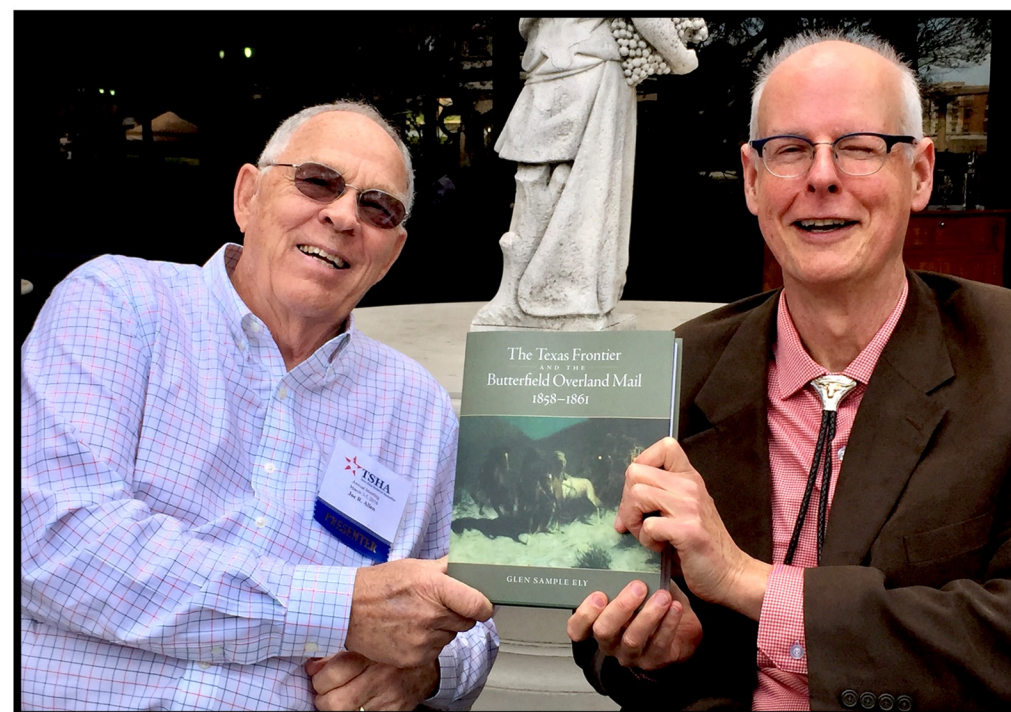
150 Year anniversary celebration of the Butterfield Overland Mail at Chimney Creek Ranch, Sept.20, 2008







Glen & Mel Ely



Joe Allen & Glen Ely presented to the TSHA 120th meeting in Las Colinas



Hank Paup, Joe Allen & Ted Paup at the TSHA annual meeting in Las Colinas making a presentation "The Ressurrection of Smith Station"



“Happy Trails to you guys until we meet again” Joe & Doniece Allen