

# Wagon Tracks

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Volume 26  
Issue 3 *Wagon Tracks* Volume 26, Issue 3 (May 2012)

Article 1

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2012

## Wagon Tracks. Volume 26, Issue 3 (May, 2012)

Santa Fe Trail Association

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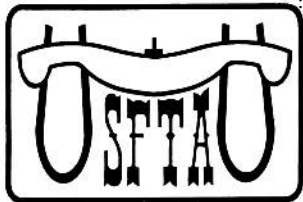
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### Recommended Citation

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# WAGON TRACKS

volume 26 • number 3

May 2012

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## Rendezvous 2012 Slated for September 20-22

*"Santa Fe Trail Characters – Rendezvous on the Road"*

The schedule for Rendezvous 2012, September 20-22 in Larned, Kansas, has been announced. The full schedule is on page 11 of this issue.

Characters who will be portrayed in the first person include William Becknell, Julia Archibald Holmes, Pedro Sandoval, Frederick Hawn, Deputy Surveyor for the General Land Office, Kit Carson, Marion Sloan Russell, Alexander Majors, James Kirker, Maria de la Luz Beaubien Maxwell, and J. B. Kickok.

Further details and a registration packet will follow in the August issue of *Wagon Tracks*. The Santa Fe Trail Center will also send out a direct mailing to Santa Fe Trail Association members closer to the time of the event. For questions or further information you can contact the Santa Fe Trail Center at 620-285-2054.



David Sandoval as Pedro Sandoval

## Bent's Fort Gathers Wagons on May 11-13

Don't miss the wagon extravaganza, "Wagons Ho! Trail Transportation through Time" at Bent's Fort, Colorado on the second weekend in May. See wagons in action on Saturday and walk the prairie beside the wagons on Sunday. Presentations and demonstrations about wagons will be held both days. The Fort is open to visitors from 9 a.m. to 5 p.m. on Saturday and 9 a.m. to 4 p.m. on Sunday. Koshare Indian Dancers will perform Saturday evening at 7 p.m. at the Koshare Indian Museum in La Junta.

In celebration of wagons, this issue of *Wagon Tracks* features articles by three wagon experts.

For the latest information on the Bent's Fort event, go to [www.nps.gov/beol/planyour-visit/upload/BEOL-Wagons-Ho-auto-tour-guide-sb2-2012.pdf](http://www.nps.gov/beol/planyour-visit/upload/BEOL-Wagons-Ho-auto-tour-guide-sb2-2012.pdf). The February issue of *Wagon Tracks* had additional details. You can also call Bent's Fort at 719-383-5023.



**President Roger Slusher**  
(Photo: Rich Lawson)

## President's Column: Spring Travels

I hope it was a mild winter and spring for you as it was for us. It was especially nice when Ross Marshall and I went to DC for the Partnership meetings and advocacy in February. We visited with people in about 20 Congressional and Senatorial offices, as well as with officials from the NPS, BLM, and the Forest Service.

Although money is still tight, most agreed that folks were getting tired of gridlock so more will get done. The best news was that everyone seemed to have a very positive view of the Park Service, so our funding there seems likely to be stable, although travel will still be restricted. The PNTS continues to be a strong voice for the trails in Washington.

In late February and early March, Sandy and I took a cruise to Hawaii, originally thinking that we'd get away from the cold. To our surprise, it was generally cool and rainy in Hawaii, but we came back to warm, sunny days in Missouri. However, it was very relaxing and I came back reinvigorated for the year ahead.

After one day at home, we turned around and drove to Raton, NM where I portrayed trader James Aull for the Corazon Chapter. They are getting reorganized with their new president, Dennis Schneider.

With abatement funds that Faye Gaines received from the local cell company, their chapter will be constructing a new kiosk overlooking the Trail at the NRA Whittington Center near Raton. It will feature two panels, one about the Trail in the area and one about firearms used on the Trail. The Center has a great museum about the history of the area which features its collection of historic weapons.

On the way back, several Association members and I met with Anna Bassford, the new director of the SFTC in Larned; she seems like a very capable person who will be easy to work with. As one of our newest members, she is now on two SFTA committees, and plans for the fall Rendezvous are going smoothly. I hope to see you there.

*Roger*

## Preservation of the Baca House in Trinidad, Colorado

On May 31-June 3 and June 7-June 10, the Trinidad History Museum and History Colorado, through HistoriCorps, are sponsoring preservation maintenance to Baca House. Work includes repairing and repainting the windows and frames of the Baca House, and repairing and reconstructing, as needed, wooden shutters. In 1873, Felipe and Dolores Baca traded 22,000 pounds of wool for an unusual adobe house built for John Hough, a Trail entrepreneur. The Baca House boasts two stories, a widow's walk, and Greek architectural details. The windows on this significant structure need immediate rehabilitation in order to continue to protect the original furnishings still housed in the museum.

To learn more about this project please contact Jonas Landes at [info@historiCorps.org](mailto:info@historiCorps.org).  
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## Joanne's Jottings

by *Joanne VanCoevern, Association Manager*

Registries of Historic Places have shown a great deal of interest in the Santa Fe Trail. In Kansas, the National Park Service has partnered with the Kansas Historical Society to document extant historic resources along the Santa Fe Trail in the state. See the article on the next page in this issue to learn how to nominate a property. In Missouri, Tiffany Patterson, National Register Coordinator in the State Historic Preservation Office of the Missouri Department of Natural Resources, has informed us that the nomination of New Santa Fe to the National Registry is tentatively scheduled for review at the May 18, 2012 meeting of the Missouri Advisory Council on Historic Preservation. A conference call is scheduled for April 12 to determine which properties in Colorado will be included in nominations for the State Registry of Historic Places. We'll keep you updated on the progress as it is made.

The New Mexico Cultural Properties Review Committee has voted unanimously to list four segments of the Santa Fe Trail to the New Mexico State Register of Cultural Properties, the official list of historic properties worthy of preservation in New Mexico. Those Santa Fe Trail segments voted for inclusion in the Register include: the Cañada de los Alamos Segment, Santa Fe County; Mora County Segment, North of Wagon Mound, Mora County; West of Point of Rocks, Colfax County; and Magazine Ruts, north of Sofia Segment, Union County. In addition, these listings will be forwarded for consideration to the National Register of Historic Places.

To see a list of Santa Fe Trail sites that are already included on the National Register, visit [www.nps.gov/safe/history/culture/national-register-research.htm](http://www.nps.gov/safe/history/culture/national-register-research.htm)

Another tool to help preserve Santa Fe Trail sites is the Certification Program with the National Park Service. Frank Norris, with the Santa Fe office of the NPS in charge of the program, is interested in certifying new properties along the Santa Fe Trail. "Some of the people you know in the association may manage historic homes, run county museums, have farms or ranches with historic trail ruts, and so forth," Frank says. "Some of these may already have certified partnerships with the Park Service, but others may be interested in certification. I'd like to know about people or organizations that might want to be added (or considered) as future certification partners. Visit the following website for a List by State of certified sites: [www.nps.gov/safe/parkmgmt/certified-sites-on-the-santa-fe-nht.htm](http://www.nps.gov/safe/parkmgmt/certified-sites-on-the-santa-fe-nht.htm)."

On Jan. 24, 2012, as part of the state of Kansas's commemoration of the sesquicentennial, Governor Sam Brownback announced the top 12 Notable Events in Kansas History that have most impacted the nation and the world. The events, listed in chronological order, began with the Overland Trails. On September 1, 1821, the first party left Missouri headed for Mexico on the Santa Fe Trail. This event was the official opening of the Santa Fe Trail. Overland Trails helped the nation expand to new territories and initiate trade with neighboring countries. Other events listed were: Indian Removal, Kansas-Nebraska Act, Railroad Development, Women's Rights, Wheat Industry, Cattle Drives, Reform Movements, Aviation Industry, Dust Bowl, Rural Electrification, and Brown vs. Board of Education.

Nathan Caldwell, with the U.S. Fish and Wildlife Service recently provided us with the following information concerning the Flint Hills Legacy Conservation Area, which was authorized in 2010. In an e-mail, he stated, "I think it would be beneficial for the SFNHT and FWS to partner on easement that would preserve the landscape and the route of the (Santa Fe) Trail, as we have discussed many times. We are trying to convince our management that the historic and cultural resource is a natural resource as well. The Regional FWS planning website about this project is [www.fws.gov/mountain-prairie/planning/lpp/ks/flh/flh.html#Documents](http://www.fws.gov/mountain-prairie/planning/lpp/ks/flh/flh.html#Documents)." This area comprises a large portion of eastern Kansas where the Service may acquire conservation easements from willing sellers. The goal is to maintain the tallgrass prairie wildlife habitat, stream water quality, and agricultural heritage. SFTA appreciates Mr. Caldwell's desire to include the Santa Fe Trail that passes through this area as an important resource in this initiative.

During the summer of 2012, SFTA will host a workshop covering "Education on the Website." The Education and Website Committees will have an integral role as plans are developed to educate all ages about the Santa Fe Trail through our website.

*Joanne*

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#### Membership Categories

Life:\$1,000 Patron:\$100/year Business:\$50/year Nonprofit:\$40/year Family:\$30/year Individual:\$25/year Youth,18 & under:\$15/year Dues are per calendar year. Make checks payable to the Santa Fe Trail Association, send to treasurer.

**Visit us on the web at [www.santafetrail.org](http://www.santafetrail.org)**

## Nominations for National Register of Historic Places Sought

The National Park Service has partnered with the Kansas Historical Society to document extant historic resources along the Santa Fe Trail in the state to determine potential eligibility for inclusion within the National Register of Historic Places. These resources include, among other things, trail segments, campsites, and crossings. At least 30 properties may be nominated as part of this project. If you know of a historic trail-related site the KSHS staff should visit, or if you have questions about the project, please contact Amanda Loughlin, Survey Coordinator, at 785-272-8681 or [survey@kshs.org](mailto:survey@kshs.org) or visit [www.kshs.org/trails](http://www.kshs.org/trails). It is important to have owner support for nominations. To see a list of Santa Fe Trail sites that are already included on the National Register, visit [www.nps.gov/safe/historyculture/national-register-research.htm](http://www.nps.gov/safe/historyculture/national-register-research.htm)

## Awards Nominations Due July 1

Nominations are needed for SFTA awards to be presented at the Rendezvous in September. All nominations must be submitted by July 1, 2012. Award categories are: Award Of Merit, Paul F. Bentrup Ambassador Award, Louise Barry Writing Award, Ralph Hathaway Memorial Heritage Preservation Award, Gregory M. Franzwa Memorial Award For Lifetime Achievement, and Marc Simmons Writing Award. See the February issue of *Wagon Tracks* for details on this awards.

Please send nominations to Leo E. Oliva, PO Box 31, Woodston KS 67675 or [oliva@ruraltel.net](mailto:oliva@ruraltel.net). The awards committee (Leo E. Oliva, Phyllis Morgan, and Roger Slusher) will select recipients from those nominated.

## Santa Fe Trail Bicycle Trek Begins September 9

In its 18th year, the trek is limited to 50 riders, and leaves Santa Fe on Sunday September 9. For more information, visit [www.santafetrailbicycletrek.com](http://www.santafetrailbicycletrek.com).

Peter Graf of Switzerland has ridden the Trail on one of these treks. "I like to ride my bicycle in wide open space, such as the Western USA," he said. "There is no open space in Switzerland outside some valleys in the Alps. Having to fly in from Europe, the Santa Fe Trail Ride has the perfect length (three weeks) to justify the flight."

When asked whether the methods of transportation surprised him, he replied, "The travelling prior to the railroad was much rougher and more dangerous in the US West than in Europe at the same time (there was no migration in Europe). What is astonishing for me is how fast and complete change was from wagon tracks to railroad travel. There is still much landscape out West which hasn't changed so much in the last 150 years."

## Partnership for the National Trails System

*Ross Marshall, SFTA Representative to PNTS*

### Advocacy Week in WDC:

President Roger Slusher and I went to the annual Advocacy Week hosted by the Partnership for the National Trails System in Washington D.C. February 11-16. On Saturday and Sunday we attended the PNTS Board and Leadership Council meetings. Starting on Monday, we visited with the House and Senate Interior Appropriations subcommittees on the Hill, Executive Branch agencies NPS, BLM and USFS, plus the Office of Management and Budget.

We also called on 18 House and Senate offices, which is about all of them along the SFT. We asked them to support the PNTS overall funding requests and specifically the funding increase for the SFT. We also requested their support on other issues like the Challenge Cost Share funding and preserving the enhancement portions of the Transportation Bill (which very often helps trail projects) that is up for renewal.

The good news is that the Challenge Cost Share funding that has been missing for a couple of years has now been partially restored in the 2012 appropriations.

Likely there will not be a 2013 Budget voted on this year. That means the NPS may continue to live on Continuing Resolutions, but funding is not generally cut during those periods.

### 2012 National Historic Trails Workshop:

This biannual workshop, sponsored by PNTS, will be May 14-18 in Socorro, NM., hosted by the El Camino de Tierra Adentro Association (CARTA). Our sessions and tours will address preservation of segments and sites in both urban and rural area, including Certification and the National Register Nomination Process. We'll also address building organizational capacity with volunteers, which is Goal #3 for the Decade. Registration information is accessible on the PNTS website, [www.pnts.org](http://www.pnts.org).

### Volunteer manhours and expenses reports:

Congress is especially impressed with the large volunteer manhours and dollar contributions by SFTA members, up 20% from 2010 to over \$1,900,000, which included 74,000 volunteer manhours!

The total for the entire National Trails System is \$34,000,000 for 2011 and for the last 17 years has totaled over \$320,000,000! No wonder Congress is impressed.

We appreciate very much every chapter, committee chair, and board member turning in their volunteer totals this past January. **Please start now to accumulate these totals for 2012.**

## Ruth Olsen Peters Retires from Trail Center

Santa Fe Trail Center Museum Director Ruth Olsen Peters retired in January. She began her work at the Trail Center upon graduation from Bethany College, Lindsborg, in 1978 when she was hired as the museum's first archivist under the supervision of Director Bill Pitts. She served in this capacity for five years until Pitts took a position at the state museum in Oklahoma City. Soon after his departure, she was hired as museum director and has served in that capacity for 28 years.



A few of the museum's achievements that Peters considers high points of her 33 years include reaccreditation of the Santa Fe Trail Center by the American Association of Museums in 1985 and again in 2001 and the Rendezvous history seminars which she has been a part of since they were first developed by the former director and the museum's planning committee in 1980. Since 1984 she has been the coordinator of these biennial seminars, which have drawn attendees from as many as 15 states. Due to growing attendance in the early years, Fort Larned NHS and the Trail Association joined the Trail Center as co-sponsors with the three still working in joint cooperation today.

## 2012 OCTA 30th Anniversary Convention on August 6-11

The 2012 Oregon-California Trails Association annual convention under the theme of Trails, Tribes and Territories will be held at Lawrence, Kansas, August 6-11, with bus tours on August 6, 7, 9 and 11. Lawrence is just off I-70 about 25 miles west of greater Kansas City.

The tours and speakers will cover the four National Historic Trails in the area, including the Lewis and Clark, Santa Fe, Oregon and California Trails, plus Bleeding Kansas and Quantrell's Raid during the Civil War. Registration information can be found at [www.OCTA-Trails/Chapters/Trails Head](http://www.OCTA-Trails/Chapters/Trails Head).

## Mustang Ride Down the Santa Fe Trail Begins September 29

The Cimarron Sky-Dog Reserve, a non-profit, wild horse sanctuary based in Cerrillos and Watrous, New Mexico, plans a Mustang Trail Ride beginning from Bent's Fort in Southern Colorado on September 29, terminating at the Santa Fe Plaza on October 12. The ride is in celebration of New Mexico's Centennial and to bring attention to the historical contribution of the mustang as well as its precarious future. The Sanctuary is attempting to buy land that is slated for development around the current site.

For more information visit [www.cimarronskydog.org](http://www.cimarronskydog.org), call Jackie at 505-473-9598, write to Jackie Fleming, P O Box 583, Cerrillos, NM 87010 or e-mail [skydogjackie@rocketmail.com](mailto:skydogjackie@rocketmail.com)  
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## Young People and the Trail: Junior Wagon Master Program

by Chris Day

Do you like art, science, history, or nature?  
What about animals, wagons, and trail ruts?  
How about a day trip with your family to learn more about the Santa Fe Trail?

The new Junior Wagon Master program allows flexibility to see and interact with the trail at your family's limit of time. Interested students just complete a series of activities in a Junior Wagon Master booklet and receive a beautiful embroidered patch. The purpose of this project is to promote the preservation of the Santa Fe Trail by encouraging families to become more knowledgeable and actively study the trail's historic sites.



Each booklet is designed for specific age levels: Cavvy (primary grades K-2), Freightier (intermediate grades 3-5), Bullwhacker (middle school grades 6-8), and Scout (high school and beyond, 9+). Each booklet is approximately 100 pages and covers the entire Trail. Within each booklet the Trail is divided into four geographical areas: Eastern Terminus (Franklin to Gardner Junction), Central Portion (Gardner Junction to Dodge City), Cimarron (Dodge City south and west to Fort Union) and Mountain (Dodge City west and south to Fort Union) Routes, and Western Terminus (Pecos to Santa Fe). Participants who complete eight out of ten activities in each geographical section will be rewarded with a Junior Wagon Master patch specifically designed for that area. The ultimate goal would be for the person to receive all four patches.

The National Park Service will print the first run of booklets this spring, which will be available at selected museums and National Park sites along the Santa Fe Trail. These sites will not only distribute the booklets to interested travelers, but also check the activity answers and award the patches. The booklets will eventually be available on both the Santa Fe Trail Association and National Park websites.

What a great opportunity to travel down the Santa Fe Trail with your family. As you learn more about the trail, the Santa Fe Trail Association needs your help to protect the Trail. They're depending on you to become future Trail keepers.

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July 10 is the  
submission deadline for the  
August issue of Wagon Tracks

## Dearborn Wagons Featured at Bent's Fort Event

by Greg Holt

Park Ranger, Bent's Old Fort NHS, Colorado

A reproduction of an 1830s Dearborn wagon has found its rightful place as part of the interpretation of Santa Fe Trail history at Bent's Old Fort National Historic Site. The National Park Service contracted with Hansen Wheel and Wagon Company of Letcher, South Dakota to produce an 1830s Dearborn wagon, pronounced "Dearbern," that would be as historically accurate as possible. The park contacted hundreds of museums across the county in search for an original Dearborn wagon to be able to measure and use as a pattern, but none were found. That would have simplified the situation greatly. What was once a very common wagon was nowhere to be found. How could this have happened? Maybe this "station wagon" used by common people everywhere was worn out and used up. The best plow in the field usually gets worn out and used up. Or they simply were not unique or special enough to be put away in the shed. Shed space may have been thought best used in covering that horseless carriage.

Changes in design, materials, and construction during the course of its 80 years of production had to be considered. The early 1800s Dearborn transformed into the more mass-produced, steel spring, and iron-hubbed 1860s Dearborn. You can begin to see why confusion arose among the populace then and now over what a Dearborn wagon was like. To add to the confusion, each prospective buyer had his own specifications and cost in mind and each wagon shop had its own capabilities and access to materials. What could be more readily mass-produced in the city where access to materials and supplies was greater could result in something totally different than what could be produced in a back-country shop.

Encyclopedia accounts attribute the Dearborn design and name to General Henry Dearborn, but when and where this happened has not been found. The earliest account of a Dearborn was found in Captain Watson's diary from the book, *Travels in America 1771-1818*. It reads: "after taking dinner, we left Springfield for Northhampton in a small light wagon called a Dearborn which is drawn by one horse. It will take four people with ease, and tho not suspend'd on springs, the seats are so elastic being one angular piece of wood that the motion is not unpleasant." He was so impressed with it that he went on to make a "Plan of a Dearborn Waggon," pen and black ink over graphite drawing. It shows the design of what many people called the "pleasure wagon" of 1820 which had a "seat that rested on a knee - strips of hickory fastened to the bottom of the box." Pleasure wagons of the 1820s are on exhibit at the Hopewell Village National Historic Site in Pennsylvania and the Shelburn Museum in Burlington, Vermont.

The similarly designed Jersey wagon, which is commonly confused with the Dearborn, was in use in 1765 through most of the 1800s. Both had a box bed with a square canvas top and



Dearborn Wagon, built by Doug Hansen for Bent's Old Fort NHS. (Photo: Hansen)

roll down curtains. Both the Dearborn and Jersey wagons were used as merchant-provision wagons on the Santa Fe Trail by Colonel Marmaduke as early as 1824. He wrote that 80 merchants "employed pack mules, among the rest were owned twenty-five wheeled vehicles, of which one or two were stout road-wagons, two were carts, and the rest Dearborn carriages...." Josiah Gregg also wrote in 1831 they had fourteen road wagons "besides a carriage and a Jersey Wagon." Ceran St. Vrain used a Dearborn wagon in 1847 to travel with the Bent, St. Vrain and Company caravan from Missouri to Bent's Fort.

Dearborn wagons were custom built for a variety of uses and applications. The size varied depending on how it was to be used. If it was for six passengers with three seats, the bed would have to be at least nine feet in length. In 1838, Charles Hodge had one built with "easy springs" and made "large enough for my mattress." In Josiah Gregg's book *Commerce of the Prairies*, the woodcut "March of the Caravan" shows two Dearborn-type wagons, one in the lead and another in the middle of the caravan of Pittsburg wagons. The size of the bed appears to be at least nine feet in length. Their low-slung design indicates that the wagons had no springs. Dearborn wagons with springs made of wood, iron, and steel stood a foot taller, making them more likely to overturn on uneven terrain and "bottom out" with heavier loads. According to a Supreme Court Case involving a Dearborn wagon hitting a tree branch in 1892, "The height of an ordinary wagon was shown to be no more than 8 feet."

According to the Museum of Foreign Literature, a smaller version of Dearborn wagon was used for personal use and could be "reduced to a floatable size to float across the river." Missionary Marcus Whitman's party in 1836 rebuilt a Dearborn into a cart. The visionary wanted to drive it to the Oregon Territory to prove that a wagon could be used on what was to become the Oregon Trail. After many precarious river cross-

ings and side hill turnovers, parts of the wagon nearly reached its destination. Likewise, William Sublette tried to haul trade goods with ten wagons and two Dearborn wagons to the 1830 rendezvous at Wind River, but had much trouble. The next year he went back to using pack mules.

Dearborn wagons were pulled by one or two mules or horses depending on the terrain and trail. Wagons with wider wheels did not sink into the soil as far as conventional wheels, but pulled harder and wore out the animals quicker. A drop tongue allowed the pulling animals to step up a hill without stress on their backs. An early photograph taken at Fort Marcy in Santa Fe shows a Dearborn-type wagon in a shed with the tongue tied up off the ground.

Earlier Dearborn wagons had wood naves or hubs and wood axles. Wedge wheels, iron axles and hubs were available but not commonly used until the 1860s. Early wrought iron axles were forged by blacksmiths and, in the early years, difficult to make reliably. Wrought iron is hammered until the fibers of impurities are lined up in as straight a line as possible. The more they are lined up, the stronger the axle. The development of the Bessemer Process in the 1850s allowed for the production of steel and circumvented the problem associated with brittle iron.

During the event "Wagons Ho! Trail Transportation through Time" at Bent's Old Fort National Historic Site, I will continue with the story behind the reconstruction of the Dearborn Wagon. On May 12, we will have special presentations, living history demonstrations, wagon displays, wagon rides, book signings, educational booths, and children activities at Bent's Fort. On Sunday June 13, we will walk down the Santa Fe Trail in caravan and enjoy period music at the end of the trip. Local museums will provide special tours, an art exhibit, and Indian dance. You can get more information about the event at [www.nps.gov/bcol](http://www.nps.gov/bcol) or by calling 719-383-5023. ♦



*Hansen wheelwright, Tim Hoffman, cutting tenons onto the spokes of a new wheel. (Photo: Hansen)*

## Hansen Wheel & Wagon Shop Strives for Authenticity

*by Doug Hansen, Owner*

As you open the door to Hansen Wheel & Wagon Shop, the sounds are reminiscent of a bygone era when wagon shops provided the primary means of transportation. While many pieces of modern machinery have been implemented, the original hand-tools and an open forge can still be found in the shop. Furthermore, the hardships and long hours that the original craftsmen would have encountered daily to accurately document, pattern, and construct these vehicles are still very evident in our custom horse-drawn vehicle shop today.

Located on the bluffs of the James River near Mitchell, South Dakota, Hansen Wheel & Wagon Shop is a family owned business founded nearly 35 years ago by me, Doug Hansen. Our remote location on the Dakota plains has actually given us strength in our shop process structure. We draw upon the history and heritage of this area to provide the resources and experience of our skilled craftsmen. They-- the wheelwright, the blacksmith, the wainwright, the painter, and the trimmer-- perform all aspects of construction right here in our shop. Having all these artisans under one roof enables us to maintain full control of the level of authenticity that we strive to maintain.

I am often asked how I got started in this uncommon type of business, and my answer most often hinges upon the major influence of family. My grandfather was a mule-skinner with blacksmith experience, my mother a saddle-maker and horse-woman, and my father a rancher and farmer with a well-equipped shop. When my mother purchased at auction several buggies that required some wheel work, I discovered that the combined skills of my family provided me with all the resources necessary to fix up these buggies. My grandfather's mule driving skills and knowledge of wagons and blacksmithing, combined with my father's shop, and my passion and interest in old horse-drawn vehicles, made the perfect combination to give me the ability to tackle the project.

Growing up on the plains of South Dakota, I would hear stories and encounter some of the actual locations where wagon-ruts and historic figures had crossed our region -- often right outside my back door. As I became involved in restoring vehicles, my interest and passion continued to grow. However, through my research process, I found that there was actually very limited information available on the vehicles that transported all these people across the trails. With nowhere particular to go to find this information, I began a lifelong journey into investigating the crafts of the wheel and wainwright.

My real education in the field started with the actual restoration of these historic vehicles, such as my mother's buggies. Restoration is where I truly began to learn and study vehicle construction. In restoration projects, one must become intimate



with the fine details of the vehicles – the detailed joinery, the styling, as well as the technical aspects such as species of lumber, and fabrication methods to create the vehicle. Time and again we find ourselves examining iron pieces in order to discover the tracks that the blacksmith left behind in the forging process. Eventually we are able to dig away and discover the hidden design elements that made up the historic integrity of the vehicles which have enabled them to last for centuries.

When a new vehicle arrives in the shop for a restoration or replication, we go through an extensive process of preparation. We start by studying our archives of photos, construction notes, parts, patterns, and so on. Then, if possible, we investigate any original vehicles that we can use as comparisons to gain information about missing or altered components. Although often very time-consuming, this whole process helps us achieve the maximum authenticity of the project. On the replication side of things, we get called into situations where we don't have an actual vehicle, just a photograph or description, as is common with very early vehicles that are virtually nonexistent today. This type of work becomes quite a challenge. We have noticed in the work on these vehicles that there are definitely certain elements of design and mechanics that represent a vehicle's era. It is our experience in these fields that ultimately helps us to achieve the level of accuracy necessary to meet that objective.

Currently in the shop is a Yellowstone Park Tally-Ho touring coach owned by the city of Cozad, Nebraska. Upon our first examination of the coach we discovered that it is a genuine, authentic Abbot-Downing coach in quite good condition. However, we do note that through the years alterations have been made to the vehicle, and our years of experience enable us to make such analyses, recognize and then recreate missing or altered components. Not only is it a challenge to work on historic vehicles, but it is also rewarding to work on a vehicle that played such an important role in our country's past. This historic vehicle was likely one of the vehicles that gave Yellowstone Park visitors their first look at the natural wonders of Yellowstone Park.

Along with the Yellowstone coach, we're also currently constructing an all-new replica of a Henderson Mud wagon. What is interesting about doing replications such as this is the fact that this coach will be actively driven for reenactments and presentations. Not only are we taking steps to recreate a historically accurate vehicle, but we are extremely aware of the mechanical integrity that it will require for the hard use it will receive. In wheel construction, it is important to understand why the spoke has a particular design shape, and why it is necessary to use hickory to construct the wheel. In the body construction, we have learned that body panels are made out of yellow poplar to lower the center of gravity. Hickory is used for the light framing of the body. The pole is built from white ash because of its light, springy characteristics, and 13-ounce harness leather is used for the thorough braces. From the old masters that once built these vehicles, we have learned that the high stress point on a vehicle lies in the front hounds. We have

also learned to be mindful of the grain orientation when laying out the components on a plank, and the tightness of the grain in the lumber selected. Every detail is important, down to designing the shape of the hound to provide maximum strength while maintaining the most aesthetic lines. Each element has its own unique engineering characteristic that was so much a part of the vehicle's original design.

I have spent a lot of time in my travels researching and studying historic, horse-drawn vehicle collections. As a builder of these horse-drawn vehicles, I am very interested in gaining as much information as possible through analyzing them and making notes on the level of design, style, and craftsmanship that was implemented in construction by the original builder. The amount of historical information that an original, untouched vehicle contains is worth reams of documentation. From that original vehicle, I can get a full concept of the entire content of its design elements. I know in what style the upholstery was done, using what method, how it was decorated, and how the vehicle was painted. It really does give an in-depth look into the window of our past.

With this mindset, when a vehicle comes into our shop for some type of work, if it retains any historic integrity, we make recommendations and observations on how that vehicle can be conserved in its original condition. More so than any book or writing can describe, it is the preservation of this information that gives us the largest insight into the use of that vehicle as a key component in the daily lives of that society. After all these years of seeing thousands of vehicles and having the opportunity to work on many different types, it has only increased my passion; a passion not only for these vehicles, but also a deep appreciation for the craftsmen who built them, as well as the men and women who used these vehicles to achieve and meet their goals and aspirations. ♦



*Doug Hansen and several craftsmen taking a newly constructed, replica Concord stagecoach out for a test drive.*

## Santa Fe Freighters... The Search for Survivors

by David Sneed

*Wheels That Won The West® Archives*

Tall-sided, western freight wagons. Throughout the American West, they were truly giants on wheels. Evolving from the early Conestoga freighters traversing so much of the eastern U.S., these pioneering behemoths did more than carry ore, goods, and supplies. They helped open, grow, and sustain the American frontier while broadening the footprint and foundation of an emerging nation. With imposing physical statures, these commercial Goliaths dominated the western landscape. Many measured fourteen to sixteen feet in length with individual hauling capacities of 4 to 8 tons. Standing empty, they could easily weigh in at 3 ½ tons. It's a statistic comparable with a full-size, heavy duty pickup truck but with at least 3 to 4 times more payload capacity.

The rear wheels of these wood-carved creations could stand well over a man's head while the metal tires were often doubled in thickness to minimize worries of wear while also helping re-

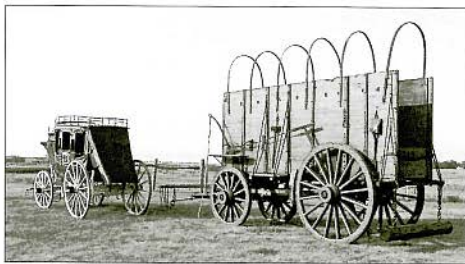
inforce the overall structure of the wheel. Tire widths could range considerably and generally fell anywhere between 2 to 8 inches.<sup>1</sup> It was a factor typically determined more by the terrain and ground condition than anything else.<sup>2</sup> The mammoth frameworks were built by an almost countless parade of makers, many

positioned near the Mississippi and Missouri rivers since these areas were pivotal transportation centers helping feed and grow virtually all parts west. All in all, this was a transportation empire like no other and competition within it was not for the faint of heart nor light in financial backing.

To get an idea of the size of the industry and a sense of the competitive risks, one need go no further than primary source accounts of the day. One such report took place in October of 1887. Addressing the 15th Annual Convention of the Carriage Builder's National Association (which included wagon makers as well), Clement Studebaker, the President of Studebaker Bros. Manufacturing Company, quoted from statistics indicating there were 80,000 horse-drawn vehicle manufacturers in the U.S. at that time.<sup>3</sup> Fifteen years later, the numbers had dramatically declined but turn of the century directories still listed nearly 40,000 makers and repairers of horse-drawn vehicles.<sup>4</sup> It's a surprising number that does not include an equally impressive count of related supplier industries. During a time when hard work and sheer grit could conquer the biggest mountains, clearly this industry was massive and built on a scale to make things happen.



(Photo: David Sneed, *Wheels That Won The West® Archives*)



*Reinforcing its mammoth size, this 1890's tall-sided freighter significantly dwarfs a full-size Concord Coach.*  
(Photo: Doug Hansen, Hansen Wheel & Wagon Shop)

Early catalogs from well known makers like Fish Bros., Studebaker, Peter Schuttler, La Belle, Mitchell, Weber, Kansas, Jackson and others provide valuable details on standard freight wagon designs as well as notations regarding custom work available.<sup>5</sup> While pre-Civil War wagon literature is extremely rare, by the late 1860s printing became more affordable and available to businesses. As a result, the larger firms, in particular, began to produce a steady supply of promotional materials and advertisements. No longer was it left to word of mouth and simple newspaper text to reinforce individual brand preference and desirability. Elaborate wood cuts and full color illustrations of notable wagon brands seized the legacy and lure of the West as part of an almost unending barrage of promotional campaigns. Numerous journals and newspaper accounts reinforced this presence with regular reports of extensive wagon movement west.

Progress, though, is never content to rest on its laurels and, even with all of their historical importance to commerce, the ebb and flow of animal-drawn freighters significantly waned as the 20th century arrived. The benefits of improved infrastructures and expanded railroad service along with the increasing acceptance of motor trucks and faster delivery time expectations all played a role in bringing this part of American history to an end. So, with the thousands of freight wagons built, where are all of these rolling legions parked today? To be sure, there are a limited number of them scattered among individual museums and government entities as well as a few corporate and private collections. However, as these stand in silent tribute to the hand-built transports that built a nation, the vast majority appear to be forever lost. Victims of use, abuse, neglect and a bygone era, the small sampling of survivors makes for a legacy that is, at best, incomplete and highly susceptible to supposition and generalizations.

Ultimately, it's a loss of American history so drastic that Mark Gardner in his well-written book, *Wagons for the Santa Fe Trade*, laments the disappearance of these icons of the West. In fact, it's his belief that not one of the freighters that traveled the Santa Fe Trail is still in existence. It is quite possible

that he is correct. In spite of the fact that there were thousands upon thousands of these wagons, locating and authenticating potential Santa Fe freight wagon survivors is difficult. A good case in point lays with one of the most notable freight wagon builders in 19th century America. Joseph Murphy was an Irish immigrant to the United States who dated the beginning of his wagon-making business to 1825. His company is among the oldest major wagon manufacturers to survive into the 20th century.<sup>6</sup> Positioned in the gateway city of St. Louis, his staunch commitment to quality firmly established him as a reputable maker with desirable products. So strong was his following that, according to the recollections of one mid-1800s freight hauler, more Murphy freight wagons were used on the plains than either the legendary Studebaker or Espenheid brands.<sup>7</sup>

When it comes to traffic on the Santa Fe Trail, the Murphy name again plays a dominant role. Here, though, the complete legacy has yet to be conclusively substantiated. Nonetheless, the story has been repeatedly told of how, in 1839, an excessive tax on freight wagons hauling goods into New Mexico resulted in Mr. Murphy building even more massively-proportioned wagons. The intent was deliberately aimed at increasing the amount of goods per load and thus helping reduce the oppressive tax burden on freighters trading in Santa Fe. While evidence of this feat seems to primarily reside in a single account by Joseph Murphy's son, Anselm, it is clear that American freighters did not appreciate the added tax and did resort to a number of alternative means to avoid it.<sup>8</sup> Even with the cloudy claims of super-sized Murphy wagons, the reality is that Mr. Murphy is one of the – if not the – best known wagon makers with history tied to the Santa Fe Trail. During his career, he is purported to have built in the neighborhood of 200,000 wagons.<sup>9</sup> Incredibly, while speculation has occasionally promoted Murphy as a possible maker for a particular wagon, no wood-wheeled vehicle has ever been genuinely authenticated as a true, documentable Murphy wagon. Is it possible that like so many Santa Fe freight wagons, every one of the Murphy wagons has also disappeared? Perhaps more than a question, the thought is also a challenge. A challenge to grow our involvement, dig for details and answer the call to reclaim history while there may yet be time.

From the outset of any search for antiquities, it's easy to view the passage of years as too much of an obstacle to overcome. The truth is that it's never too late to make a difference. Case in point – After searching for more than a decade for items related to Mr. Murphy, several years ago I was fortunate to uncover more than a dozen original 19th century letters from the St. Louis firm – four of them in the pen of the elder craftsman himself! They contain vital information on wood specifications and have helped confirm the reputation Murphy had earned for quality and craftsmanship. Further, the information provides clear evidence that someday may help lead to identification of a surviving Murphy wagon. In like manner, a little over a year ago, our never-ending search for early wagons led us to an 1878 Studebaker wagon – with a large amount of original paint still intact! It is one of 19,000 built that year and is likely

the earliest production-built Studebaker wagon located to date.<sup>10</sup> There are numerous other finds that could be shared but, the point of these brief accounts is to serve as a reminder that, even though we live in the 21st century, it is still possible to locate previously lost 19th century icons and artifacts. Like any worthy project, it takes plenty of effort, patience, and unwavering dedication. Without question, the pieces to this puzzle do not readily present themselves for a quick, easy fit.

When it comes to helping locate and preserve these early vehicles, it typically takes the presence of at least two specific elements for a wagon to be looked upon as a worthy element of history. First, there needs to be some type of objectively supportable provenance which gives the vehicle an identity. Second, that distinctiveness or personality must be recognized or placed in such a position to be appreciated for its significance. Absent a documented identity, too many wood-wheeled vehicles have been overlooked, discarded, forgotten, and allowed to fade into oblivion. So, how does one uncover a vintage wagon's heritage? It begins with the pursuit of as much personal history as can be obtained and attached to the vehicle. Who owned it? Where was it used? When was it built? What type of wagon is it? Anything that adds to the background of a piece is valuable.

An equally important part of defining a vehicle's character is the discovery of the maker. That said, brand identifiers can be difficult to uncover for a number of reasons. Chief among them is the challenge of determining distinctions between the vast numbers of makers – many small and relatively unknown – who had a hand in building heavy wagons. Other barriers include the likelihood that most all paint that might include a name or stripe design is gone. Complicating the matter further is the real possibility that quite a few of the original parts of the work vehicle may have been replaced due to heavy wear and breakage over the years. With all of this in mind, generally speaking, there are three areas that should be carefully evaluated and catalogued. A vintage wagon is generally comprised of paint, wood and metal. Each of these areas stands the potential for holding obscure but important maker clues, patent information, construction timeframes and other distinguishing features.<sup>11</sup>



*Early wagon makers often used elaborate, hand-painted striping to help draw attention to their products. This image showcases a portion of the recently discovered 1878 Studebaker wagon. (Photo: David Steed, Wheels That Won The West® Archives)*

At the same time an identity is being investigated, authentication of originality levels with notations of period and non-period repairs, non-appropriate additions and other deviations should be compared with pertinent and objective primary source materials. Elsewhere, it's important to take note of transitory pieces. These are wagon elements that often become

*continued on page 12*

: Wagon Tracks, Volume 26, Issue 3 (May, 2012)

# Rendezvous 2012, September 20-22 Schedule Announced

This year's theme, "Santa Fe Trail Characters – Rendezvous on the Road" will bring to life historical characters from the Trail's history. Sponsored by three co-organizations – the Santa Fe Trail Center, Fort Larned National Historic Site, and the Santa Fe Trail Association – the event will take place in Larned, Kansas.

The Kansas Humanities Council will provide the principal funding for this program, granting \$8,820, which will be used to cover honoraria, travel and per diem for speakers, facilities rental, and promotion of the Rendezvous seminar. The National Trails System-Intermountain Region of the National Park Service will also provide assistance for the 2012 Rendezvous. We are appreciative of the support from the Kansas Humanities Council and the National Park Service.

Following is the schedule of events. Come join us in Larned, Kansas and meet legendary characters from the Trail's history!

## SCHEDULE OF EVENTS

### Thursday, September 20

- 8:00 a.m. SFTA Board Meeting at Santa Fe Trail Center (SFTC) (open to the public)
- 2:00 - 6:00 p.m. Rendezvous Registration at Santa Fe Trail Center
- 5:30 p.m. Opening Event at SFTC: Dedication of Kaw marker, dinner, and program  
Speaker: Lonnie Burnett, Kaw Tribal Council Member  
Topic: "Kaw Nation and the Santa Fe Trail"

### Friday, September 21

- 7:30 a.m. - 1:00 p.m. Registration at Larned Community Center
- 8:00 - 8:15 a.m. Welcome and Introductions at the Larned Community Center
- 8:15 - 8:30 a.m. Introduction to Theme - Dr. Joyce Thierer
- 8:30 - 9:15 a.m. Speaker: Allan Wheeler  
Topic: "The Life of William Becknell-Founder of the Santa Fe Trail"  
(1st Person Portrayal)
- 9:15 - 10:00 a.m. Speaker: Dr. Ann Birney  
Topic: Julia Archibald Holmes (1st Person Portrayal)
- 10:00 - 10:30 a.m. Coffee Break
- 10:30 - 11:15 a.m. Speaker: Dr. David A. Sandoval  
Topic: "Pedro Sandoval, In Defense of the Empire" (1st Person Portrayal)
- 11:15 - 11:45 a.m. Panel Session with the three morning speakers -Dr. Joyce Thierer, Facilitator
- 11:45 - 1:15 p.m. Lunch at Community Center and SFTA Membership Meeting
- 1:15 p.m. Depart for "On the Road" Presentations
- 1:45 - 5:15 p.m. Rendezvous 2012 continues at Pawnee Rock State Historic Site  
Speaker: Steve Brosemer  
Topic: Frederick Hawn, Deputy Surveyor for the General Land Office (1st Person Portrayal)  
Speaker: John Carson  
Topic: Kit Carson (1st Person Portrayal)  
Speaker: Inez Ross  
Topic: Marion Sloan Russell (1st Person Portrayal)
- Refreshment Break Portable Restrooms Available
- 5:15 p.m. Return to Larned Community Center
- 6:30 p.m. Dinner, Program and SFTA Hall of Fame Inductions and SFTA Awards at Community Center  
Speaker: Gary L. Hicks  
Topic: Alexander Majors (1st Person Portrayal)

There will be SFT-era characters at the dinner, dressed in period costume, seated among the audience.

### Saturday, September 22

- 7:30 a.m. - 1:00 p.m. Registration at Larned Community Center
- 8:00 - 8:15 a.m. Welcome and Introductions at the Larned Community Center



*Allan Wheeler as  
William Becknell*

- 8:15 - 9:00 a.m. Speaker: Dr. Hal Jackson  
Topic: "James Kirker: Hero and Villain"
- 9:00 - 9:45 a.m. Speaker: Dorothy Smoker  
Topic: "Luz, The Land and Those Who Crossed It"  
(1st Person Portrayal of Maria de la Luz Beaubien Maxwell)
- 9:45 - 10:15 a.m. Coffee Break
- 10:15- 11:00 a.m. Speaker: Mark Berry  
Topic: "On the Trail with J.B. Hickok" (1st Person Portrayal)
- 11:00 - 11:30 a.m. Panel session with three morning speakers
- 11:30 Depart for lunch at Fort Larned National Historic Site
- 11:45 - 12:45 p.m. Lunch at Fort Larned NHS
- 1:00 p.m. Depart from Fort Larned NHS for "On the Road" Presentations
- 1:45 p.m. Rendezvous continues at Cheyenne & Sioux Indian Village Site  
Speaker: Dr. Leo Oliva  
Topic: "The Hancock Expedition of 1867 and the Cheyenne and Sioux Village on Pawnee Fork"  
Speaker: Louis Kraft  
Topic: "Ned Wynkoop's Fight to Save the Cheyenne-Lakota Village on the Pawnee Fork"
- Refreshment Break, Portable Restrooms Available
- 4:00 p.m. Depart for Fort Larned NHS  
Enjoy the rest of your afternoon at Fort Larned NHS
- 6:00 p.m. Retreat Ceremony, Fort Larned NHS
- 6:15 p.m. Dinner and Program in Quartermaster Storehouse  
Speaker: Dr. Durwood Ball  
Topic: Edwin Vose Sumner, Frontier Army Officer

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### Freighters, cont from page 10

separated from the vehicle and have the potential of being discovered almost anywhere. Examples include drag shoes, lock chains, feed boxes, brake parts, box rods, reach bands/plates, heavy strap iron bracing, and other hardware. While not necessarily traceable to a particular wagon brand or trail, the design and makeup of these parts can often be associated with certain wagon types as well as add depth to the interpretation of individual wagon features and functions.

The search for early freighting survivors of the West... It's a mission full of prospects to preserve a legacy that's as large as the making of America. For roughly three quarters of a century, these massive western machines tackled some of the most torturous terrain and historical pursuits ever attempted on four wheels. Regrettably, the vehicles today are sometimes viewed as insignificant relics tied to an irrelevant past. But, up close, their daunting size, intricate construction, and individual history take on a power and presence worthy of notice. Stirring awe and imagination, they're a reminder of not only an undaunted pioneering spirit but the vision of a free people to embrace real opportunity and pursue their greatest dreams.

### END NOTES

<sup>1</sup> Twelve inch wheels are mentioned in some early accounts related to eastern turnpike tolls. However, most promotional literature from noted wagon makers (1870-1890's) generally offer tire widths for freight wagons in the two to four inch categories. Western freight wagons such as the legendary "20 Mule Team" borax wagons are known to have employed eight inch tires for the softer terrain they traveled.

<sup>2</sup> John J. Thomas, *Farm Implements*, (New York:

Harper & Brothers, 1855), 109-110.

<sup>3</sup> *American Carriage Directory*, (New Haven: Price, Lee & Co., 1888), 23.

<sup>4</sup> *American Carriage and Wagon Directory* (New Haven: Price, Lee & Co., 1904), 30.

<sup>5</sup> Wheels That Won The West® Archives; Author's extensive collection of early wagon literature covering virtually every major brand and numerous smaller makers.

<sup>6</sup> Wheels That Won The West® archive literature collections.

<sup>7</sup> "Overland Freighting from Nebraska City," *Proceedings and Collections*, Nebraska State Historical Society, ser. 2 (Lincoln, Nebraska, 1902), V, p. 281 (written for the annual meeting of the Nebraska State Historical Society. January 10, 1900 by D.P. Rolfe)

<sup>8</sup> R.L. Duffus, *The Santa Fe Trail*, (New York: Longmans, Green and Co., 1930), 110.

<sup>9</sup> Mark L. Gardner, *Wagons for the Santa Fe Trade*, 2000. Also, see James Cox, *Old and New St. Louis*, 1894.

<sup>10</sup> The National Studebaker Museum in South Bend has an 1876 wagon but it was not a production vehicle built for the masses. Rather, it was a "show" wagon for the Centennial Exposition of that year.

<sup>11</sup> David Sneed, *Hidden Truths – An Introductory Guide to Identifying Vintage Farm Wagon Brands*, Farm Collector, (April 2009)

David Sneed is a speaker, writer, collector, and historian of America's early horse-drawn transportation industry. His focus is on the period wagons and coaches that helped build and sustain so much of the American West. His website is located at [www.wheelsthatwonthewest.com](http://www.wheelsthatwonthewest.com) His weekly updated blog can be viewed at <http://wheelsthatwonthewest.blogspot.com/> ♦

## Diary of Levi Edmonds, Sr.

### 3rd Lieutenant, Co. A., 1st Regiment, Illinois Volunteers, A.D. 1847 to 1848

*Transcribed and interpreted by Mary White and Mary Kate Rogers, Final July 2011. Copy acquired from Cornell University, Division of Rare and Manuscript Collections December 2006*

*This diary has been transcribed and interpreted to the best of my ability and may contain errors due to illegibility of handwriting and/or poor quality of materials. tep*

#### Memorandum

Levi Edmos [Edmonds] 3d Lieut in Co A. 1st Reg. Ill Vol. A.D. 1847 to 1848.

Left Alton June 19th 1847 on board the [Hatia] bound to Fort Leavenworth.

June 20th

This day being the Sabbath, it passed off strangely to some of us [landsmen]. Passed Harmond.

June 21

Passed the mouth of the Osage and came to Jefferson City.

June 22

Landed at Bonville & Arrow rock

June 23

Passed Glasgow and still make slow progress up the rapid current of the Mo. 12 of our men are taken down sick with the measles.

June 24

This day at 8 o'clock A.M. we lost the first man of our company. Jubilee Posey died on the river and was buried at Lexington, Mo. While the boat was unloading freight, the funeral procession decently buried the departed soldier and listened to a funeral discourse from a M.E. Devine from these words Be ye also ready for ye know not the day nor the hour when Son of Man cometh.

June 25

Find ourselves at Richfield 70 miles from Fort Leavenworth. At 12 o'clock at night landed at the Fort.

June 26

The company were tumbled into an old ball alley being all the quarters could be had. Found the fort a handsome place commanded by Col. Wharton.

June 27

This day Oliver Morton died with measles, which disease still rages among us.

June 29

Seventeen of our men are now sick in camp and [four] in the hospital. Nothing passed worth notice until July 4<sup>th</sup> when we had a parade of the Regiment, fired a National Salute, L.E.

July 7

Left quarters and moved into tents out on the green.

July 11

This day Elias [Elijah] Allen died and was buried at this place in the usual custom with military honors.

July 14

This day called to mourn the loss of another soldier, Geo. Petia [Petree] died with a fever.

July 15

The morning clear and pleasant. Broke up camp and at 12 o'clock started for Santa Fe New Mexico. [Drove] led five miles and camped much fatigued with dust and heat.

Remarks

Our train consisted of 4 companies viz. Bond, Niles, [Kimmon], and Hampton Commanded by Maj. Donaldson. We had in train 60 wagons and 1000 head of cattle to impede our progress and retard our march. One division had gone on before us of 3 companies viz. Hood, Cunninghams, and Turners commanded by Col. Boyakins. We left behind one division of com. viz. Kinney's, Reed's, and Moses, commanded by Col. Newby.

July 16

Marched 15 miles and camped at Gum Spring.

July 17

Came 11 miles today and camped at a fine spring in an Indian village. This day passed several Indian farms and a good country of land. Crossed the Arkansas or [Kaw] river which is a large shallow stream, muddy like the Mo.

July 18

The morning fair and pleasant. Shot at targets and during the day came 15 miles and camped at [dragoon] Creek.

July 19

Had a shower of rain. Marched 18 miles and camped at an Indian village 70 miles from the fort.

July 20

Made 15 miles. Camped at Black Oak Grove. At midnight when all were wrapped in sleep, the sentinels fired their guns and gave the cry of Indians! Indians! The effect was laughable. Every man seized his gun, some half dressed, and marched out

when we ascertained it was a false alarm. But it gave amusement for several days.

July 12

Came 3 miles and camped at Willow Spring where we stopped until the morning of the 23<sup>rd</sup> for the purpose of giving the men a chance to [wash] and drier [dry] clothing. Here one company of Mo. [Dragoons] passed us.

July 23

Marched 18 miles. Camped at a creek called [710] Mile Creek. Here we had the misfortune to lose Capt Niles where he was buried on the 24th. Lay camped all day, then struck tents, marched 8 miles, and camped at Sercher's Creek.

July 25

Came 16 miles, camped at Beaver Creek. Here we had one of the most terrible storms that ever poured upon the Earth with an incessant roar of thunder and flashing of lightning. The tents leaked and all got wet to the skin.

July 26

The morning clear and pleasant. Marched 10 miles and camped at Little John Creek.

July 27

Came 12 miles and camped at Council Grove where we lay until the 30th. The Grove is a handsome place, has a fine stream of water running through it and beautiful prairie around. Here there lives a few Indians and a trader. We were visited by the Sack [Sac or Sauk] and Fox Indians, among them, the old Chief Redhawk, all were going out on a buffalo hunt.

July 30

Struck tents and pursued our way over the plain. This day we were overtaken by the rear division of our reg. Came 8 miles and pitched tents at a fine spring of water.

July 31

Marched 8 miles and camped at Diamond Spring, one of the best springs on the road.

August 1

Came 16 miles and camped at Lost Spring. This day the rear division went past us but we overtook them at night. This night all nature around us was drenched in a most horrible storm and amidst the roar of thunder, the cattle took a stampede, broke the corral, and smashed six wagons.

August 2

Lay by this day repairing. The rear division left us and we saw them no more till we got to Santa Fe.

August 3

Marched 15 miles and pitched tents at Cotton Wood Creek.

August 4

Marched 18 miles and camped at Dusky [Turkey] Creek, 15 miles from woods.

August 5

Came 15 miles. Camped at Little Turkey Creek. No wood.

August 6

Camped at Cow Creek.

August 7

Came 13 miles and camped at Walnut Creek. This day passed the bend of the [Arkansas]. This creek is a handsome stream being full of fish. Here we staid one day and had a fine time in hunting buffalo. At night abundance of game and fish was brought into camp. Here a body of hunters found a body of hostile Indians but they retired after recognizing our strength.

August 8

Came 15 miles and stopped at Plum [butes].

August 11

Came 16 miles. Camped at Pawnee Rock.

August 12

Came 12 miles and camped at Pawnee Fork which is a good stream of water.

August 13

Came about 3 miles and camped on the Big Arkansas and which is a large shallow stream, muddy water with no or little timber on its banks. This day had a very heavy hail storm.

August 14

Kept up the river all day. Saw plenty of buffalo and at night camped on the bank.

August 15

Came to the Honey Springs.

August 16

Came to the river and camped 4 miles from [Mans] fort.

August 17

Came 11 miles and camped on the river again.

August 18

Came 8 miles and camped on the banks of the river at Arkansas crossing. Game today abundant, see buffalo in droves of thousands. At Arkansas Crossing we met a company of 6 [th] year soldiers returning to their homes. This day Lewis Hebiner [Louis Hebener] died.

August 19

We lay by on this day, filled the wagons with woods – buried the dead – sent out hunters L.E. Here Stephenson got lost and was supposed to have been killed by the Indians.

August 20

Crossed the river and came 8 miles. Called [Cane] camp  
ground. Water scarce and not a stick of timber to be seen.

August 21

Came 20 miles and camped at some hole of water. The country through here for 130 miles is low, flat, and barren, having but little vegetation and all the water to be found is in holes or hollows where the buffalo wallow and tramp till they hold water.

August 22, 23, 24

Made slow progress over the plain. Find no wood yet. On the 24, [nooned] at Salt Creek Ammons [Felix Ammons] killed a buffalo cow and I packed a piece into camp. At night camped at the Semirone [Cimarron, on Santa Fe Trail] Spring.

August 25

Laid over and had a buffalo hunt and rare sport. This day I killed the first buffalo of my prairie hunting.

August 26

Came 18 miles and camped on the waters of the Semirone [Cimarron] No. Spring.

August 27

Came 18 miles and camped at the Middle Spring.

August 28

Came 14 miles and camped at Camp [Gronsa].

August 29

Came 14 miles and camped at Willow Bar Spring. Found no wood from this to big Arkansas. Here we had a stormy night. The wind blew down the tents and as fast as put up, the pins would draw from the sand and again leave us exposed to the blast.

August 30

Came 18 miles and camped at the upper Semirone [Cimarron] Spring. This day found wood, plums, wild currants, grapes, and choke cherries.

August 31

Came 21 miles and camped at Cedar Spring. Passed Cold Spring the same day.

September 1

Marched 10 miles and camped at McNees Creek.

September 2

Made 11 miles. Stopped at Cotton Spring.

September 3

Came 12 miles and stopped at Rabbitteer [Rabbit Ears] Creek.

September 4

Came 18 miles and stopped at Rock Creek.

September 5

Came 15 miles and stopped at Rocky Point.

September 6

Came 18 miles and camped at what is called Camp Water. Came in full view of the Rocky Mountains.

September 7

Came 18 miles and camped at Camp Water.

September 8

Came 18 miles and camped at 3rd Camp Water.

September 9

Came 17 miles and camped at the Wagon Mound. Crossed Red River same day.

September 10

Came 11 miles and camped at no regular camp ground.

September 11

Came 12 miles and camped in a notch of the Rocky Mountains 2 miles west of [Veges] the first Spanish town. Our camp today is the handsomest we have seen on the road. It is surrounded by high mountains, beautiful valleys and pine forest. Here we rested one day and viewed the Spanish country, giving our teams a chance to rest. Veges, like all the Mexican buildings is made of unburned brick about 16 inches long and 8 wide, the houses being one story and having a square or flat roof.

September 13

Came 9 miles and camped at [Vookawlotta].

September 15

Came 15 miles and camped at San Migell [San Miguel].

September 16

Came 12 miles and camped at Gusano.

September 17

Came 12 miles and camped at the ancient City of Pacus, now in ruins. It was formerly the residents [residence] of the Indian King, Montezuma.

[September 18 – date appears marked out]

Came 10 miles and camped at the mountain pass.

September 18

Came 5 miles and camped at Rock Corral.

September 19

Came 5 miles and camped on the hill above the City of San [Tuite] together with the whole regiment, being 67 days on the road sometimes without wood and little water. Having traveled afoot a distance of about 900 miles on a good road over one of the poorest countries in North America. The first two hundred miles west of the fort may in time be settled by white men, but the remainder on to the Rocky Mountains is a barren, bleak,



and dreary waste without timber except a little on the banks of the streams, in short it is only fit for the wild beasts and savages that roam over it.

October 4

Struck tents and pitched them on the parade ground in the City of Santa Fe.

October 10

Remained in camp. The weather began to be cold and windy. Many of the soldiers took sick and some quite dangerous.

October 15

Sickness still prevails, about 20 of our company are now sick.

October 24

Half of our regiment started this day for the south with the intention of going to Chihuahua, but their cattle gave out and they only got 160 miles from here. Left 5 companies of Ill. Reg. and one company of artillery from St. Louis commanded by Capt. [Giles].

November 4

Our company removed into comfortable quarters.

November 10

I was taken sick with the fever which kept me confined to my room several days.

November 30

All remains peaceable and quiet in Santa Fe. Nothing takes place worthy of note except that some of the soldiers sometimes carry their license of devilry too far and get popped into the Guard House, and occasionally some Spanish are detected in theft.

December 3

The weather here at present is mild, warm, and pleasant.

December 15

Gen. Price arrives here from the U.S. and brings mail which is hailed with much joy and satisfaction by the soldiers.

December 16

Col. Newby from this date commences the drilling of the regiment.

December 25

This being Christmas day it passed off dry and dull. The soldiers dined on bread and blue mutton so poor that it would scarcely make glue. And many a boy wished himself under his parental roof.

January 1, 1848

The New Year came in with a snow storm and cold north wind, yet today we had a drill and a general review of the battalion by the Gen. and staff.

January 8

This day had an extra touch of parade and firing a national salute in honor of Jackson's victory. During the exercises of one of the artillery, a man accidentally got his arm shot off while loading a canon.

The month passed off pleasantly by having a drill and dress parade every day.

January 25

The other half of our reg. all return from the south. The health of the soldiers at this time is quite good.

February 1

Some of the soldiers are now beginning to take the Scurvy.

February 5

Two companies are ordered to Veges to garrison that place which are Hooks and Hampton.

February 8

Gen. Price left Santa Fe with his staff bound to El Passo, taking with him 4 companies of Mo. Dragoons.

February 9

This day our company together with the Marion & Madison Co. left Santa Fe bound to Albuquerque, a distance of 65 miles, for the purpose garrisoning that place. Came 5 miles and camped at Ouar freea [Agua Fria] which means Cold Water, but instead of finding good water, we used out of a goose pond.

February 10

Started in a South East direction. Came 20 miles and camped at Salt Creek in a very deep valley between the mountains.

February 11

Made 15 miles and camped at San Phillippe on the banks of the Reo [Rio] Grande. The famous river upon whose banks so many battles have been fought and so many victories won.

February 12

Came down stream today 12 miles and camped at Bernerlea. Passed some farms and some good vineyards.

February 13

Came 16 miles and camped at the fort of Albuquerque Mountain.

February 14

Arrived at Albuquerque after a march of 6 miles. Find it a small filthy town, 1/2 miles from the river and 20 miles from wood. The quarters anything but comfortable and convenient. This day got mail from U.S.

Col. Boykin [Boyakins] commands our division here and we drill every day. The remainder of the month passed off pleasantly with the exception of much sickness among the boys. Some

have the Scurvy and others the diarrhea and fever. During the past month, our camp has been called to mourn the loss of 8 noble comrades and brother soldiers from our own Co. Notes at the end of diary [This writing appears different than in the first part of the book and may have been used as someone's notebook at a later date]

Worked for [M E Young] the 15 also the 17 of July. [Actin] to work by the week for [M E Young] July 21, 1879 for one dollar per week, last the 14 of August, also the 15 half of the day, last the 30, also 31, also the first and second days of September, last half day third of September, last [of] the 6, 7, and 8, left November the 9.

[Page is upside down]  
Laudnum 2 oz  
Oil of Sasafras 2 oz.  
Turpentine 2 oz  
Alcohol 2 oz  
Beef Gall 2 oz to be well shaken and used 3 or 4 times a day and keep the parts wrapped in flannel.  
[Green of Ligruscoita] 1 oz to be put in a pint of whiskey Dose one teaspoon full 3 times a day.  
[Not Levi's writing]

Matilda Myers books [commenced] work for Youngs [Gr??] the first day the second time in 1879 at 73 cents per week.

[Torn page, looks like Levi's handwriting listing officers and staff of Co.?)

[Torn page, first word is Capt., Levi's writing, again, listing officers and staff of Co.?)

[Next page, still Levi's writing]

Co E  
Capt. Geo. W. Hook  
1 Lieut Wm H. Snyder  
2 " Enoch Luckey  
3 " John F. [Danelon]

Co F  
Capt. Tho B Kinney  
1st Lieut [Murray V. Yoda]  
2 " Richard N. Hamilton  
3 " James M. Hunt

Co G  
Capt Henry J. Reed  
1st Riley Madison  
2 " James [Geby]  
3 " S Lundrey

Co H  
Capt Ja. Hampton  
1st James I. [Rovost]  
2 John A. Logon  
3 James Willis

Co J  
Capt John H. Adams  
1st Lieut Aaron D. [Goodson]  
2 " Tho. McDowell  
3 " Lieut [Brott]

Co K  
Capt [H Regman]  
1st M. I. Bostick  
3 " C. Hicks

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Discharged [1 Comparison with Names on Report of AG of State of Illinois]  
1. Jesse Ballard [Jul 24, 1847; disability, Ft. Leavenworth]  
2. Andrew Briggs [Jun 10, 1848; disability, Las Vegas, N.M.]  
3. Jefferson Huey [Left sick Jul 13, 1847]  
4. Charles Lona [Jul 24, 1846, disability]  
5. Nathaniel Daughtery [Dougherty] [Jul 13, 1847; disability, Albuquerque, N.M.]  
6. Bennet Schonnewuler [Bernard Schonefeld] [Jul 24, 1947; disability, Ft. Leavenworth]  
7. John P. [Fought] [20 ?? March]  
8. William Gibson 10 April 1848 [disability]

List of Co A from Clinton County, Ill. [1 Comparison with Names on Report of AG of State of Illinois]  
Non Com Officers  
1st [Serj or Cearles] Charles W. Abbott  
2 " John W. Story [Died at Point of Rocks, Aug. 26 1848, enroute to Santa Fe]  
3 " Madison Hull [James M.] [Died at Albuquerque, N.M., Apr. 23, 1848]  
4th W. Willcock(s) [First Sergeant]

Corporals [1 Comparison with Names on Report of AG of State of Illinois]  
Jabez [John] H. Posey [Left sick at Ft. Leavenworth, Jul 15, 1847; not heard from, supposed to have died]  
2. Squire I.[S.] Todd [Died at Albuquerque, N.M., Feb 24, 1848]  
3. Wm [William] White  
4. Tho. [Thomas] Miles

Musicians [1 Comparison with Names on Report of AG of State of Illinois]  
Drummer Morrison L. O'Hornett [M.I. O'Harnett] [Appointed from Drummer, Oct. 1]  
Fifer Jese Kirkhom [Jesse Kirkham]

Rivales [1 Comparison with Report of AG of State of Illinois]  
1. Afflick, John M.  
2. Allen, Elias [Elijah] [Died at Ft. Leavenworth, Jul 10, 1847]  
3. Ammons, Felix [Died at Santa Fe, N.M., Oct 9, 1847]  
4. Anderson, Elijah

5. Briggs, Arabia [Discharged Jun 18, 1846; disability, Las Vegas, N.M.]
6. Buck, Andrew [Died at Santa Fe, N.M., Mar 1, 1848]
7. Ballard, Jesse [Discharged Jul 24, 1847; disability, Ft. Leavenworth]
8. Ballard, Henry [Left sick at Ft. Leavenworth, Jul 15 1847; not heard of since, supposed to have drowned.]
9. Bellardy, Melcher
10. Briggs, Andrew [Discharged Jul 13, 1847; disability, Ft. Leavenworth]
11. Boles [Bowles], Tho. [Thomas] [Sick in hospital at Alton, from Oct. 4]
12. Clark, Jay M. [James M.]
13. Clark, Tho. [Thomas]
14. Cox, Theodore, R. [Left sick Jul 15, 1847 at Ft. Leavenworth; not heard from since, supposedly died]
15. Dunlap, James M. [H.] [Died at Albuquerque, N.M. Apr 10, 1848 (Apr 4)]
16. Daughtery [Dougherty], Nathaniel [Discharged Jul 13, 1847; disability, Albuquerque, N.M.]
17. Duncan, James
18. Datermin [Determann], Joseph
19. Ensley, William [Died at Santa Fe, N.M., Nov 3 1847]
20. Essington [Enington], James [Sick in hospital at Alton, from Oct 4]
21. Fisher, David
22. [Fogt], John P.
23. Finley [Findley], Preston [Died at Albuquerque, N.M., Apr 10, 1848]
24. Gullick, John M. [Died at San Miguel, Aug 11, 1848]
25. Grear [Greer], Wm.
26. Guthouse [Greathouse], C.H. [Christopher H.] [Detached as hospital steward, Oct 28, 1848]
27. Gibson, Wm [Discharged Apr 10, 1848; disability]
28. Gordon, Joseph
29. Huey, Joseph M. [Died at Albuquerque, N.M., Mar 8, 1848]
30. Huey, James M. [Discharged Jul 24, 1846; disability]
31. Hull, Df. H. [Joseph F.] [Died at Santa Fe, N.M., Nov 19, 1847]
32. Huckebury [Hockelberg or Hickelberg], John
33. Hammond, C.R. [Charles B.]
34. Hill, Tho. [Thomas] F.
35. Hamon [Heeman], Henry [Died at Albuquerque, N.M., Jun 7, 1848]
36. Hutchinson [Hebener], Lewis [Louis] [Died Aug 18, 1847, en route for Santa Fe]
37. Hughs [Hughes], Arthur
38. Hutton, James
39. Hutton, Henry
40. Huey, Jefferson [Left sick Jul 13, 1847; supposed discharge]
41. Holly [Holley or Hollie], Williamson [Died at Albuquerque, N.M., Feb 26, 1848]
42. Hale [Hall], Washington
43. Isaac, Harris [Harris, Isaac] [Died at Albuquerque, N.M., Feb 27, 1848]
44. Jarvis, Alfred
45. Jochanning, Benet [Bernard]
46. Kopeman [Kopemann], Clemons [Clemens]
47. Long [Lona], Charles [Discharged Jul 24, 1846; disability]
48. Lefert [Lifert], Henry
49. Libbors [Lubbers], Bernard
50. [Mayall], Edward W.
51. Matsler [Metsler], J.A.J. [John A.J.] [Died at Albuquerque, N.M., Mar 8, 1848]
52. Morrison, Joshua [Died at Santa Fe, N.M., Nov 21, 1847 (Nov 20)]
53. Martin, Wm [Discharged Jul 24, 1846; disability]
54. Murray, Patrick
55. Morton, Oliver [Died at Santa Fe, N.M. Nov 21, 1847 (Nov. 2)]
56. Nicholson, Wm [Williamson or William]
57. Neely, Henry H. [A.] [Sick in hospital at Alton, from Oct. 4]
58. Newton, [Jobez.] B. [Jabez or John]
59. Outhouse, John S. [Died at Santa Fe, N.M., Oct 14, 1847]
60. Petra, Geo. [George Petree died at Ft. Leavenworth, Jul 14, 1847]
61. Pierson, Isom [Isrom or Issom died at Santa Fe, N.M., Sep 20, 1847]
62. Page, Michael
63. Posey, Jubilee [Jubelee, died at Lexington, Mo., Jun 24, 1847]
64. Pool, Iasiah [Poll, Josiah]
65. Richardson, Henry [Elected 1st Lieut. from private, when Roper resigned]
66. Ronne, Wm. M. [William Ranney]
67. Reeves, Geo. [George] W. [Died at Santa Fe, N.M., Feb 1, 1848]
68. Schonefeld, B. [Schonefeld, Bernard, discharged Jul 24, 1847; disability, Ft. Leavenworth]
69. Slade, Charles R.
70. Slade, Joseph A.
71. Sharp, Anderson
72. Stiles, Isaac [Stites]
73. Shields, Geo. F. [George T.]
74. Shields, Wm A. [Died at Albuquerque, N.M., Feb 14, 1848]
75. Smith, John L.
76. Scott, Wm
77. [Sebenburg], Henry [Siebenburgen, Henry]
78. [Vorla], Theodore [Vogt, Theodore, discharged Mar 18, 1847; disability, Santa Fe, N.M.]
79. Wall, Wm. A.
80. Wall, James

The above were mustered into the service of the U.S. by Capt. C.C. [Libbey], May 22, 1847.

#### Date of Deaths

1. Jubilee Posey died on Mo. River, June 21, 1847 and buried at Lexington, Mo.

2. Oliver Morton at Fort Leavenworth, June 27, 1847.
3. Elias Allen died July 10th 1847 at F. Leavenworth
4. Geo. Petra at Leavenworth, July 13th 1847.
5. Lewis Hebner died at Arkansas Crossing 18th August 1847.
6. Theodore Cox died at Fort Leavenworth
7. Jabez. H. Posey died at Leavenworth
8. Isom Pierson died at Santa Fe Sept 20th 1847.
9. John S. Outhouse died at Santa Fe Oct. 15th 1847.
10. Felix Ammons died at Santa Fe Oct. 9th 1847.
11. Wm Ensley died at Santa Fe Nov. 3rd 1847.
12. Joseph [F.] Hull died at Santa Fe Nov. 19th 1847.
13. Joshua Morrison died at Santa Fe Nov. 21st 1847.
14. Geo W. Reeves died at Santa Fe Feb. 1st 1848.
15. Charles R. [Wade] died at Santa Fe Feb 9th 1848.
16. Wm Shields died at Aberquerque, Feb 18th 1848.
17. Squire S. Todd died at Aberquerque Feb 24th 1848.
18. Williamson Holly [Holley or Hollie] died at Aberquerque Feb 25th 1848.
19. Harris Isaacs died at Alberquerque Feb 27 1848.
20. Andrew Birk [Buck] died at Santa Fe February 1848.
21. John A.F. Matsler died at Aberquerque March 8th 1848.
22. Joseph M. Huey died at Alberquerque March 8th 1848
23. [Writing is different] April 10 1848 Preston Finley [Findley] died Alberquerque [Apr 10, 1848]
24. [Writing is different] James M. Dunlap departed this life April 11 1828 Albuquerque N M
25. James H. Hull departed this life April 23rd, A.D. 1848 at Alberquerque N.M.
26. [Henry Heeman] died the 7th of June A.D. 1848 at Alberquerque N.M.
27. John Gullick died August 10th 1848 at St Mia Gill [San Miguel] N.M. on his way home.
28. John W. Story died at what is called the [Point] of Rocks NM August 20th 1848 on his road home.

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[Written horizontally in book]

Today appears [Xante] J [Browning] to pay Levi Edmonds the sum of one hundred dollars. [Full] value received of him this the 15 day of August 1849 [circular drawing with the word "Seal" in the middle]

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Diserted  
Henry Ballard

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[Not Levi's writing]  
[teseas] and Kansis Emigration agent Sedalia Mo.

[Not Levi's writing]  
Commenced work at [rest of page and next page are illegible]

[Next 3 pages are blank except for some figures added to total 405]

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On or before the first day of August next I promised to pay Levi Edmonds on order the sum of one hundred dollars value received of him this the 28 of July 1849.

[Page is unreadable, possibly blank]

[Not Levi's writing]

John Burge [sum for in totaled John ? was promised ??? of John Burge]

Footnote [1 Comparison with Names on Report of AG of State of Illinois as Transcribed by: Dorothy Falk] In these records, the spelling of Levi Sr.'s name is Edmunds. <http://clintonilgenweb.net/military/1847mexican/mexwar002.htm>.

1st Regiment of Illinois Foot Volunteers, Company A. The company was organized by Captain Thomas Bond at Carlyle, Clinton County, Ill., in the month of May, 1847. Mustered into the service of the United States at Alton, Ill., on the 22nd day of May, 1847, and on the 16th day of October, 1848, was honorably discharged from the service of the United States.

\*Excerpted from Report of the Adjutant General of the State of Illinois, Volume 9 - revised by Brigadier General J. N. Reece, Adjutant General. Pages 208 -210. Printed Springfield, Ill, Phillips Bros., State Printers, 1900. Journal Company, Printers and Binders.

\*\* On some entries, the History of Marion and Clinton Counties, 1881, has slight variances and these variances (are shown within parentheses.) Either could be correct.

\*\*The Adjutant General's Report shows this unit as the 1st Regiment, another 1st Regiment is shown as enrolling a year earlier. The History of Marion and Clinton Counties, 1881, refers several times to this unit as the 6th Regiment. It further states that the First Regiment was commanded by Col. John J. Hardin; the Second Regiment by Col. Wm. H. Bissell; Third Regiment by Col. Ferris Forman; Fourth regiment by Co Col. Edward D. Baker, Fifth regiment by Col. James Collins; and the Sixth Regiment by Col. Edward W. B. Newby. ♦

## Images of Southeast Colorado along the Old Santa Fe Trail

by Jeff C. Campbell

For the last decade or so I've been conducting an investigation into the Sand Creek Massacre of November 29, 30, and December 1, 1864. There are so many interesting, complex, and distracting tangents to the history that one has to maintain a clear focus to stay on track. Locating primary sources has been a major objective and finding the number of identified misconceptions and downright lies perpetuated has been disturbing. However, the number of similarities between soldier and Indian recollections has been astounding as well.

There are clear, undeniable connections between the decades-long history of the Trail, the Bents, the Upper Arkansas Valley, the multi-cultural and ethnic populations of modern Colorado and Northern New Mexico and the massacre. The cross-continent and regional events, as well as persons who were participants and observers, lead to 1864 and the unwarranted killing of over 200 Cheyenne and Arapaho men, women, children and elderly, (plus another estimated 200 who were wounded and maimed) nearly three-fourths of whom were non-combatants. The events also lead to the unnecessary deaths and wounding of soldiers by friendly fire, Cheyenne and Arapaho defenders, and the loss of command and control at Sand Creek.

The Sand Creek Massacre or the investigation cannot be encapsulated in two paragraphs, but brings us to this study begun in 2011 and continuing in 2012. During the process, deficits were observed in our general photographic knowledge about southeast Colorado's history along the upper Arkansas Valley. Since the 1881 *History of the Arkansas Valley*, there doesn't appear to have been an attempt to collect photographs, drawings, lithographs, or portraits of historically significant persons and places along that historic corridor.

My project, partially funded by the Santa Fe Trail Association grants program, initiates an attempt to create a comprehensive work entitled: *Images - Historic Photo / Portrait Folio & Index of the Arkansas Valley of the 19th Century and First Decade of the 20th Century*. The intent is to begin cataloguing these specific images, with locations where researchers and publishers can find them. As well, the purpose of the project is to reconcile photographic records with historic fact. For instance, in the Colorado State collections there is a photograph of chiefs and participants in the Camp Weld Council of September 28, 1864 that identifies Kiowa chiefs present and doesn't identify some of the principals correctly. There were no Kiowa present. In another photograph of Fort Lyon [#1, 1860-67] which was taken in the spring of 1864 by W. G. Chamberlain, tents are identified as "tepees" which are actually United States Army "Sibley tents" patterned after Plains Indian tepees or lodges.

The first stage of the inventory identified a portion of photographs and other images found at the Colorado Historical So-

ciety's Stephen Hart Library and Archives, the Denver Public Library, Western History Collections, the Oklahoma Historical Society, the National Cowboy and Western Heritage collections, the Panhandle Plains Museum, and several of the local historical museums in the Arkansas Valley or nearby. During that first phase, potential collections have been located from Pueblo to Lamar including the morgue files of one regional newspaper dating to pre-1900. In the course of both phases, no narrative will be written other than captions and provenance notations.

It is anticipated that more images will be found at the Denver Public Library, Rawlins Library, Library of Congress, Big Timbers Museum, Boggsville Collections, Otero County Museum, Crowley County Heritage Center and others along the valley.

The project will probably uncover more resources and leads to other collections and images, but it is the start of a much more comprehensive endeavour, which could lead to a published resource guide for future writers, historians, genealogists, and preservationists. It also supports efforts of the six-county regional tourism authority, the NPS efforts to create an historic region, and the Santa Fe Trail Association and its Chapters and complement efforts already in motion by the Office of Historic Preservation, the CHS, the DPL, CPI and others.

As a point of reference, I've been involved in the study of the history of the West, especially the so-called Indian Wars, the Civil War in the Southwest, and the lawmen and outlaws of the West since undergraduate days at University of Texas El Paso. For twenty-three years I was a law enforcement officer and criminal investigator with statewide jurisdiction in NM, so I tend to take my digging for primary sources on the serious side. In the last several decades I've been a free-lance writer with published national, regional and local historical vignettes, investigative reporting, technical writing, editorial comment, and have written fiction and non-fiction books including the first in a series of Southwestern mysteries set in New Mexico, *Treasure of the Soul (Tesoro de Alma)*.

Currently I am working on several more background booklets on Sand Creek and a narrative history of the event. Additionally, I am a National Park Service Interpreter for the Sand Creek Massacre National Historic Site in Kiowa County, Colorado and a consultant to the NPS, Intermountain Regional Office, GIS division, on the historical mapping of the site. It has also been a privilege to speak before the Bent's Fort Chapter, several chapters of the Colorado Archaeological Society, the Territorial Daughters organization, the Pueblo Archaeological and Historical Society and lead tours of SE Colorado and Sand Creek to other public, professional and historically themed groups.

*All Rights of "Preliminary Findings," as a document,*

excepting the intellectual property of owners of rights to primary documents, photographs and other literature held by collections and conservators of those rights and Jeff C. Campbell transferred to the Bent's Fort Chapter:

**PRELIMINARY FINDINGS – Bibliography**

[A more extensive bibliography was presented to the Bent's Fort Chapter last fall.]

Andrews, Ralph W., *Picture Gallery Pioneers, 1850 to 1875*, Bonanza Books, Crown Publishers, 1964.

Harber, Opal, Compiled by, *Photographers and the Colorado Scene, 1853 through 1900*

\*\* Hayes, Derek, *Historical Atlas of the American West: with Original Maps*, UC Press, Berkeley, 2009

*History of the Arkansas Valley, Colorado*, Chicago, O. L. Baskin & Co., Historical Publishers, 186 Dearborn Street, 1881.

Mangan, Terry William, *Colorado on Glass: Colorado's First Half Century As Seen by the Camera*, With a Directory of Early Colorado Photographers by Opal Murry Harber, Sundance Limited, 1975, Denver, CO Sundance Publications, Ltd., Silverton, CO.

Mautz, Carl, *Biographies of Western Photographers, A Reference Guide to Photographers Working in the 19<sup>th</sup> Century American West*, Carl Mautz Publishing, 1997, Nevada City, CA

Nye, Wilbur Sturtevant, *Plains Indian Raiders, The Final Phases of Warfare from the Arkansas to the Red River*, with Original Photos by William S. Soule, U. of Okla. Press, Norman, 1968.

Palmquist, Peter E., & Kailbourn, Thomas R., *Pioneer Photographers of the Far West, A Biographical Dictionary, 1840 – 1865*. Stanford University Press, Stanford, CA, 2000

Carvalho, Solomon Nunes. *Incidents of Travel and Adventure in the Far West; with Col. Fremont's Last Expedition, Across the Rocky Mountains; Including three months residence in Utah, and a perilous trip across the Great American Desert, to the Pacific*. By S. N. Carvalho, Artist to the Expedition. NY: Derby & Jackson, 1857.

**Articles and Essays:**

Colorado Preservation, Inc. [CPI], Christman, Abbey, Survey Coordinator, "Drought, Depression and Dust: The New Deal in Eastern Colorado Phase II Survey Report", - A program of the Colorado Historical Society, Project # 05-T1-001, May 1, 2007.

**Pamphlets, Brochures, Studies and Booklets**

*A Guide to Historical Markers for the City and County of Pueblo, Colorado*, Pueblo County Historical Society, Pueblo, Colorado, re-issue of ©1994 publication, Second printing 2000.

*The Official Military Atlas of the Civil War*, by Major George B. Davis, U. S. Army, et. al., Barnes & Noble Books, New York, NY, 1983 by Arno Press, and Crown Publishers, 2003, from USGPO, Washington, D. C., 1891-95 originally titled, *Atlas To Accompany The Official Records of the Union and Confederate Armies*, Published under the Direction of ... Secretaries of War

**Collections, Archives & Museums:** [most have some on-line access]

Boggsville Collection, Boggsville Historic Site, Richard Carrillo, Site Supervisor, La Animas, Bent County, CO.

Boulder Historical Society Collections, Carnegie Branch Library for Local History

Colorado State Archives, Denver, CO. CSA, www.colorado.gov.

Colorado (State) Historical Society, Denver, CO, Aka: Historical Society of Colorado, www.coloradohistory.org. Stephen Hart Library, Research@chs.state.co.us.

Denver Public Library: Western History Collections or Western History Department

Denver University, Aka: University of Denver, Penrose Library Archives: Raymond G. Carey Collection, Inventory of collection can be accessed on line.

Huntington Library and Art Gallery, Aka: The Huntington Library, Art Collections and Botanical Gardens, San Marino, CA 91108, www.huntington.org/huntingtonlibrary.

KS State Historical Society, Topeka. KS: www.kshs.org. Kansas Civil War Collection

University of Oklahoma – Western History Collections – Photographs. See: Southwell, Kristina L., *Guide to Photographs in the Western History Collections of the University of Oklahoma*, University of Oklahoma Press, Norman, OK, 2002

Oklahoma State Historical Society, Oklahoma City, OK. See: Muriel Hazel Wright Collection, Marvin E. Kroeker Collection, Alvin Rucker Collection, Frederick Samuel Barde Collection, Thoburn Collection, William P. Campbell Collection

University of Oklahoma Libraries. www.libraries.ou.edu. Digital collections, Digital Exhibits, Norman, OK. Western History Collections, Monnett Hall

National Cowboy and Western Heritage Museum. www.nationalcowboymuseum.org. OKC, OK. Dickinson Research Center, Silberman Collections. NAPRL - Native American Painting Reference Library, Arthur & Shifra Silberman. ♦

## The Trail Today: Boone's Lick, Missouri

by Rich Lawson

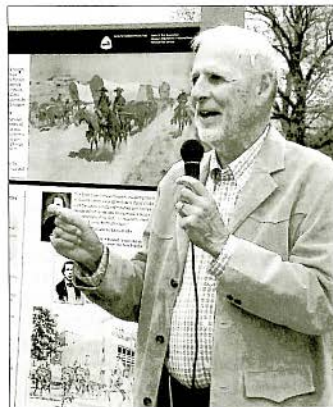
A dedicated group of Santa Fe Trail supporters gathered Saturday April 14, 2012 at the beginning site of the Santa Fe Trail and the end of the Boone's Lick Trail in Old Franklin, Missouri to unveil the long-awaited Trails markers.

Hal Jackson, former SFTA President, author and trail enthusiast, generated the idea years ago to properly dedicate a marker for this historic site. Saturday's event brought to fruition all the work begun by Jackson, with input from John Conoboy, retired NPS trails director, Mike Dickey, Historic Site Director at Arrow Rock, and many other trail experts.

Hal Jackson said the two trails are important. The Boone's Lick Trail, which originated at St. Charles, Missouri, brought early families to the Boone's Lick area, the epicenter of expansion to the west and site of Missouri's land rush—the fastest-growing area in the state. Jackson wanted all who follow us to know the significance of this site and be able to follow its history to the next area of importance on the Santa Fe Trail.

The BLT was the first great road moving people into Missouri thus deserving status similar to other trails, said David Sapp, president of the Boone's Lick Road Association and researcher at Boone County Historical Society Museum. He wants to demonstrate to legislators the historic importance of Boone's Lick Trail, the mother road. This first trail was often referred to as the "alpha route" but as new towns sprang up,

alternate routes began to be used. Sapp shared numerous accounts about life and conditions along the trail.



*Hal Jackson points out insets on new signs that direct visitors to the next site on the Santa Fe Trail. (photo: Rich Lawson)*



*Hal Jackson, past SFTA President, Ross Marshall, past SFTA President and PNTS Director, and Roger Slusher, President SFTA, express satisfaction with the site dedication at Franklin, Missouri. (photo: Rich Lawson)*

Word had traveled east that Boone's Lick was growing and good real estate could be bought, said Mike Dickey, author, lecturer, historian and Historic Site Administrator at Arrow Rock. News accounts note Boone's Lick was a hot bed of speculation. That speculation would eventually cause many early citizens to lose their fortunes.

Up to this time, people were being funneled into the Boone's Lick, but around 1819 speculation ceased and panic set in. William Becknell, facing debtor's prison, found a way to survive when he opened the Santa Fe Trail. As Becknell began that journey he turned the funnel around and like a shotgun blast began the great movement west, creating new monetary and life opportunities for the thousands that followed.

The sites have now been officially dedicated.

### Maps Galore!

Looking for Santa Fe Trail maps? The Santa Fe Trail Association website is the place to be. Go to [www.santafetrail.org](http://www.santafetrail.org) and click on the "mapping and marking" tab. You'll find an interactive trail map with photos by Ron Dulle marking the various locations. You can also view historic maps or click on links to take you to other maps. Options include:

- SFNTB Brochure Map
- NPS Interactive Map
- National Trails Intermountain Region
- Santa Fe Trail through Kansas --KSHS
- Digital Historic Maps

The NPS Interactive Map includes nine historic trails and can also be found at <http://imgis.nps.gov/#Trails>.

## National Park Service: Overland (Strang) Park Exhibit Unveiled

By Carol S. Clark, Interpretive Specialist,  
National Trails Intermountain Region

The Santa Fe Trail forked into two routes as it headed south from Westport (present-day Kansas City). The junction was located in present-day Overland Park, where four new Santa Fe National Historic Trail exhibits were unveiled on April 7, 2012. This was the culmination of a three-year project involving the National Park Service, Kansas City Area Historic Trails Association, Trails Head Chapter, and the Overland Park Parks Department.

The ceremony included a presentation about the history of Overland Park by Florent Wagner, President of the Overland Park Historical Society. Ross Marshall spoke about the history of the Westport Route of the Santa Fe, Oregon, and California trails.



*A slightly damp day didn't dampen the crowd's enthusiasm for new exhibits in the Kansas City area. (Photo: Ross Marshall)*

The exhibits tell the story of westward movement, adventures and hardships on the trail, community development, and transportation change.

The two trail routes from Westport, which are highlighted on the "Two Routes from Westport" and "Opening the Floodgates" exhibits, were used until the 1860s, witnessing traffic from Santa Fe, Oregon, and California trail travelers heading west as emigrants, mountain men, missionaries, gold seekers, and the military. Commerce was only one result of the trail in this area — more people, new settlements, protective forts, and cultural change came to the West.

Traveling the trail proved to be both challenging and exhilarating. First-hand accounts are filled with adventures and excitement as well as hardship and loss. A couple of excerpts from

these accounts, featured on the "Voices from the Trail" exhibit, include the following from John Davies and Richard Wilson.

*At Indian Creek my wife gave birth to a daughter between 12 and 1 a.m. and at 8 o'clock we rolled out again.*

Mormon John Davies came through this trail junction with a wagon train of Oregon and California emigrants on July 1, 1854.

*The train again in motion, we made Westport, a little trafficking village in the twilight of better times, thrown on, by the farthest wave of semi-civilization, upon western plains. This left, we are at once adrift beyond the pale of society, 'a law unto ourselves'. After a days ride through plains fragrant with the freshest imprint of the opening year...*

Richard L. Wilson traveled the northern route from Westport in 1842.

The fourth exhibit, "Wagons to Coaches...to Trains and Planes," shows transportation and community development in an area once dominated by the Santa Fe Trail. William B. Strang Jr. platted out a residential development in the Overland Park area in 1905. To promote his real estate plans and bring people out from Kansas City, he developed a trolley car railroad, the Missouri and Kansas Interurban Railway, which followed near the route of the Santa Fe, Oregon, and California trails from Westport to here until 1940.

Can't visit Overland Park in person? All four exhibits can be viewed on the Santa Fe National Historic Trail website at the following address:  
[www.nps.gov/safe/historyculture/exhibits\\_strang\\_park.htm](http://www.nps.gov/safe/historyculture/exhibits_strang_park.htm)



*Sharon Brown of NPS led the SFTA Strategic Planning meeting in Ulysses on April 21. Jeff Trotman organized the arrangements for the two-day board meeting and planning session. Fajitas at Wagon Bed Spring were prepared by BorderLine (Photo: Jeff Trotman)*



## BOOKS



The strongest sections are the horrific story of the Reed-Donner Party, Frémont's explorations, conquest of California, President Polk, political clashes, and Doniphan's Expedition to Chihuahua. Other parts are not so good.

## Kearny's March: The Epic Creation of the American West, 1846-1847

by Leo E. Oliva

Winston Groom, *Kearny's March: The Epic Creation of the American West, 1846-1847*. New York: Alfred A. Knopf, 2011. Pp. xx + 310. Maps, illustrations, bibliography, index. Cloth, \$27.95.

The title is misleading because this sweeping overview of the American West during the era of the Mexican War, which is comparable in scope to Bernard DeVoto's classic *Year of Decision: 1846* (1943), includes many more stories and characters than Stephen Watts Kearny and his Army of the West that marched from Fort Leavenworth on the Missouri River to Bent's Fort, Santa Fe, and California in the conquest of the American Southwest. Intertwined with that famous story are, among others, accounts of relations with American Indians (sometimes called "Native Americans" and other times "savages"), exploring expeditions of John C. Frémont, the settlement of the Oregon boundary dispute with Britain, tragedy of the Reed-Donner party, Mormons and the Mormon Battalion, Bear Flag Revolt in California, other campaigns of the war with Mexico, national politics and the issue of slavery, and personality conflicts between two or more of the major political and military leaders.

A broad collection of characters is included, with individuals appearing and reappearing throughout the narrative, which jumps around so fast as to be confusing in places. A list of the major players includes Kearny and President James K. Polk, Generals Winfield Scott and Zachary Taylor, James Buchanan, William L. Marcy, John C. Frémont, Jesse Benton Frémont, Kit Carson, Alexis Godey, James W. Magoffin, Samuel and Susan Magoffin, Thomas Hart Benton, Edward Beale, Archibald Gillespie, Mariano Arista, Alejandro Atocha, Santa Anna, Andrés Pico, John Sloat, William H. Emory, Robert F. Stockton, Philip St. George Cooke, Manuel Armijo, Alexander W. Doniphan, John Wool, Sterling Price, Joseph Smith, Brigham Young, Charles Bent, David Wilmot, George Frederick Augustus Ruxton, Edwin Bryant, Lansford W. Hastings, George Donner, and James Reed. There is even a note about Gertrudis Barceló (*Doña Tules*) in Santa Fe.

The book is designed for the general reader and well written, providing an introduction to many people and events. Groom offers no new research or interpretations, and his strength is tying many related threads together in a highly-readable narrative. Books have been written about each of the major themes and characters presented, which those inspired by this overview may want to read. There is an extensive bibliography. The stories are enhanced with a profusion of illustrations.

The portrayal of American Indians is confusing, frequently reflecting the prejudices of the time but sometimes showing injustices. It may be telling that Groom recommends Dee Brown's *Bury My Heart at Wounded Knee* as one of the best books on Indian history. Kit Carson is presented as a "steely-eyed killer" (p. 98) but also "a man of his time" (p. 266).

Students of the Santa Fe Trail will find that section weak and riddled with errors which detract from the value of this book. This might be expected from Groom's declaration that he finds the Trail books of David Dary and Henry Inman (neither of whom would let truth get in the way of a good story) to be "excellent reading for what life was like out on the plains" (p. 280). Very few Trail books are listed in his bibliography (Robert Duffus, *Santa Fe Trail*, is probably the best overview on his list), although he quotes from Susan Shelby Magoffin's diary (also in bibliography).

Bent's Fort is reported to "lay in the foothills of Colorado's Rocky Mountains" (p.3), described as "a large, fortified trading post on the Colorado plains about a hundred fifty miles southeast of [present] Denver" (p. 38), and, later, "an imposing stockade that reared up out of the Rocky Mountain foothills like a great medieval citadel" (p. 76).

Other errors stand out. When the Mexican War began, Kearny was colonel of the First Dragoons, not "First Cavalry Regiment" (p. 7). The Army of the West did not depart from "the Kansas frontier" (p. 10) nor "Fort Leavenworth, Kansas" (p. 59) in 1846 because there was no Kansas until 1854. Fort Leavenworth was established in unorganized territory. Kit Carson did not run "to Bent's Fort" (p. 37) when he skipped out on his apprenticeship at Franklin, Missouri, in 1826; Bent's Fort was not built until 1832-1833. Carson was sixteen at the time, not "fourteen."

The Santa Fe Trail was not opened before Mexican independence in 1821, and Indian threats to Trail travelers prior to the Mexican War are exaggerated (p. 65). Most wagons on the Santa Fe Trail were not, as Groom claims, "Conestoga wagons" (p. 68n). There were no "mountains to navigate" (p. 69) between Fort Leavenworth and Bent's Fort. Kearny's Army was not plagued by "hostile Indians" (p. 74) on the Santa Fe Trail. One can only wonder where this piece of folklore originated: "As the caravan approached Pawnee Rock, a little less than halfway to Santa Fe, they found themselves in what was—then and now—the tornado capital of the world. Pawnee Rock is (and likely was) statistically 158 percent more likely to see a tornado than the rest of the country" (p. 74). It is inconceivable that any writer can quote from Kearny's speech on the plaza of Las Vegas, NM, on August 15, 1846, and not include "not a pepper, not an onion shall be disturbed by my troops without pay." Taos Pueblo does not contain "seven stories" (p. 161) but

These errors probably are not serious for the general reader, but Groom and the rest of those who write history need to remember the importance of getting the facts right lest the errors be perpetuated. This is not a book for serious students of the Santa Fe Trail, but it will make interesting reading for anyone unfamiliar with the broad history of the West during the Mexican War. ♦

## Other Books of Note

◀ Anne F. Hyde, *Empires, Nations & Families: A History of the North American West, 1800-1860*. History of the American West Series. Lincoln and London, University of Nebraska Press, 2011. Pp. 515 + notes. \$45.00.

Winner of this year's Bancroft Prize in History, the book explores, among other themes, multiculturalism and ethnic intermarriage, such as with William Bent, and the impact of that intermarriage on the economic and political development of the west. The author, Anne Hyde, a professor at Colorado College in Colorado Springs, said, "It turns out that the West of that period is really a mixed race world that made perfect cultural and economic sense until national ideas made that cultural choice impossible in the 1850s." Read about the author, book, and prize at: <http://www.coloradocollege.edu/news-events/newsroom/professor-anne-hyde-wins-celebrated-bancroft-prize>.

◀ Edited by Matthew L. Harris and Jay H. Buckley, *Zebulon Pike, Thomas Jefferson, and the Opening of the American West*. University of Oklahoma Press, 2012. Pp. 256. Illustrations, maps. Cloth, \$29.95.

One of seven authors in the book, Leo Oliva, former editor of *Wagon Tracks*, wrote an article titled "Enemies and Friends: Pike and Melgares in the Competition for the Great Plains."

◀ Dr. David A. Sandoval, *Spanish/Mexican Legacy of Latinos in Pueblo County*. Pueblo City-County Library,

2012. \$25.00. Purchases can be made from the Library at 100 E. Briendo Ave, Pueblo, Colorado 81004, 719-562-5626.

◀ Robert Ward, *Josiah Gregg's Commerce of the Prairies: A Possible Source for The Beale Papers*. [www.lasthauntingofedgarallanpoe.com/Commerce\\_Prairies.pdf](http://www.lasthauntingofedgarallanpoe.com/Commerce_Prairies.pdf). Monograph, Pp. 22.

This monograph explores a possible relationship between Josiah Gregg's *Commerce of the Prairies* and *The Beale Papers*, a cryptographic treasure mystery published in 1885 in Lynchburg, Virginia.

## In Memoriam

Billy Mock, January 30, 2012, owner of McNee's Crossing along the Santa Fe Trail and great friend of Faye Gaines. Read about him at [www.nm.nrcs.usda.gov/news/showcase/unioncounty.pdf](http://www.nm.nrcs.usda.gov/news/showcase/unioncounty.pdf). Billie Mock was a true friend of the Santa Fe Trail, allowing visitors access to Trail sites on his property. He will be missed.

## Contribute to the

Leo E. Oliva

## Scholarly Research Fund

The purpose of this fund is to promote and assist scholarly research by providing grants up to \$1,500 for worthy research projects. Please send your donation to Linda Revello, SFTA Office Administrator, Santa Fe Trail Center, 1349 K 156 Hwy, Larned, KS 67550. Checks should be made payable to the Santa Fe Trail Association. You may also pay by credit card through the Last Chance Store at the website, [www.santafetrail.org](http://www.santafetrail.org). Your donation is tax deductible.

## Chapter Reports

Chapters are listed in order from the beginning of the Trail in Missouri westward.

### Missouri River Outfitters

Larry Short  
613 NE Newport Dr.  
Lees Summit, MO 64064  
816-835-4397  
[ldshort@comcast.net](mailto:ldshort@comcast.net)

On February 8, MROers Larry Short, Dick Nelson, Harry Rinacke, Roger Slusher and John Atkinson traveled the trail in Lafayette and Saline Counties identifying the coordinates and type of sign needed at each of about 150 locations. Plans are in place to complete the first phase of the project on April 11.

The MRO annual business meeting was held on Sunday, March 5 at the National Frontier Trails Museum in Independence. The program was "Antoine Robidoux and the Santa Fe Trail" presented by John Atkinson.

On April 14 the Missouri River Outfitters joined the new Boone's Lick Road Association to dedicate the two new markers at Old Franklin before going to New Franklin for a joint meeting and luncheon.

### Douglas County

President Roger Boyd  
PO Box 379  
Baldwin City KS 66006  
785-594-3172  
[rboyd@bakeru.edu](mailto:rboyd@bakeru.edu)

We had our annual banquet on Saturday, March 3 with about 35 in attendance. Our speaker was Jeff Trotman who explained the road sign program to the group.

The same officers were re-elected: Pres. Roger L. Boyd; VP. Richard Wellman; Sec. Barbara Pressgrove; Treas. Marvin Jardon. Board Members for the term 2012-2014 were elected as follows: Diane Deitz, Linda Ballinger, Michelle Johnson. Six other board members continue with over-lapping 3 year terms. Our next meeting will be the annual potluck at Black Jack Cabin in mid-September.

### Heart of the Flint Hills

Carol Retzer  
4215 East 245th St.  
Lyndon KS 66451  
785-828-3739  
[carolretzer@centurylink.net](mailto:carolretzer@centurylink.net)

## Chapter Reports, continued

### Cottonwood Crossing

Steve Schmidt  
1120 Cobblestone Ct.  
McPherson KS 67460  
620-245-0715  
wfordok@yahoo.com

The Board of Directors/Officers elected at the November 17, 2011, Chapter meeting are: Steve Schmidt, President; Sharron Schuffe, VP; Bob and Sandy Gibson, Secretaries; Debi Owens, Treasurer; and Directors Kent Becker, Doug Sharp, Vernon Lohren, Bill Silverstrand, Jim Owens, and Rod Penner.

Chapter meetings are scheduled for May 17, July 19, early September field trip, and November 15.

Revised Auto Tour brochures with graphics incorporating the new Local Tour signs have been printed. All of the new Local Tour signs are up. Signage is complete except for installing entrance signs at the Cottonwood Crossing kiosk and the Lost Spring Historic Site, as well as a "Historic Literature" sign next to the Stone Marker. When those things are done, the NPS family of signs will be fully implemented in Marion County, Kansas.

### Quivira

President Linda Colle  
724 Penn Drive  
McPherson KS 67460  
620-241-8719  
blkcolle@swbell.net

The following officers and board members were re-elected in March: President Linda Colle, Vice Pres./ Sec. Lorna Nelson, Treasurer Maurine Hall, Rice Co. Director #1 Pat Hall, McPherson Co. Director #1 Britt Colle, Barton Co. Director #1 Robert Burton, Rice Co. Director #2 Janel Cook, McPherson Co. Director #2 John Martin, Barton Co. Director #2 Robert Yarnner.

The Chapter is working on the ongoing Auto Tour sign project. There is an opportunity to work with the McPherson Museum for a kiosk site. The Museum Board is building a new museum on Kansas Avenue (Highway 56) in McPherson. This site is right on the highway and would have good visibility. We have contacted the museum board president and he was interested in the project.

### Wet/Dry Routes

Dr. David Clapsaddle  
215 Mann  
Larned KS 67550  
620-285-3295  
adsaddle@cox.net

Forty members and guests met on March 31 at the Presbyterian Church in Larned, KS. President David Clapsaddle thanked members who remembered him during his recent hospital stay. Recognition was given to newlyweds Wilmer and Cheryl Wegerle and sympathy was extended to the Joyce Book family, longtime chapter member. Members will be called on to help restore several stone posts, pushed down by vandalism at the Zebulon Pike Plaza. The popular Talking Tombstone program will be held at the Larned Cemetery sometime in September.

Ed Carlson, of Olathe, formerly of Kinsley, spoke about the Santa Fe Railroad particularly in and around the Wet/Dry Routes area. Pictures of the end of the track instigated a lively discussion of the topic. The summer meeting, an ice cream social, will be Saturday, July 21, 7:00 p.m. at the Little Red House in Larned. Bring lawn chairs.

### Dodge City/Fort Dodge/ Cimarron

Jim Sherer  
1908 La Mesa Dr  
Dodge City KS 67801  
620-227-7377  
jim.sherer@yahoo.com

The annual election of officers was held with all of the current officers being re-elected for 2012. They are: Jim Sherer, President; Don Wiles, Vice President; Kathie Bell, Secretary; Mike Bell, Treasurer; Bill Bunyan and Kay Rose as Board members.

Sherer announced the remaining Chapter meeting dates as follows: Sunday May 20, Sunday August 19, Sunday November 18, and our Christmas party in December TBA.

SFTA Sign Committee Chairman and Chapter member, Jeff Trotman, gave an excellent presentation regarding the SFTA and National Park Service Signage Program. The Signage Committee will pursue SFTA and National Park Service assistance in developing our signage program.

Chapter member Bill Bunyan pre-

sented a program about the Cimarron Crossing Ranch/Stage Station. Bunyan is interested in getting a storyboard sign erected at the site with an artist's rendering of the structure located on the site west of Cimarron. He is also working on getting a storyboard sign at the Caches Monument and suggested that we consider placing a storyboard sign at the Chilton Monument located in Chilton Park on the Northwest side of Dodge City. Dave Long, Alice Ann Thompson and Don Determan volunteered to serve on the signage committee.

### Wagon Bed Spring

Jeff Trotman  
PO Box 1005  
Ulysses KS 67880  
620-356-1854  
swpb@pld.com

### Cimarron Cutoff

Leon Ellis  
PO Box 668  
Elkhart KS 67950  
620-453-2286  
mtcomuseum@elkhart.com

Thirty-seven members and guests attended the Spring meeting in Elkhart on March 10, 2012, starting with a chicken fried steak dinner cooked by members Bill Barnes and Becky Ellis. Dr. Sara Jane Richter gave a great program on "The Cimarron Route."

Boise City has a Santa Fe Trail hallway in the Cimarron Heritage Center that was viewed by 2,250 visitors to the Museum. Due to drought conditions, trips along the Trail have had to be cancelled for now. Clayton also has a Santa Fe Trail exhibit that is viewed by all visitors to the Herzstein Museum. A project with 42 students was held in Clayton using the craft items purchased with grant funds. More projects are planned for students during May. Another 100 people viewed the Santa Fe Trail display.

Our summer meeting will be held July 28, in Clayton, NM, at the Herzstein Museum beginning at 11:30 a.m. (MDT) with a meal and a program. Details will be announced at a later date.

### Ben's Fort

Pat Palmer  
PO Box 628  
Lamar CO 81052  
719-931-4323  
gpatpalmer@hotmail.com

: Wagon Tracks. Volume 26, Issue 3 (May, 2012)  
**STFA Annual Membership January 1, 2012 to December 31, 2012**

Name(s) \_\_\_\_\_  Life \$1000, 1 time or 3 installments  
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Phone \_\_\_\_\_ Email \_\_\_\_\_  Individual \$25/year  
 Business \$50/year  Nonprofit Institution \$40/year  Youth (18 and under) \$15/year  
 New member  Renewing member I am a member of the following chapter \_\_\_\_\_  
I'd like to make a donation to assist the SFTA with programs and events  \$50  \$100 \$ \_\_\_\_\_  
I'd like to donate to the Leo E. Oliva Scholarly Research Fund  \$50  \$100 \$ \_\_\_\_\_

To pay by credit card, go to [www.santafetrail.org](http://www.santafetrail.org), and click on "Join the Organization."

The Santa Fe Trail Association is a 501(c)3 tax-exempt corporation, and all donations beyond membership dues are tax-deductible to the full extent of the law.

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**Make checks payable to Santa Fe Trail Association**

**Mail to Ruth Olsen Peters, Treasurer, Santa Fe Trail Center, 1340 K-156, Larned, KS 67550**

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**Renew by mailing the above form or renew online at [www.santafetrail.org](http://www.santafetrail.org)**

**If you have renewed your membership, pass the form along to a friend or colleague.**

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In February, several of our members attended Public Comment Meetings on the Pinon Canyon Maneuver Site to give input to an Environmental Assessment completed by the Army. The High Plains Snow Goose Festival in Lamar celebrated its tenth year with the avid participation of many BFC members.

In March, Trail Marking Day was a warm, windy and productive day with the installation of three new trail signs on locations meticulously researched and GPS'd by LaDonna & Charlie Hutton. Post-hole diggers, electric drills, trucks, dogs, a picnic lunch shared at La Junta Park all highlighted this important BFC event. The Chapter is looking forward to the rest of 2012 activities, festivals, education, and fellowship to contribute to "The Santa Trail Lives On."

#### **Corazon de los Caminos**

Dennis Schneider  
828 South Euclid Ave.  
Cimarron, NM 87714  
575-376-2527  
[schneidermusic@q.com](mailto:schneidermusic@q.com)

Corazon chapter welcomed Roger Slusher, SFTA President, to the March meeting where he gave his presentation on James Aull. During the April program chapter member Apollonio Ortiz related his research in tracing his Spanish genealogy 13 generations. The renegade priest Father Martinez of Taos is one of

his ancestors.

In May we will take an auto tour of the Trail east of the Point of Rocks. Along the way is the spot believed to be the site of the white Massacre and a spot near Sophia that is being considered for a National Historic site.

Faye Gaines has been elected President Emeritus of the chapter in recognition of her long service to the Chapter and in anticipation of her continued counsel.

Our schedule for the rest of the year is June 10, tour the Trail south out of Las Vegas; July 21, participate with Fort Union; August 19, Wagon Mound; September 15, Cimarron; October 7, Old French, November 17 program marking the 150th Anniversary of the Civil War.

#### **End of the Trail**

Joy Poole  
125 Lupita Road  
Santa Fe, NM 87505  
505-820-7828  
[amusejoy@msn.com](mailto:amusejoy@msn.com)

Our March 17 meeting brought us Edward Wallace with a Chautauqua historic performance entitled "Jim Beckwourth: From Slave To American Hero."

At our annual meeting new officers were elected: Joy Poole, La Alcaidesa;

Louann Jordan, La Alcaidesa Segunda; and Alan Bradford, El Tesorero.

Our chapter has continued to organize for the 2015 Symposium. A steering committee has been setting the groundwork for the nitty-gritty organizational activities. Pat Kuhlhoff is representing Old Spanish Trail; Pam Najdowski, SFTA; and Troy Ainsworth, CARTA. Troy is now also the interim manager for CARTA. We have been meeting every three weeks with help from other members of the three organizations. Obviously close coordination is necessary when working with the three organizations. OSTA will make their formal agreement for a joint conference at their annual meeting this summer. At this point it looks like the Santa Fe Community Convention Center will be the site of most of the meetings scheduled for September 17-20, 2015. We expect to sign a contract with the Convention Center sometime this spring.

If you've renewed your membership, pass along the form above to a friend or colleague.

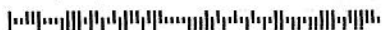


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## EVENTS

**May 4-6: Santa Fe, NM.** NM Historical Society Annual Conference

**May 6: Kinsley, Kansas.** "Making Sense of the American Civil War" www.kinsleylibrary.info/CivilWar.htm

**May 9: Albuquerque, NM.** Buffalo Soldiers – Black Cavalry in New Mexico, 2012 NM Centennial Living History Series: Kimmo Theater, 7 p.m.

**May 11-13: Bent's Fort, CO.** Wagons Ho! Trail Transportation through Time

**May 15-18: National Historic Trails Workshop: Socorro, NM.** Sponsored by PNTS

**May 17: Cottonwood Crossing Chapter**

**May 19: Corazon de los Caminos Chapter,** Tour of the Santa Fe Trail East of the Point of Rocks

**May 19: End of the Trail Chapter,** Field Trip to San Marcos Pueblo

**May 20: Dodge City/Fort Dodge/Ci-**

marron Chapter

**May 25, 26, 27: Fort Larned National Historic Site, KS.** Memorial Weekend Living History Event. www.nps.gov/fols

**June 2-3: Bent's Old Fort National Historic Site, CO.** "Fur Trade Encampment." www.nps.gov/beol

**June 10: Corazon de los Caminos Chapter,** Tour of the Santa Fe Trail south of Las Vegas out of the Plaza and on to Kearny Gap

**June 16: Bent's Fort Chapter,** Field Trip in Southeastern Colorado.

**June 23-24: Fort Union National Monument, NM.** "Cultural Encounters" www.nps.gov/foun

**July 14: Bent's Fort Chapter,** Lamar, CO Ron Dulle presentation on his Santa Fe Trail book

**July 14: Bent's Old Fort National Historic Site, CO.** "Kid's Quarters." Call for an application after May 1, 2012. www.nps.gov/beol

**July 14: Fort Union National Monument, NM.** "First Fort & Arsenal Tours." www.nps.gov/foun

**July 19: Cottonwood Chapter**

**July 21: End of the Trail Chapter,** Canoncito at Apache Gap.

**July 21: Corazon de los Caminos Chapter,** Corazon meeting at Fort Union, NM

**July 21: Wet/Dry Chapter** icecream social

**July 28: Cimarron Cutoff**

**August 6-11, OCTA Conference: Lawrence, KS.**

**September 20-22, 2012: Larned, KS.** "Rendezvous," SFTA Fall Board of Directors meeting and General Membership meeting.

**September 26-29, 2013: Ulysses, KS.** SFTA Symposium, "Surviving the Plains."