

# Wagon Tracks

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Volume 16

Issue 2 *Wagon Tracks* Volume 16, Issue 2 (February 2002)

Article 1

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2002

## Wagon Tracks. Volume 16, Issue 2 (February, 2002)

Santa Fe Trail Association

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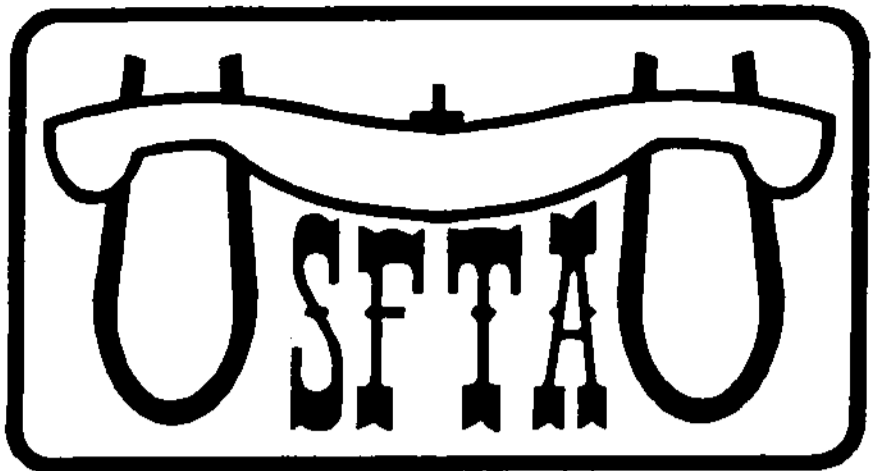
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### Recommended Citation

Santa Fe Trail Association. "Wagon Tracks. Volume 16, Issue 2 (February, 2002)." *Wagon Tracks* 16, 2 (2002).  
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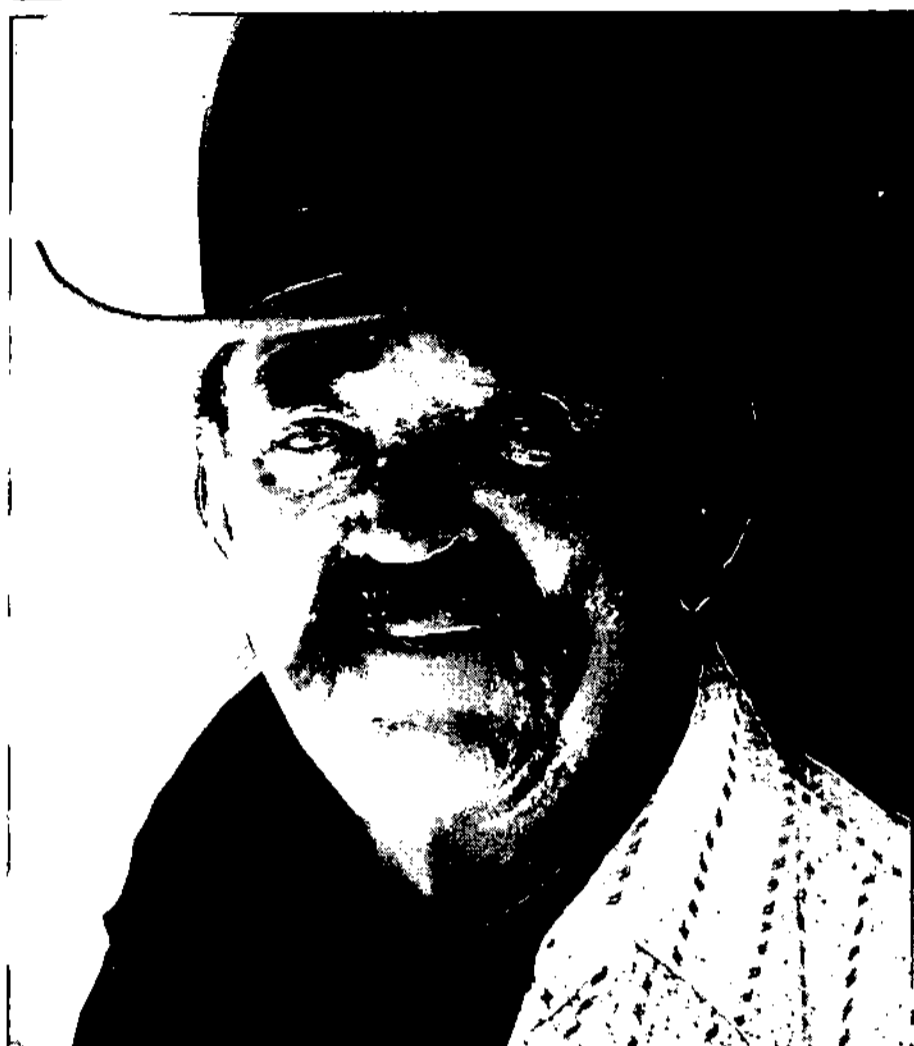
# WAGON TRACKS

**SANTA FE TRAIL ASSOCIATION QUARTERLY**

VOLUME 16

FEBRUARY 2002

NUMBER 2



**RICHARD LOUDEN**

by Hal Jackson

**RICHARD** Louden, new at-large director on the SFTA board, is engaged in ranching with his son and grandson on a 5th-generation spread near Branson, Colorado. Richard is a graduate of the University of Missouri where he majored in journalism. He is the author of hundreds of newspaper and magazine articles, mainly of a historical or archaeological nature. He authored *The Branson Story* on the local history of that community and was one of the authors featured in *La Gente*, a book on the early history and lives of the Hispanic people in Colorado. A third book, concerning the life of artist Arthur Roy Mitchell, will go to the publisher in a few months.

His special Santa Fe Trail interest is the Granada to Fort Union Military Road. He wrote an article for *Wagon Tracks* on this route some years ago. He has provided tours of the route too. Richard served on the National Park Service's Santa Fe National Historic Trail Advisory Council for several years. He also is a past president of the Colorado Archaeological Society. In addition to all this, he is a charter member of SFTA. We welcome Richard and look forward to utilizing his many skills.

APRIL 13  
SFTA BOARD MEETING  
LEXINGTON, MO

APRIL 30  
DEADLINE FOR RESEARCH  
GRANT APPLICATIONS

MAY 4  
WET/DRY ROUTES CHAPTER SEMI-  
NAR & FORT LARNED OLD GUARD  
MEETING, LARNED, KS

SEPTEMBER 19-21  
SFT RENDEZVOUS & SFTA BOARD  
MEETING, LARNED, KS

## KATIE BOWEN LETTERS, 1851: PART I

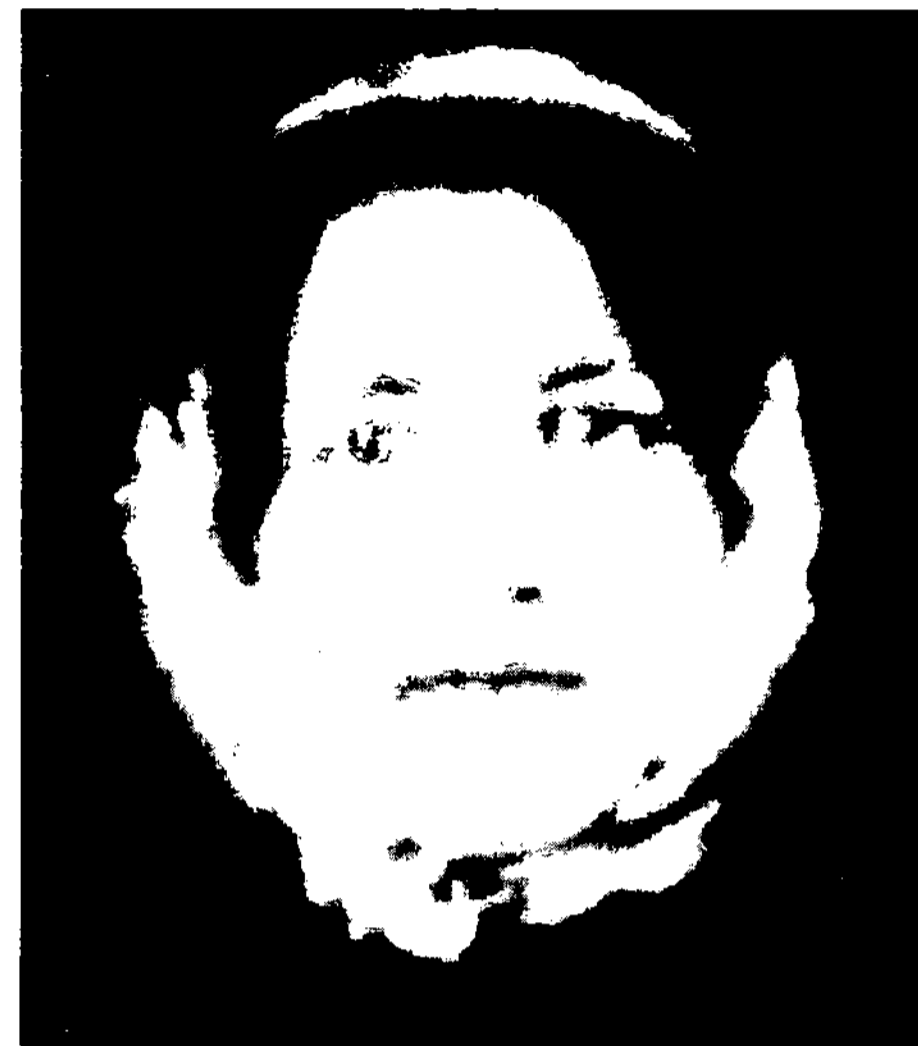
edited by Bonita and Leo Oliva

**CATHERINE** (Katie) Bowen traveled to New Mexico in 1851 with her husband, Captain Isaac Bowen, via the Santa Fe Trail. He was newly-appointed chief of commissary for the military department of New Mexico.

They had previously been stationed at Philadelphia and made the trip to the Southwest after visiting family and friends in Houlton, ME, and Buffalo, NY. Throughout their trip and while in New Mexico, Katie wrote regularly to her family in Maine. The collection of Bowen letters, some 700 in all covering the years 1845-1858, comprise the finest collection written by an army officer's wife in the pre-Civil War era.

The entire collection, preserved by Isaac and Katie's granddaughter, the late Gwladys Bowen, is located in the Bowen Family Papers, United States Army Military History Institute, Carlisle Barracks, Pennsylvania. This collection is being edited for publication. The letters from 1851, covering their trip from St. Louis to Fort Union, begin here and will continue in future issues.

Katie and Isaac left Buffalo on March 22, 1851, traveled by boat to Cleveland, went to Cincinnati, and traveled by steamboat down the



**KATIE BOWEN**

Ohio River and up the Mississippi to St. Louis. The first letter printed here was written from St. Louis, where they stayed at the Planter's Hotel. All letters are reproduced as written, including spelling, with editorial additions in brackets. Omissions are indicated with ellipses.

(continued on page 26)

## APRIL BOARD MEETING

**THE** next SFTA board meeting will be held Saturday, April 13, in Lexington, Missouri, beginning at 8:30 a.m. SFTA member Roger Slusher of Lexington has made arrangements to meet in the Memorial Chapel of Wentworth Military Academy where he is an instructor. The campus is at 1880 Washington Avenue in Lexington.

Roger is also arranging for a tour of historic Lexington on Saturday afternoon and a car-caravan tour to Franklin and Arrow Rock on Sunday. For lodging and driving information in Lexington, see the academy's web site: <[www.wma1880.org](http://www.wma1880.org)>.

SFTA President Hal Jackson says, "the board truly welcomes all SFTA members to attend this meeting. We hope many of you can come and learn how the SFTA makes its important decisions."

## PRESIDENT'S COLUMN

ONE of the projects I would like to see us work on in the near future is Trail visibility and information. Call it public education if you like.

More signs on highways that say "Santa Fe Trail Information" are needed. Information kiosks would provide both visibility and background information, and these could be located at key points along the various Trail routes. A uniform design with some distinctive identity marker would call attention to the Trail and help travelers find historic remnants and sites.

The kind of kiosk I'm suggesting is usually a six-sided, covered structure with room for four or five detailed interpretive panels. We may soon be getting such a kiosk along southbound I-25, just inside New Mexico near Raton Pass. Other possible sites include the Intelligencer Marker location at Old Franklin, the turnout near the point where the Oregon Trail splits off from the SFT, and perhaps in Elkhart, KS, where travelers would learn about the SFT just north of town. I'm sure other locations could be added to this list.

The information provided at these sites can describe why the Trail is important and show exactly where it is. More importantly, the information on the panels can put the Trail in its proper context. It can tempt the traveler into seeing more of the Trail and telling others about it. If we start now we might just have several in place by the bicentennial in 2021.

One should not think that establishing kiosks is a simple matter. It will take considerable effort to encourage cooperation among the National Park Service and a state's highway department. The state's tourism folks will likely have to prod a bit too. The NPS does not have an unlimited budget for such kiosks, so their appearance may take years. The SFTA marker committee and marker fund can provide leadership and assistance along the way. Every member of SFTA can help with this important long-range project.

On more mundane matters, I want to congratulate our new board members and thank them in advance for what will be a lot of work. Their names can be found elsewhere

All matters relating to *Wagon Tracks* should be directed to SFTA Editor Leo E. Oliva, PO Box 31, Woodston KS 67675.

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Headquarters of the Santa Fe Trail Association are located at the office of Treasurer Ruth Olson Peters, Santa Fe Trail Center, RR 3, Larned KS 67550.

Telephone: (620) 285-2054

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E-Mail: <trailassn@larned.net>

in this issue. The board also has appointed new committees and these too can be found in this *WT*. Our Association truly depends on the hard work and thoughtful consideration of board and committee members.

The April board meeting will be held in Lexington, MO, on April 13, and I encourage anyone who can to attend. We will get a chance to have a short tour of Lexington as well as a guided trip to Franklin and Arrow Rock. For those of you who haven't experienced the eastern end of the Trail, it will be a great chance to do so.

—Hal Jackson

## NEW BOARD MEMBERS

by Hal Jackson

THE SFTA board has several new members. The newly-revised bylaws, adopted by the membership at Las Vegas in September, necessitated some changes. The secretary-treasurer position was separated into secretary and treasurer positions. Ruth Olson Peters, Larned, KS, continues as treasurer, and the board elected Mike Olsen, Las Vegas, NM, to fill the position of secretary. Richard Loudon, Branson, CO, was appointed director to fill Anna Belle Cartwright's at-large position.

Another change in the bylaws added two new director positions for Texas. The board sought nominations from Texas without success, so Clint Chambers, at-large director from Lubbock, volunteered to fill one of the two Texas seats. His then open at-large position was filled when the board elected Ramon Powers, Topeka, KS, to fill it. We still have an open Texas position and continue to seek an interested SFTA member from that state to serve.

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### Membership Categories

Benefactor	\$1,000
Patron	\$100/year
Institutional	\$40/year
Business	\$40/year
Family	\$30/year
Individual	\$25/year
Youth (18 & under)	\$15/year

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**Treasurer:** Ruth Olson Peters, Santa Fe Trail Center, RR 3, Larned KS 67550 (620) 285-2054, FAX (316) 285-7491, <trailassn@larned.net>

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Vacancy, TX

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## SFTA COMMITTEES AND APPOINTMENTS

SFTA President Hal Jackson has named the following committee assignments and appointed officers.

### COMMITTEES

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Anne Mallinson  
Richard Louden  
Leo E. Oliva

#### BUDGET

Steve Whitmore, chair  
Ruth Olson Peters  
Hal Jackson

#### EDUCATION

Christine Day, co-chair  
Marcia Fox, co-chair  
Janice Klein  
Pam Najdowski  
Joanne VanCoevern

#### EXECUTIVE

Hal Jackson, chair  
Anne Mallinson  
Dub Couch  
Helen Brown  
Mike Slater

#### HEADQUARTERS

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Ruth Olson Peters  
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Glenn Busset  
Joan Sudborough  
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Louann Jordan, chair  
Clint Chambers  
David Clapsaddle

#### PUBLICATIONS

Clint Chambers, chair  
Jesse Scott  
Agnesa Reeve  
Margaret Sears

#### RENDEZVOUS 2002

Alicé Clapsaddle  
Hal Jackson

#### SCHOLARLY RESEARCH

Stephen Whitmore, Chair  
Harry C. Myers  
Leo E. Oliva  
Mike Olsen

#### WEBSITE

Mike Olsen Chair  
Dave Webb  
Linda Revello

#### APPOINTED OFFICERS

Editor: Leo E. Oliva  
Publicity: Mike Pitel  
Symposium Coordinator 2003;  
Anne Mallinson  
Partnership: Ross Marshall  
Project Compadres: Louann Jordan  
Preservation Officer: Faye Gaines  
Speakers Bureau; Rusti Gardner

### GLORIETA BATTLEFIELD NAMED ENDANGERED PLACE

by Margaret Sears

**GLORIETA** Battlefield has been named to New Mexico's 10 Most Endangered Places list for 2002 by the New Mexico Heritage Preservation Alliance, the organization which has prepared the annual list for the past four years. The announcement was made January 17, 2002.

Nomination of the Battlefield site, allegedly the most significant Civil War battle west of the Mississippi River, fought in March 1862, was made by the End of the Trail Chapter of the SFTA. The Most Endangered Places list serves to heighten public awareness of the need to preserve New Mexico's past. Annually, a maximum of ten sites are selected by the Alliance for recognition. This is the second Trail site to make the list. In 1999 San Miguel del Vado was selected, also an EoT chapter nomination. For the first decade and half of the Santa Fe Trail's existence in the 19th century, San Miguel was the first village trade caravans passed through after leaving Missouri.

Currently, a state highway which sits atop the Santa Fe Trail, bisects the Battlefield. The Battlefield is within Pecos National Historical Park, yet cannot be properly interpreted for the public because of the highway's intrusion. The solution End of the Trail seeks is rerouting the highway around the Battlefield.



**MICHAEL OLSEN**

by Hal Jackson

**MIKE** Olsen is the new secretary for the SFTA. Mike's contributions to the SFTA would fill many pages, but this description will be brief. Mike is currently professor of history at Highlands University in Las Vegas, New Mexico. Currently is the key word because Mike will retire from Highlands in May, and he and Patti are moving to Colorado Springs, Colorado, at that time.

Those noises you hear are Mike doing cartwheels in anticipation of the opportunities awaiting him in retirement. Mike was SFTA vice president in 1995-1996. He resigned because of demands on his time at Highlands. He received the Award of Merit from the SFTA in 1993 and the Marc Simmons Writing Award in 1999. He also was a member of the Santa Fe National Historic Trail Advisory Council, NPS, 1987 through 1997. A member of SFTA since 1988, Mike has been a frequent contributor to *Wagon Tracks*.

Mike has been a very active member in the Corazon Chapter of the SFTA for many years. He and Harry Myers gave the opening remarks at the symposium in Las Vegas in 2001. Everyone in the Corazon chapter hopes that Mike will change his mind, retract his retirement, and stay in Las Vegas. We in SFTA are fortunate to have Mike accept the appointment as secretary of the SFTA. Welcome aboard Mike!

## WAYSIDE EXHIBIT AT RATON

**T**HE Long Distance Trails Office of the NPS hosted a discussion on January 22, in Santa Fe, on New Mexico Highway Department's planned improvements on I-25 over Raton Pass. Representatives from the NM Highway Department and the engineering firm designing the I-25 realignment joined John Conoboy and Sharon Brown of the NPS and SFTA representatives Margaret Sears, Faye Gaines, Nancy Robertson, and Hal Jackson to discuss the possibility of a SFT wayside exhibit at Raton Pass.

This area is located on the Scenic Byway of the Trail in NM. During highway reconstruction, there is a strong possibility that a part of the old highway can be converted into parking area with room for a wayside exhibit about the Trail. This could include a short walkway to a good view of the old Trail.

If the plan is accepted by the highway department, SFTA and NPS will have to provide funds for a kiosk and walkway. SFTA President Jackson said, "This is a wonderful opportunity for the SFTA, and we hope it comes to pass."

## WET/DRY ROUTES CHAPTER & FORT LARNED OLD GUARD PROGRAM, MAY 4

**T**HE Wet/Dry Chapter will present its sixth annual Trail Seminar on May 4 at Fort Larned National Historic Site, 8:30 a.m. through noon. The program, "From Trail to Rail, the Railroad Truncation of the Road to Santa Fe," features three speakers: Craig Crease of Shawnee, KS; David Clapsaddle of Larned, KS; and Mike Olsen of Las Vegas, NM. Cost for the seminar, including lunch, is \$20 per person. National Park Service entry fees to Fort Larned NHS are \$3 per person or \$5 per family.

The Fort Larned Old Guard will conduct a field trip to the Cheyenne & Sioux Village Site on Pawnee Fork during the afternoon, with reenactors portraying Plains Indian culture and village life and a buffalo-hunter camp program. The caravan will leave Fort Larned NHS at 1:15 p.m. There is no charge for this activity.

The Old Guard will host an evening dinner at the Larned Community Center at 6:00 p.m. Cost is \$15 per

adult or \$10 per child age 10 and under. After a brief business meeting, historian/actor Louis Kraft from North Hollywood, CA, will present a special program, portraying Edward W. Wynkoop, frontier soldier and Indian agent, who was a major figure in the history of the Trail, Fort Larned, and the Indian wars. There is no admission for this dramatic presentation.

Reservations are required before April 26 for the chapter's seminar and lunch and for the Old Guard evening dinner, phone (620) 285-6911 or e-mail <flog\_ks@hotmail.com>.

## TRAIL RENDEZVOUS SET FOR SEPTEMBER 19-21

**I**T is time to make plans to attend the biennial Santa Fe Trail Rendezvous at Larned, KS, September 19-21, sponsored by SFTA, the Santa Fe Trail Center, and Fort Larned NHS. The SFTA board of directors will meet on September 19, and the Rendezvous will open that evening. The theme will be legends and lore of the Trail and include Friday and Saturday morning lectures and afternoon field trips to Trail sites from east of Lyons, KS, to west of Dodge City, KS. Details of the program will appear in the next issue of WT.

## SFTA RESEARCH GRANT APPLICATIONS DUE APRIL 30

**I**N September the SFTA board established a Scholarly Research Fund, authorized to award a limited number of grants in amounts up to \$1,500 to be used for supplies and materials, research services (literature searches, computer use, clerical and/or technical assistance, and copy fees), and travel. Funds may not be used for the purchase of equipment.

The purpose of the fund is to stimulate significant scholarly research on the Trail suitable for publication. Grants are available to anyone who meets the requirements and fulfills procedures established. All applications are reviewed by the SFTA Scholarly Research Committee, and grants are made annually.

Usually applications are due no later than February 15 each year, with grants awarded by March 15. All grants are for one year, and funds

not expended in that time revert to the fund. A report is required from the grantee at the end of the year.

Because of lateness in getting this set up the first time, the deadline for applications this year only has been changed to April 30. For an application form and further instructions, please contact SFTA Scholarly Research Committee Chairman Stephen Whitmore, 120 Gabaldon Rt, Las Vegas, NM 87701, (505) 454-0683, <whitmore@newmexico.com>.

## DIANA STEIN DONATES TO TRAIL ARCHIVES

**D**IANA Stein, Las Vegas, NM, and her late husband, Joe, were charter members of the Santa Fe Trail Association and the Corazón de los Caminos Chapter. Their wonderful bookstore, Los Artesanos on the plaza in Las Vegas which recently celebrated its 50th anniversary, is an institution on the modern Trail. Diana is a marvelous source of Santa Fe Trail information, including a few skeletons in the closet.

She recently donated a lot of material from her bookstore archives to New Mexico Highland University Donnelly Library Archives in honor of Marc Simmons, the "father of the Santa Fe Trail Association."

"There are many files of correspondence, ephemera, documents, etc., going back to the days of Fort Union, Inc., the organization that was formed to get the site into the National Park Service system," Diana explained. "I also am donating files from the earliest days prior to the official dedication when there was only a tool shed and a trailer under the management of its very first superintendent, Kit Wing.

"My own seven years as a volunteer at Fort Union were filled with interesting work and a feeling of service to the visitors. I enjoyed being part of a National Park Service monument family.

"Besides the files on Fort Union, all of my files on the Santa Fe National Historic Trail, the Santa Fe Trail Association, and Corazón de los Caminos are included in the donation."

Special thanks to Diana for this invaluable donation. It adds to the rich collection of Trail material held by Donnelly Library.

## WOOD, WATER, AND GRASS: DEDICATION OF WILLOW SPRINGS/GOAT HILL WAYSIDE EXHIBIT

by Nancy Robertson

(Robertson, Raton, NM, is a charter member of SFTA and an active participant in Trail preservation, marking, and promotion. She received a SFTA Award of Merit at the 2001 symposium.)

**WOOD, Water, and Grass.** With those words, U.S. Army mapmaker Lieutenant George M. Wheeler described the supplies available at the Willow Springs Forage Station at the foot of Raton Pass in New Mexico in the 1870s.

On December 11, 2001, a wayside exhibit explaining the forage station activities was dedicated at the Santa Fe National Historic Trail certified site on Goat Hill in Raton city park. The interpretive sign was constructed under a cooperative agreement between the City of Raton and the National Park Service.

During the dedication, Andrea Sharon, on behalf of the National Park Service, presented certificates of appreciation to Nancy Robertson and Eric Honeyfield in recognition of their strong support of the partnership between the NPS and City of Raton for the interpretive project.

Appreciation was expressed for help given by City Manager Eric Honeyfield; Andrea Sharon, NPS Division of Long Distance Trails; Charlotte Hollis, artist; Darlis Miller and Mark L. Gardner, historians; Barbara Monroe, descendant of Smith Sayre, for the photograph and copies of receipts; Mary Gaskin, current owner of the Willow Springs well site, for the 1880 stereopticon print of the forage station; Alan Lackey, United Chevrolet, for painting the frame; Faye Gaines, Corazón de los Caminos Chapter SFTA; Marj Schulze and Myra Baird, mayor's committee for Old Raton Pass; and Nancy Robertson and Joan Lavigne, Raton Parks and Recreation Advisory Board. Also assisting with the dedication were Parks Board members Chris Morris and Jesse Johnson, and Raton City Commissioner Pete Mileta.

During the Civil War, the stage-coach mail route between the East and Fort Union and Santa Fe was moved from the Dry Cimarron route to Raton Pass. After the war Richens



Kendyl and Barbara Monroe, Faye Gaines, and Andrea Sharon at the wayside exhibit dedication, December 11, 2001.

Lacy "Uncle Dick" Wootton improved his toll road over the pass, Thomas L. Stockton built the stage station at Clifton House, Lucien Maxwell built a large stone mill at Cimarron, and a telegraph line was constructed.

Captain Louis Felsenthal and his Company C, New Mexico Volunteers, were providing escort service for the U.S. mail in October 1864, when they were caught in a severe snowstorm near Raton. He reported the lack of shelter and grain to his commanding officer at Fort Union.

In March 1865 General James H. Carleton, commanding the Department of New Mexico, initiated a system of regular escorts for mail coaches, offering military escorts for all travelers between Fort Union and Fort Larned in Kansas, following the Mountain Route on the first and the Cimarron Route on the fifteenth of each month.

Government regulations required that each horse received 14 pounds of hay and 12 pounds of grain daily. Mules were to receive 9 pounds of grain daily. A series of forage stations was established so army detachments on Indian patrols, protecting wagon trains, or guarding the mails were not burdened with carrying grain and forage for their animals.

Darlis Miller wrote in her book, *Soldiers and Settlers: Military Sup-*

*ply in the Southwest, 1861-1885* (Albuquerque, 1989), 114: "A quartermaster's circular issued in 1869 for the District of New Mexico listed some of the duties and responsibilities of agents. They were required to furnish forage 'in such quantities as may be needed,' receiving in exchange 1¼ cents per pound for hay and 4 to 6 cents per pound for corn, oats, and barley, depending on the location of their agencies. They were required to furnish without further remuneration meals to expressmen, corrals for government animals, and fuel to army teamsters and small detachments of soldiers. They also were required to furnish bed and board for officers who stopped at their stations 'upon reasonable charges to the said Officer.' In addition the army expected agents to promote the general interest of the United States by protecting government property, recovering stolen or stray animals, taking care of sick animals and indisposed government employees, providing soldiers and employees with means for cooking their meals, and circulating supply advertisements for the quartermaster's department. Agents received additional fees for stabling express animals, shoeing horses, repairing wagons, and issuing fuel to troops."

Smith A. Sayre was the Willow Springs forage agent between 1866 and 1873. He was born in 1829 in

New York and died in 1880 in Trinidad, CO. During the 1849 gold rush, at the age of 20, he took a steamer to California, crossing the Isthmus of Panama, where he contracted malaria. He returned home the next year, but in 1854 he rode a horse through New Mexico to run a sheep ranch in Sutter County, California. He next became sheriff of Barton County, Missouri. During the Civil War, Sayre traveled west with his wife, Sarah Francis Maupin, arriving in New Mexico Territory in 1866, where he opened the forage station.

One of his early receipts stated: "Oct 30, 1867, Red River station: Received from Burns & Sayre, 1,344 lbs of hay and 864 lbs of oats, forage for 96 govt. animals in route from Ft. Union, N.M. to Ft. Lyon, Colo. 5th. U.S. Infantry in charge."

His lease, dated May 18, 1868, stated: "I, Lucien B. Maxwell, for the consideration of \$300 dollars do hereby lease to Smith A. Sayers, living in the north side of Red River, the certain lot of ground where he now resides, including his present residence, as also the meadows land between a certain spring known as 'Willow' and the Chacorica Creek, and all the hay ground in the valley of said 'Willow Spring.'"

In 1874 the Sayre family moved to El Moro, Colorado, 85 miles south of Pueblo, the new railhead for the Denver and Rio Grande Railroad. In 1879 the Atchison, Topeka & Santa Fe acquired Wootton's toll road for the construction of the new railroad via La Junta. After the shops and roundhouse were built in Raton, the ranch house site was purchased by the Peryatel family. The capped well is located at the Gaskin residence on Railroad Avenue.

The new wayside exhibit, with illustrations and text, commemorates the historic Trail site and the forage station located there. Trail travelers are invited to stop and see this fine display.

## CALL FOR PAPERS FOR SYMPOSIUM 2003

THE 2003 Symposium Committee invites members and friends of the Santa Fe Trail Association to consider sharing their research in Independence in 2003. It is never too early to submit a paper or propose a

presentation for consideration. Several people might work together for a session on some Trail topic, a workshop, or a dramatic performance. Please contact the symposium coordinator: Anne Mallinson, 964 NW 600, Centerview MO 64019 (816) 230-7228, <SFTAMRO@aol.com>.

## JOY POOLE IS DIRECTOR OF EL CAMINO REAL MUSEUM

JOY L. Poole, founder and "mother of the Santa Fe Trail Association," has been appointed the first director of El Camino Real International Heritage Center to be located east of I-25 about 30 miles south of Socorro, NM, near the route of the historic trail. El Camino Real, the Royal Road, opened in 1598, was the link between New Mexico and Mexico City during the Spanish colonial era. It continued to be used in the 19th century and, today, portions of it are followed by modern highways.

El Camino Real became part of the National Historic Trails system a few years ago, and it is jointly managed by the National Park Service and Bureau of Land Management. The Camino Real International Heritage Center is a joint project of the Museum of New Mexico and the Bureau of Land Management. Construction of the center begins in February, and the opening is scheduled in early 2003. It commemorates that older historic route, with which the Santa Fe Trail connected when opened for trade in the 1820s. Much commerce over the Santa Fe Trail went into northern Mexico via El Camino Real.

Poole comes to this assignment from her position as executive director of the Allen County-Fort Wayne Historical Society in Fort Wayne, Indiana. Before that, she held similar positions with the Fort Collins Museum in Fort Collins, CO, the Farmington Museum in Farmington, NM, and the Colorado Historical Society and Pioneer Museum in Trinidad, CO, where she was located when she organized the first Santa Fe Trail Symposium in 1986, at which the Santa Fe Trail Association was founded. She served as the SFTA's first vice-president and was a member of the board of directors for a decade. Poole studied museum management at the University of Colorado and earned a Master's degree from

Regis University.

The associate director of the new center is Linda Mick O'Hara, director of education at New Mexico State Monuments since 1997. She holds a Ph.D. in anthropology and has worked at the Museum of New Mexico since 1989.

Congratulations Joy, and welcome back to the Land of Enchantment.

## EL CAMINO ART PROJECT

CATHERINE Widgery of Massachusetts has been chosen to create art work to commemorate El Camino Real at two Santa Fe city parks. Her proposal, titled "Trail of Dreams, Trail of Ghosts," includes a structure at Frenchy's Field on Agua Fria Street (atop a stretch of the original Camino Real), combining a central medallion and two spiraling stone walls to represent the physical reality of the Royal Road, and a gazebo-type structure at De Vargas Park on Guadalupe Street (also on the old Camino Real), with benches and a metal dome designed to cast shadow figures derived from American Indian and Hispanic traditions.

Funding for the project is provided by the state highway department, federal transportation enhancement funds, and state and city governments. Both projects are scheduled for completion in March 2003.

## THE WAGON TONGUE

### -OBSERVATIONS & OPINIONS-

The Santa Fe Trail Association is to be commended for its production of *Wagon Tracks* where top quality articles are the order of the day. This quarterly, along with the Association's opposition to "hog farms" and cell towers along the Trail, are the reasons I continue to renew my membership.

I was, however, struck by something I read in the most recent issue. It seems that some symposium weekend events featured breakfasts of "eggs, sausage, biscuits" etc. Now just where did this sausage come from? Did anyone bother to find out? Are we opposed to "hog farms" because they deplete the earth, polluting our air and water, or is the Association's position NIMBY?

It would not be appropriate for the Association to take a stance dictating what we should eat. However, at the very least, the Association's position should be one of educating its members of the effects the choices they make in restaurants, at the supermarket, and in selecting caterers have on the Trail and preferably, for those who chose to eat meat and animal products, a position in support of meat and dairy products produced in an environmentally friendly manner. We should no more want harmful agricultural practices conducted along land where William Becknell once tread than we do where the Verendryes tread or where Ponce de Leon vainly searched for vanity.

There is a word to describe someone who purchases pork products produced at a "hog farm" and supports an organization which claims it opposes "hog farms." Next year at renewal time I will have to decide whether or not I wish to participate in an organization that wants to be part of the solution or one that wants to contribute to the problem.

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## SERVANT COUPLE DICK AND CHARLOTTE GREEN CREATED A LEGACY AT BENT'S FORT

by Marc Simmons

*(This article appeared in Simmons's newspaper column, "Trail Dust," in the Santa Fe New Mexican, January 12, 2002, and is reprinted here with permission and special thanks to the author.)*

**I**N 1833, the St. Louis brothers Charles and William Bent began construction of a huge adobe fur-trading post in southeastern Colorado. Called Bent's Fort, it was located on the north bank of the Arkansas River, astride the Santa Fe Trail.

In those days, the Arkansas formed the international boundary between the United States and the Republic of Mexico. From the walls of Bent's Fort, a man could look across the river into the province of New Mexico.

William Bent married a Cheyenne woman. So her tribe traded most of its buffalo robes and other

furs at the fort. His older brother Charles established a home in Taos with his wife, Ignacia Jaramillo. And he opened mercantile stores there and in Santa Fe.

From Missouri, the brothers brought out three slaves and put them to work at the fort. They were a couple, Dick and Charlotte Green, and Dick Green's brother, Andrew.

The two men performed many tasks associated with the fort's flourishing business. One historian has suggested that they probably served as butlers at occasional fancy banquets, given whenever people of rank passed through.

The real star of the Green family, however, was Charlotte. A large, genial woman, she ruled the kitchen and its Indian helpers ironhandedly. Within her own domain, no one trifled with Charlotte Green.

Throughout the southern plains and the Rocky Mountains, she gained a reputation for two accomplishments. The first was for her amazing cooking skills. One source rated her "a culinary divinity."

No fur trapper or Santa Fe Trail merchant bound for Bent's Fort failed to quicken his step as he drew near, knowing he would soon be treated to one of Charlotte's justly famous meals. The cook was best known for her pies, particularly pumpkin.

Charlotte's second talent lay in the field of entertainment. She was an able and vigorous dancer and was in great demand as a partner during wild fandangos held regularly at Bent's Fort.

Col. Henry Inman would later describe Charlotte Green at these mountain-man dances as always "the center of attention, the belle of the evening." He added: "She knew her worth and danced accordingly."

Indeed, Charlotte was often heard to say: "I am the only lady in the whole damn Indian country." By that she meant the only female American.

At the outbreak of the Mexican War (1846), Gen. Stephen W. Kearny stopped briefly at the fort with his army. He was entertained at a special fandango.

After seizing Santa Fe on August 18, Kearny appointed Charles Bent as the first American civil governor.

Leaving his family in Taos, Charles rode to Santa Fe and established a second residence in the old palace on the Plaza. He also brought Dick Green down from the fort to fill the role of man-servant, befitting Bent's new station as governor.

The following January, Charles Bent went to Taos for a visit, ignoring rumors that a rebellion was in the offing. Green was left in Santa Fe.

The morning after Charles's arrival in Taos, a mob including Indians from the pueblo stormed his house and shot him full of arrows. Upon receipt of the news in Santa Fe, an army force was dispatched northward to put down the uprising.

Dick Green, grief-stricken over the killing of his master, asked permission to accompany the troops. He was given arms and his wish granted.

The Americans soldiers surrounded the fortified Taos Pueblo church, where the rebels had taken refuge. After chopping a hole in the nave's adobe wall, the attackers tossed in primitive grenades.

Explosions rocked the interior, but many of the defenders remained alive. The men outside peered into that smoking hell, but hesitated to enter. Dick Green, with a yell, rushed in shooting. Where he led, others followed, and the church soon fell. Dick Green was severely wounded but survived and was taken back to Bent's Fort.

In gratitude for his heroism, William Bent granted freedom to the Greens.

They left the fort in a wagon train headed for Missouri the following May and dropped from history's view. Colorado author, Mark L. Gardner, however, tells me that Charlotte Green, alone, shows up on the 1850 St. Louis census. Either the marriage had split up, or as seems more likely, Dick had died from the effects of his war wound.

What a book Charlotte Green's life would make, if we only had more information.

MAKE YOUR MARK: REMEMBER THE SFTA IN YOUR WILL



## PIONEER MERCHANTS OF THE LAS VEGAS PLAZA: THE BOOMING TRAIL DAYS

by M. C. Gottschalk

(Marcus Gottschalk, *Las Vegas, NM, is a student at New Mexico Highlands University in Las Vegas. His earlier research paper won the SFTA undergraduate award at the 1999 symposium, and this paper won the SFTA award for best paper submitted by an undergraduate student in 2001. Gottschalk presented a summary of this manuscript at the symposium, and it is here printed in full. He is the author of Pioneer Merchants of the Las Vegas Plaza [2000], reviewed in May 2001 WT.*)

**T**HERE is something in the human spirit that is both inspired and fascinated by the thought of moving into and expanding the frontiers of our societies. In the early 19th century, the frontier for both the Mexican territory of New Mexico, as well as the United States, was the seven hundred miles of plains between Missouri and New Mexico. These prairie lands, called Louisiana, were inhabited by numerous American Indian tribes, yet were claimed by the English, Spanish, French, and the European colonists of North America who formed the United States.

Across these plains, following a network of trails established by animals and utilized by various tribal Americans over several centuries, a loosely defined route grew after 1540 through the passage of expeditions of Spanish conquistadors, French fur trappers, American explorers and traders, army deserters, and spies, such as Zebulon Montgomery Pike, who was allegedly involved in a conspiracy to make the Louisiana territory a nation independent from the United States of America.

This overland "route," that led up river valleys and across dry stretches of plains, coalesced into the Santa Fe Trail after William Becknell, an American trader, successfully opened commercial ties with New Mexico, entering the capital at Santa Fe on November 16, 1821. More than a decade later Miguel Romero y Baca and his brothers Vincente, José Leon, and Rafael pioneered a Mexican outpost on the western edge of these frontier plains, 65 miles east of Santa Fe, at a place called *Las Vegas*, or "the meadows."

A public square, or *plaza*, was built at *Las Vegas* for residential and defensive purposes by those who were granted these meadows by the Mexican government as communally-owned lands. Many of these Mexican pioneers were from San Miguel del Bado, a settlement located 30 miles to the west on the Pecos River. *Las Vegas* became the first town in New Mexico to be entered by American traders after 700 grueling miles on the Trail from "the states" and the last town the New Mexican Hispano traders left behind on their journey to Missouri.

The trade on the Santa Fe Trail rapidly transformed this little agrarian village into a commercial center, with the *Las Vegas plaza* becoming a vortex of mercantilist activities. The pioneer merchants of the *Las Vegas plaza* were to forge a major trader center out of this frontier village that not only was to rival Santa Fe in importance as a trading center, but also in its own right became the main distribution center for the entire Southwest in the latter Trail days and the early transcontinental railroad days.

The reason for the growth of *Las Vegas* beyond an agricultural center is its location as a port of entry for or a port of departure from New Mexico. From a bird's eye view, if one traverses the country from the Eastern manufacturing metropolises directly southwest across the plains straight to the urban areas of the Southwest, avoiding the core of the Rocky Mountains, one would pass through the *Las Vegas* area. Furthermore, *Las Vegas* is situated at the crossing of the Gallinas river; five miles north this river has carved a canyon out of the Sangre de Cristo mountains and five miles south it has gouged a steep canyon into the plains. Thus, *Las Vegas* is a portal to the mountains that one passes into, just as one must exit the mountains through the Glorieta Pass on the way to trade in Santa Fe. Any other attempt to avoid the canyon to the south of *Las Vegas* means many more miles, and dryer miles at that, added to the trip. The Trail traders abhorred extra mileage, since their mule or wagon trains averaged only 15 miles a day. Hence, the Trail crossed the Gallinas at *Las*

*Vegas* and so did the traders.

Another reason the Trail passed this way was that attempts to reach Santa Fe through the Texas Panhandle meant greater risk of native attacks, since this route crossed Comanche lands.<sup>1</sup> Likewise, the main reason for the delayed Spanish settlement of *Las Vegas*, which occurred two and a quarter centuries after the establishment of Santa Fe, was due to the danger of Indian raids. *Las Vegas*, if one can place boundaries on tribal lands, was within the domain of the Jicarilla Apache tribe. War with the native peoples kept *Las Vegas* insecure into the 1860s. The threat to the Trail business, however, must be contrasted by the Trail's use as a supply line for the American effort to defeat the native tribes, a business that was profitable to many in *Las Vegas*.

The pioneer merchants were individuals of many different nationalities, lending a cosmopolitan, as much as a commercial atmosphere to the *Las Vegas plaza*. All of them had come from elsewhere; many sought economic opportunity, while perhaps some simply sought a new lifestyle that was to be found on the frontier. Their stores acted as magnets pulling in produce from the growing rural development of eastern New Mexico, as well as manufactured goods and cloth from the burgeoning United States. A study of these import/export mercantile houses on the *Las Vegas plaza* reveals that a substantial number of noteworthy Trail traders located here, traders from New Mexico, the British Provinces of Canada, the German countries, Poland, and the United States. Many of these foreign men came to *Las Vegas* alone or with brothers and typically married local New Mexican women. Additionally, *Las Vegas*' location on the Trail was so unavoidable that many merchants from elsewhere in the Territory of New Mexico invested in branch outlets in the area of the plaza. Indeed, on the Trail, *Las Vegas* increasingly became the economic destination for the goods being transported from the United States.

During the three decades following the American occupation of New Mexico in 1846, the prosperous commerce of the Santa Fe Trail was generated by military supply contracts and the economic development of New Mexico. The American campaign to acquire New Mexico in 1846 had expanded the use of the Santa Fe Trail, transforming this commercial link between two nations into a military road of conquest. Supplying grains and transporting American goods to the U.S. Army stationed in New Mexico and beyond became the primary business for many traders. The dominance of Las Vegas in military supply contracts was largely due to the ideal location of Las Vegas on the Trail, as well as its close proximity to the wars against the Cheyenne and the Comanche tribes on the plains of Kansas and Texas. In addition to this economy based on military contracts, merchant pioneers of diverse ethnic backgrounds developed an economy in the Territory that was consumer based. These pioneer merchants were shippers, importers and exporters, as well as retailers, who sold goods to local New Mexicans from their storehouses. In addition, these merchants acted as bankers to the farmers and shepherders who were their customers, extending credit to these producers so they could afford to buy equipment and provisions, while debts were typically paid off at harvest or shearing time. As money became a necessary means to acquire goods and services, New Mexicans looked to develop wealth that they could sell to earn currency. They exploited natural resources, such as timber. Wool became the main export to the United States, which was accomplished by raising and pasturing huge flocks of sheep.<sup>2</sup> For the lower classes of New Mexico, working for the merchants and freighters on the Trail to transport goods to and from the U.S. and distribute them throughout the Southwest became a typical way to obtain money.<sup>3</sup> No longer just an export market for the U.S., the Territory of New Mexico was now connected to the American economy, making wealth extraction for export to the States essential.

There were many different reasons why the pioneer merchants

from foreign lands moved to New Mexico. For many Americans it was the U.S. Army. For many French trappers and traders, like Céran St. Vrain, it was an economic opportunity after the West had been "trapped out."<sup>4</sup> Many Trail merchants, however, emigrated to New Mexico years after the military conquest, coming primarily from the Province of Lower Canada, or Québec, and the German countries. Many of these foreigners must have considered working on the Santa Fe Trail a great economic opportunity, but certainly not one without immense effort and risk. One frontiersman and opera house builder of Las Vegas, Charles Tamme, came from the Duchy of Braunschweig, or Brunswick, a German country. While studying merchandising in college, Charlie Tamme "read much of America and of the wild, free and adventurous life to be enjoyed in the far West. He soon manifested his longing to secure a taste of such untrammelled life. . . ."<sup>5</sup> Or perhaps many of the young immigrants were avoiding the draft, as did Charles Ilfeld, who was a German Jew from Homburg vor der Hohe, of the Kingdom of Prussia. As one historian wrote, "with Prussian conscription to escape and the new world beckoning, Herman, the second son, already had made his choice, and Charles, of like mind, was soon to follow him."<sup>6</sup> Furthermore, many traders knew a relative or had family connections that gave them a start into the Trail market. For instance, Charles Blanchard, who studied law in Montréal, Québec, followed his uncle Michel Des Marais to Las Vegas and the Trail trade. Whatever the varied reasons these foreigners had for migrating to New Mexico, it is clear that many of these French-Canadians, Germans, and Jews became successful as capitalist merchants. These foreign immigrant merchants owned a large number of the wholesale warehouses and the retail shops at the Las Vegas plaza in the latter Trail days and the early railroad days.

Initially, the Trail trade had been implemented by Missourians who had access to wholesale goods and financial backing. They traveled to the *Territorio de Santa Fe de Nuevo Mexico* of the Republic of Mexico and of-

tentimes traveled on to Mexican markets with wagon trains loaded with tools, provisions, and specialties for sale. Some New Mexicans could afford to buy the American goods with gold they mined from the Ortiz Mountains. Then, as Susan Calafate Boyle, a historian of the Santa Fe Trail, observed, "regardless of the reasons, 1839 witnessed a significant change in the direction of trade from New Mexico [to Missouri]."<sup>7</sup> Many New Mexicans had been accustomed to embarking on annual trade caravans to Mexican towns, such as Chihuahua and Durango, maintaining an economic connection to the Mexican nation. However, in 1839, New Mexican trade caravans, typically comprised of over a hundred wagons that were owned by numerous merchants, began traveling to Missouri. Perhaps one of the reasons that these Hispano traders turned to the east in 1839 was that the pioneers of Las Vegas had now established a permanent and continuous settlement on New Mexico's eastern frontier.<sup>8</sup> The Mexican war changed this commercial intercourse between the two nations, because during the years of war and subjugation fulfilling the needs of the U.S. Army preponderated all other Trail trade.

Not surprisingly, following the American annexation of New Mexico, the Trail traders who were able to win the government contracts to supply the military became the most successful merchants. According to the 1860 Territorial Census of New Mexico, nearly all of the largest foreign Trail traders were involved in military supply contracts. What is not widely known is that the most successful foreign traders had a close association with Las Vegas. In 1860, the wealthiest of the foreign merchants with assets of over \$200,000 was Céran St. Vrain, a Frenchman from St. Louis.<sup>9</sup> St. Vrain was a former business partner of Charles Bent, a Trail trader who established Bent's Fort in what is now southern Colorado. Bent was later appointed the first Territorial Governor of New Mexico. Céran St. Vrain, a resident of Mora, a settlement thirty miles north of Las Vegas, built two water-powered gristmills to make flour to sell to the Army, a business that became very substantial. For instance,

in July 1862, he sold 600,000 lbs. of flour to the government. Problems arose for St. Vrain over how to transport flour and corn across the Sangre de Cristo Mountains during the winter months when roads were often impassible, from one of his mills near Taos, which was located about seventy miles to the west of Fort Union.<sup>10</sup> Thus, St. Vrain's logistical need for warehouse space for grain storage due to his extensive operations, as well as times of inclement weather, prompted him to purchase a storehouse on the southeastern corner of the Las Vegas plaza for a granary.<sup>11</sup>

The first French-Canadian merchant to reside in Las Vegas was Michel "Miguel" Des Marais, a trapper and trader, who came to the New Mexico area in 1837 and became a naturalized citizen of Mexico.<sup>12</sup> Just as the original French-Canadian trappers who explored New Mexico in the 18th century, Des Marais occasioned and maintained legal status in Taos, since it was close to the wilderness regions of the Rocky Mountains.<sup>13</sup> In 1852, Michel moved to Las Vegas with his wife Deluvina Vigil and eventually bought the home of fellow Frenchman, Reverend Francisco Pinard.<sup>14</sup> The Des Marais family attracted many other French merchants to Las Vegas. Charles Blanchard married their daughter Margarita, Avila A. Senecal married their daughter Emma, and Michel's nephew Frederick established a store on the south side of the plaza with business partner Octavio Geoffrion.<sup>15</sup> Michel declared property assets of \$15,000 in 1860.<sup>16</sup> When Miguel died in 1871, Blanchard and trader Joab Bernard assessed the value of the Des Marais estate at \$12,000 for Deluvina Des Marais, Michel's heir.<sup>17</sup> The French merchants who established successful stores in Las Vegas, all of whom were Catholic, became an important component of the commercial and cultural growth of Las Vegas.<sup>18</sup>

Another large military supply contractor was New Yorker William H. Moore, who was the sutler at Fort Union. With assets totaling \$165,000 in 1860, his estate being second in size only to St. Vrain's among the foreign traders, Moore opened up a branch outlet at Tecolote, a settlement ten miles to the

west of Las Vegas along the Santa Fe Trail.<sup>19</sup> Needing assistance in his mercantile efforts, Moore made Charles Kitchen of Las Vegas a partner.<sup>20</sup> Other traders who were successful in obtaining military contracts were Frank Kihlberg and George Maxwell. Before coming to Las Vegas, Kihlberg, from Mobile, AL, had been working for Frederick Cordes & Co., a German company doing business in Caracas, Venezuela. In 1853, Kihlberg took a job as a clerk for Connelly & Mitchell, of Las Vegas, and later established a general merchandise store with merchant George Merritt. In 1864, Kihlberg, who owned a wagon train numbering 30 wagons, and his wife Lena Hoffelmann, bought the building General Stephen W. Kearny's proclamation was read upon the plaza in 1846, for \$1,200. In 1869, he delivered military supplies from the Kansas forts, such as Fort Harker, to forts in Colorado and New Mexico.<sup>21</sup> George Maxwell, a New Yorker, contracted with the Army to supply 500 *fanegas* of corn in 1863.<sup>22</sup> Maxwell and his wife Luisa Ortiz purchased a building on the northeast corner of the plaza from the Romeros for a residence and warehouse.<sup>23</sup> Therefore, the growing Las Vegas economy had a great deal to do with its strategic position in gathering provisions to supply nearby army forts.

Other wealthy American traders did not rely solely on military contracts.<sup>24</sup> Connelly & Mitchell, a mercantile company, was located on the southwest corner of the plaza.<sup>25</sup> Dr. Henry Connelly, from Nelson County, KY, declared assets of \$142,000 on the 1860 Territorial Census, the second wealthiest American in New Mexico, while Edward F. Mitchell, from Illinois, apparently made no declarations.<sup>26</sup> Connelly, one of the earliest Trail traders, spent 20 years conducting Trail business from Chihuahua, Mexico.<sup>27</sup> Connelly & Mitchell was established following Connelly's return from Mexico in 1848. In 1853, the company bought Levi Keithley's mill and trading post, located about a half mile south of the plaza.<sup>28</sup> Connelly's business was considered the largest mercantile establishment in the Territory, while the store in Las Vegas, managed by Edward Mitchell, was the most successful of

his four outlets. The other three stores were located in Santa Fe, Albuquerque, and Peralta, ten miles south of Albuquerque on the Rio Grande, where Connelly maintained his residence.<sup>29</sup> In 1861, President Abraham Lincoln appointed Connelly as New Mexico's Territorial Governor. The following year, war with the Confederate States erupted in New Mexico. In 1862, Las Vegas became the Territorial capital during the months of March and April, when Confederate troops forced the Union Army to retreat from Santa Fe, the capital, to Fort Union. Territorial Governor Henry Connelly followed the Union troops, which were led by Major Julian Donaldson, withdrawing the Executive Department of the Territory from Santa Fe to his store on the plaza at Las Vegas.<sup>30</sup> On March 11, Connelly wrote to Secretary of State William Seward that "the capital having been abandoned by the United States forces, I came in company with them, and I have for the present established the Executive Department at Las Vegas."<sup>31</sup>

During the Civil War crisis in New Mexico, the quartermaster at Fort Union, John C. McFerran, was faced with the location, purchase, and transport of critical provisions for the Union army, while being severely short of funds. In late 1861, the Army ran out of gold and silver currency, while few local suppliers were willing to sell to the government on credit. After McFerran drained his own savings, he turned to William Moore, the sutler. Moore offered substantial aid to the Army throughout the Civil War, but even his help was not sufficient to meet the extraordinary needs for this military effort. When other merchants like St. Vrain had no extra money, Miguel Romero and his son Trinidad, Trail merchant Francisco Lopez, and shepherd and Trail freighter Rumauido Baca volunteered \$800 in currency to assist the Army.<sup>32</sup> McFerran used this financial help to contract with William Moore for 1,000,000 lbs. of corn, Moore & Kitchen for 250,000 lbs. of flour, John Dold for 500,000 lbs. of corn and Andrés Dold for 180,000 lbs. of wheat.<sup>33</sup> In this time of need, the Army had looked for help from Las Vegas merchants, which exhibited the strength of the local economy.

This episode also displays that resident Hispano merchants of the Las Vegas plaza were already profiting greatly from the Santa Fe Trail trade.

In the 1860s, the presence of this rising class of Hispano merchants became more visible as more stores owned by New Mexicans were opened on the Las Vegas plaza. A traveler who passed through Las Vegas in 1864 commented, "many Mexican citizens by industry and expenditures of the United States government, have grown from small beginnings to wealth and influence. . . ."<sup>34</sup> The most significant of these Hispano merchant families were the Romeros. In 1830, Miguel Romero had married Maria Josepha Gregorio Delgado, whose family owned part of the gold mine at Dolores, 38 miles south of Santa Fe in the Ortiz Mountains.<sup>35</sup> At the mines in Dolores, Romero ran a mercantile store for New Mexican Governor Manuel Armijo, one of the major Hispano traders on the Trail before the American occupation.<sup>36</sup> After General Kearny declared Santa Fe to be American territory in 1846, he appointed Romero, among only a handful of appointments made, as a judge in the Placers district, which defined all the mines in the Ortiz Mountains region.<sup>37</sup> The nomination of Miguel Romero to this office exhibited both the knowledge and trust the Americans had of Romero and their acknowledgment of the economic importance of the gold mines south of Santa Fe. Indeed, Dr. Frederick Adolphus Wislizenus, from Königsee, of the German Thüringen States, financed and led an expedition to Mexico in 1846. En route, he visited the mines in the Ortiz Mountains on July 10, 1846, which had already attracted numerous miners from the United States. Wislizenus wrote, "the old Placer is a very promising place for mines. The gold ores there were discovered by mere accident in 1828, and gold washings established; but besides that, the ground is barely touched, and will yet open rich treasures to the mining enchanter, who knows how to unlock them."<sup>38</sup>

These mines were essential to the New Mexican economy in the early Santa Fe Trail years, one source estimating that the Placers mines were providing \$200,000 of currency a

year.<sup>39</sup> Dr. Wislizenus added that he could not estimate the value of the gold that the mines produced, but that "nearly all the gold is bought up by the traders, and smuggled out of the country to the United States, I believe a closer calculation of the gold produced in New Mexico [at Placers] could be made in the different mints of the United States than in Mexico itself."<sup>40</sup> The Romeros later sold their part of the Dolores mine to Indian Superintendent Michael Steck, who bought it on behalf of the New Mexico Mining Company in 1867.<sup>41</sup> Therefore, not only did the Placer gold mines benefit the Romeros and other Hispano mercantile efforts, but they also gave New Mexicans a source of currency to purchase consumer items from traders in the early years of the Santa Fe Trail.<sup>42</sup>

From their economic involvement in trade with the Americans, the Romero family must have recognized the commercial opportunity that the location of their house on the Las Vegas plaza and the Santa Fe Trail offered after New Mexico became a territory of the United States. The Romeros had resided in Las Vegas on a seasonal basis until 1851, when the whole family moved to Las Vegas and took up permanent residence. Miguel took up jobbing, or the buying and reselling of, groceries and freighting on the Trail, while Josepha operated a creamery out of their home on the plaza, making butter and cheese.<sup>43</sup> This Hispano family was to lead the way for other Hispano merchants in Las Vegas and inevitably had the largest effect on the continued growth of the plaza.

A family closely related to the Romeros was the Lopez family. Francisco Lopez, from Agua Fria, a settlement next to Santa Fe, was an original settler of the Las Vegas land grant. Lopez started a freighting business on the Trail, with his seventeen-year-old son Lorenzo joining him in 1854.<sup>44</sup> Governor Connelly appointed Lorenzo Lopez a Major in the Second New Mexico Militia in 1861.<sup>45</sup> Francisco and Petra Lopez owned large tracts of land just south of the plaza and in 1863 Francisco bought James Broadwell's two-story storehouse on the south side of the plaza.<sup>46</sup> They later offered their house on Pacific Street to the Italian Jesuits for classroom space.<sup>47</sup> The

Jesuits taught the three Rs, English, Spanish, French, Italian, Latin, History, Geography, Piano or Organ, and Bookkeeping.<sup>48</sup> Two of the Lopez' daughters, Valeria and Maria Ascencion, married Trinidad and Eugenio Romero, respectively.<sup>49</sup> These two Romeros, both sons of Miguel and Josepha, built the first Romero store on the south side of the plaza, a two-story adobe building. T. Romero & Bro. had purchased this property from John Dold, who was involved in the selling of all the von Grolman properties in 1864.<sup>50</sup> Although the Romeros and Lopezes were to be the most dominant Hispano families in Las Vegas for decades to come, they certainly were only part of the New Mexican resurgence on the plaza.

The first recorded New Mexican to buy property on the plaza was Antonio Baca y Baca in February 1857.<sup>51</sup> Baca bought the American Hotel for \$800 from the Connelly and Dr. Stephen and Helen Boice and made it into his storehouse.<sup>52</sup> Antonio Baca y Baca was a merchant who listed \$2,500 worth of real estate in 1870.<sup>53</sup> Santiago Ortega, an original settler of Las Vegas in 1835, leased store space from Antonio Baca in the eastern portion of this building.<sup>54</sup> Further, Trail trader Tomás Dolores Cabeza de Baca, who was married to Estéfana Delgado, Josepha Delgado de Romero's sister, moved into a building owned by the Romeros on the northeast corner of the plaza.<sup>55</sup> Tomás was the son of Luis Maria Cabeza de Baca, the first settler of Upper Las Vegas. Tomás and Estéfana owned \$800 dollars worth of property in 1860.<sup>56</sup> Another family related to the Romeros acquired the buildings owned by Céran St. Vrain on the southeast corner of the plaza. Maria de Jesus "Jesusita" Ulibarri and Jesus Gonzales occupied this corner of the plaza in the late 1860s through the 1870s.<sup>57</sup> Jesus and Jesusita Gonzales's son was Trail freighter Dionicio Gonzales, who was married to Miguel and Josepha Romera's daughter Manuela. In December 1867, the Gonzaleses obtained from the mercantile firm of the Spiegelberg Brothers, of Santa Fe, "ten freight wagons with all the appurtenances thereto for freighting purposes and one hundred oxen marked and branded for a future

payment of \$4866.12.<sup>58</sup> Three generations of the Gonzales family, Jesus and Jesusita, Jesus' brother Hilario, Dionicio, as well as his son Adelaido, all combined their efforts to establish a successful mercantile business on the plaza.<sup>59</sup>

Another Hispano merchant, Francisco Manzanares, who was the Indian Agent for the Ute and Apache tribes for the Lincoln administration, established an outlet on the south side of the plaza. Manzanares, who was from Abiquiu, a town west of the confluence of the Chama River and the Rio Grande, left New Mexico in the early 1860s, ventured to a New York City business school, and then took a banking job. He returned to the West to work as a clerk for the firm Chick, Browne & Co., which was a commission house that was following the Kansas Pacific Railroad from terminal town to terminal town as it moved west through Kansas and Colorado.<sup>60</sup> In 1871, Manzanares made a rental agreement with Trinidad and Eugenio Romero for a branch outlet on the plaza, managed by J. Horen.<sup>61</sup> Manzanares eventually bought into his employers' business and the commission house was then known as Browne & Manzanares, a year before it arrived in Las Vegas with the Atchison, Topeka & Santa Fe Railroad.

Another major Hispano trader who owned property on the plaza was Bernalillo resident José Leandro Perea.<sup>62</sup> His two-story adobe storehouse was next door to Francisco Lopez' building on the south side of the plaza. Perea was listed on 1860 and 1870 Territorial Census as the wealthiest man in New Mexico, owning huge flocks of sheep, with assets of more than \$225,000 in 1860 and assets of \$400,000 in 1870.<sup>63</sup> One historian noted, "in 1867 José Leandro Perea, by now one of the wealthiest men in New Mexico, outfitted another large train that carried wool to Kansas City and returned with merchandise, an operation that took place annually."<sup>64</sup> José Librado Gurulé, a muleteer on the Perea caravan in 1867, stated that "Las Vegas was the starting point of the big adventure as well as the meeting place for those who wished to add their wagons and *carretas* to the train."<sup>65</sup> Thus, Las Vegas was the gathering and staging area for the trading

caravans before they embarked to Missouri. Therefore, José Leandro Perea must have thought it advantageous to establish a store and warehouse on the plaza, due to its vital location on the Santa Fe Trail. His brother Juan managed the business in Las Vegas, which also involved the pasturing of a large number of sheep.<sup>66</sup> José and Juan's caravans had journeyed to Mexico four times and twice to Missouri between 1839 and the American possession of New Mexico. Juan also listed substantial assets on the 1860 Territorial Census, totaling \$36,500.<sup>67</sup> Thus, the evidence demonstrates that numerous successful Hispano merchants located stores on the plaza, even though the 1870 Territorial Census does not list one Hispano merchant for Las Vegas.<sup>68</sup>

Furthermore, there were many Hispanos from Las Vegas who worked on the Santa Fe Trail as freighters. A freighter was a subcontractor for the merchant or the government contractor and was typically only concerned with the safe transport of goods. The freighter was distinct from the teamster in that the freighter owned his mule or ox train, while the teamster was simply hired as a driver. For example, Andrés Dold used a number of freighting subcontractors to transport goods for his own mercantile store, as well as to fill military contracts.<sup>69</sup> His books indicate that in 1865 he hired many prominent Hispanos for these jobs, including Hilario Gonzales, Dionicio Gonzales, Nasario Gallegos, and Manuel Romero, who was Miguel Romero's nephew. On one occasion, in April 1866, Andrés sent a box of lemon sugar, free of freight charges, as a favor for Frank Kihlberg along with a wagon train he sent to Fort Sumner. The lemon sugar never arrived in Fort Sumner and the freighters, Albino and Antenacio Garcia, were docked \$12 from their freighting charges.<sup>70</sup>

From a controversy that arose over the existence of the Navajo and Apache Bosque Redondo Reservation near Fort Sumner in New Mexico, a number of these Las Vegas freighters can be ascertained. After an Apache raid at Chaperito, a small village about 20 miles southeast of Las Vegas on the Gallinas River, that resulted in some deaths and sto-

len livestock, County Probate Judge Miguel Romero y Baca wrote a letter to the Santa Fe newspaper, *The New Mexican*, dated June 23, 1864, which was published August 21. He condemned the reservation, where starvation was prevalent, as the source of the Apaches who committed the raid on Chaperito and said that the natives should instead be given a reservation along the Little Colorado in northern Arizona. A group of concerned plaza merchants and freighters sent their sharp response on September 20, 1864, clarifying that the Apache raid was carried out by non-reservation Apaches and that Romero, "had lost over one third of his stock not due to Indians but to laziness in setting his animals out to graze. . . . [His] claim was that it was useless to put them out in the pastures for the Indians to steal." Nevertheless, these plaza merchants and freighters were quite worried about any lost business that would be caused by the closing of the Bosque Redondo Reservation. Signing the editorial response were plaza merchants Michel Des Marais, William Moore, Andrés Dold, Charles Kitchen, May Hays, Arthur Morrison, and Joab Bernard as well as Las Vegas freighters Tomás and José Rafael Montoya, José and Domingo Pena, Lorenzo Tafoya, Santiago Otero [Ortega?], M. Sena, Felipe Martin, Andrés Trujillo, and José Manuel Angel.<sup>71</sup>

In addition to these freighters, Manuel Baca y Ortiz, Ismael Delgado, Narciso Otero, Juan Rivera, and Andrés Trujillo were Hispano freighters from Las Vegas listed on the 1870 Census.<sup>72</sup> Some of the freighters boasted very large investments. For instance, Trail freighter Rumauldo Baca owned a reported 30 wagons and 500 oxen.<sup>73</sup> Any of these individuals may have rented space on or near the plaza and it is likely some did, but unfortunately there is scarce information on those who rented commercial space on the plaza until the commencement of the Las Vegas city directories in the 1880s.

The economic benefit from the "Indian Wars" became apparent to Las Vegas following the acquisition of New Mexico by the United States. Fort Union was built to protect the Santa Fe Trail from several tribes,

and the subsequent military supply contracts were an obvious boon to the local economy. In addition, as has been shown, many merchants and freighters of the Las Vegas plaza were concerned about the lost business caused by the closing of the Bosque Redondo reservation. Further, Las Vegas merchants were hired to directly supply campaigns against the plains tribes. For example, the Romeros' mule trains were hired to support Major William R. Price's 1874-1875 campaign against the Comanche, Kiowa, Cheyenne, and Arapaho tribes.<sup>74</sup> The Romeros provisioned the "Red River wars," with their mule trains that were required to travel 25 miles a day, about 10 miles a day more than normal. During the campaign, Colonel Nelson A. Miles commandeered the Romero trains until they were not needed any longer. Miles was concerned that the Romeros would abandon their task when their contract expired, which occurred before the end of the campaign. The army utilized the Romero mules for three months, for which the U.S. government was billed \$25,730. Many more military supply contracts were awarded to the Romeros during the 1870s.<sup>75</sup> Another benefit of the demise of Indian hostilities was found in the utilization of pasturelands from which the Indians were cleared. In September 1881, Rumauldo Baca renegotiated a *partido* contract, or an income agreement to share sheep flocks, with José Leandro Perea, who was said to own the largest flocks in New Mexico, a conservative estimate being 75,000 sheep.<sup>76</sup> In this renegotiation, Baca was to take on 4,000 new lambs, in addition to 4,000 already in his possession, and pasture them in the panhandle of Texas, which recently had been Comanche domain.<sup>77</sup> Thus it is clear that many of the Las Vegas merchants participated in and took advantage of the destructive war against the region's tribes.

One of the last caravans to be attacked on the Santa Fe Trail was a wagon train led by Charles Blanchard. Blanchard, one of the French-Canadian merchants of Las Vegas, came to work for his Uncle Michel in 1864. In 1868, Blanchard's wagon train, pulled by oxen, freighted wool to Ellsworth, KS, a new terminus of

the Kansas Pacific Railroad. After the trek, he traded the wool, his ox team, and \$2,000 for a mule train that consisted of 67 mules, 12 wagons, and 2 horses.<sup>78</sup> Blanchard and his crew of thirteen loaded the new wagon train with supplies for the return trip. After a few days of travel, about 100 mounted Cheyennes intercepted Blanchard's train, taking or scaring off all his mules and horses. Blanchard and his crew, their lives spared, walked back to Fort Dodge, Kansas. The government awarded Charles Blanchard \$9,000 for his losses, of which half was paid in the first five years and half was paid forty years later in 1908.<sup>79</sup> Nonetheless, especially when freighters could sue for losses incurred due to raids, it can be seen that the Trail traders benefited a great deal more than they lost from the conflict with the Indians.<sup>80</sup>

In the 1870s, many Jewish merchants from German countries established mercantile houses on the plaza, which were involved in both military contracts and commercial distribution. Marcus Brunswick, a German Jew, "was one of the largest military contractors in New Mexico, holding contracts in 1882 to furnish grain to at least seven different posts."<sup>81</sup> Brunswick had maintained a store on the plaza, in different locations, since the mid-1860s. His initial start into the mercantile business in Las Vegas was in partnership with Jacob Hecht, who held \$15,000 of assets in 1870.<sup>82</sup> The firm Dittenhoefer & Cohen and its later incarnation as Dittenhoefer & Homberger & Co. also maintained a store on the plaza during the 1860s when they were contracting with the military. In early 1864, Dittenhoefer & Cohen supplied 500 fanegas of corn to the western forts.<sup>83</sup> Clearly, military contracts were a major source of revenue for many of the Jewish merchants who were attempting to succeed on the frontier.

Other Jewish merchants, however, were more focused on the commercial distribution of consumer goods from the eastern industrial centers, as well as the development of an economic base in rural New Mexico to support such trade. Further, Jewish firms from elsewhere in the region, such as the Jaffa Brothers and the Spiegelberg Brothers, es-

tablished outlets in Las Vegas.<sup>84</sup> The Spiegelberg Brothers of Santa Fe located an outlet on South Pacific Street, the road that the Santa Fe Trail followed as it departed the southwest corner of the plaza.<sup>85</sup> The Jaffa Brothers had an established store in Trinidad, CO, and after managing two stores on the Las Vegas plaza, Nathan Jaffa, along with W. S. Prager, located a store in Roswell, NM, in southeastern New Mexico. One historian said, "the firm has built up the largest trade in the [Pecos] valley."<sup>86</sup> Other Jewish merchant families resided in Las Vegas. Samuel Kohn, a dealer in wool from Pilsen, in the Bohemian province of the Austrian Empire, owned a shop on the east side of the plaza and, following his death in 1877, his wife Yetta Kohn, a tailor, continued the business and later opened a shop on Bridge St.<sup>87</sup> Moses Friedman and his two sons, Myer and Hyman, who specialized in wool and hides, rented a store in a two-story adobe on the southeastern corner of the plaza in the 1870s from Jesusita Gonzales.<sup>88</sup> Isidor Stern and his partner Marcus Zuckerberg traded on the Trail before Stern opened a store on the south side of the plaza.<sup>89</sup> Joseph and Emanuel Rosenwald, Jews from Dittenhofen, a village in the Kingdom of Bayern, or Bavaria, were Trail merchants doing business as Joseph Rosenwald and Company. In the late 1860s, the Rosenwalds filled military contracts, supplying corn to Fort Bascom and Fort Sumner.<sup>90</sup> In the 1870s, the Rosenwalds leased a store location from the Romeros in their two-story adobe commercial building.<sup>91</sup> On June 8, 1877, a large conflagration started in the Friedman or the Rosenwald wool warehouse and destroyed half the block on the south side of the plaza, seeming to forebode the coming changes that the railroad was to bring to the plaza.<sup>92</sup>

Halting the flames of the big fire was the renovation of an adobe building on the south side of the plaza. The removal of the front wooden balcony of this building for renovation appears to have hindered the further spread of the fire, while the adobe structure survived the conflagration. Merchant Charles Ilfeld was renovating this building for a hotel, called the Jewett House,

which previously had been the Perea store and in 1877 had been defaulted on by the Labadie family.<sup>93</sup> Iffeld had started his career in New Mexico with A. Letcher & Co, of Taos, NM. In 1867, Adolf Letcher and junior partner Charles Iffeld moved their mercantile operations from Taos to Las Vegas with the aid of a hundred mules, in belief that the economy in Las Vegas held greater opportunity than the older trade center of Taos. A few years after the move to Las Vegas, Iffeld bought out Letcher.<sup>94</sup> Later, in 1882, Jean and Mathilde Pendaries sold their adobe building on the north side of the plaza to Charles Iffeld; their saloon was then removed to make room for Iffeld's three-story department store, called the Great Emporium.<sup>95</sup> Iffeld wholesaled and retailed from basic items to paints, stoves, and wagons. He held an exclusive in Las Vegas on the clothing patterns made by the Butterick Publishing Company.<sup>96</sup> The *Las Vegas Daily Optic* later exclaimed, "Chas. Iffeld, jobber and retailer of general merchandise," says the modest business card, giving but a faint idea of the largest and finest department house in all the Southwest."<sup>97</sup>

Thus, it is apparent that the plaza at Las Vegas was home to an incredible concentration of merchants and freighters, or their businesses, during the Trail days. These pioneer merchants from so many different cultures worked together, and at times apart, to make this little frontier town, albeit briefly, a critical center of commerce. The large number of merchants and freighters in Las Vegas must have created a very bustling, commercially-minded culture, one that surely was a great deal different than when Las Vegas was a frontier agrarian village, as well as a U.S. army post. Las Vegas had become a Territorial boomtown on the Santa Fe Trail, yet throughout the seventies most everyone must have been thinking about the coming of the railroad.<sup>98</sup>

The advance of the Atchison, Topeka & Santa Fe Railroad across the plains from Missouri took nearly the entire decade of the 1870s. Those who worked on the Trail were hauling goods from Kit Carson or Las Animas, Colorado, or Dodge City, Kansas, instead of the Kansas City,

Missouri, area.<sup>99</sup> By 1870, they knew the day was near when the railroad would make their job obsolete. The wars against the few remaining free bands of tribal Americans were nearly over, the buffalo were nearly gone, and the vehicles that would bring connection to the industrialized world economy were only a few hundred miles away. The economic conquest that followed the political annexation of the Southwest was nearing its culmination. Or as one historian put it, "commerce, not the invader, is, after all, the conqueror."<sup>100</sup> The Santa Fe Trail was now seen as it really was, a temporary means of transporting goods until industry could catch up with the American pioneers. In this regard, the Trail was similar to the cattle drives to Kansas, and the Trail freighter was similar to the Texas cowboy. The day of the frontier was at twilight, while the morning of progress was now the Promised Land.

Hundreds of years after the colonization of the New World, the Spanish, the English, and the French, as well as immigrants of German, Jewish, Polish, and African-American descent, came together to pioneer a mercantile way-station on the western edge of the Great Plains, which was the home to many tribes of Indians and herds of buffalo.<sup>101</sup> The Santa Fe Trail, which was initially opened by commerce, then utilized for conquest, became the bridge between the independent republics of Mexico and the United States. The Americans, who expropriated the original English colonies, brought their cultural forms and tastes to the conquered lands of New Mexico.

Quickly, the plaza at Las Vegas was more American than New Mexican, exhibited by the new American residents creating a Territorial-styled architecture. In subsequent years, the American presence waned with the resurgence of New Mexican merchants and an influx of immigrant Santa Fe Trail traders from Lower Canada and the German countries. The Santa Fe Trail, however, was a temporary means of transport until the railroads could be extended to the West. As the Trail ended and the frontier was breached by these industrial-age transcontinental rail lines, Las Vegas became

the critical distribution and commercial center for the Southwest. While the rail line skirted the plaza at Las Vegas to the east, yet altogether ignored the plaza at Santa Fe, the concentration of so many established Trail merchants maintained the importance of the plaza for several years into the 1880s. In 1883, the mixture of industrial products, technology, and an ethnically diverse population of merchants, created a cosmopolitan Victorian cityscape. In half a century, the Las Vegas plaza had been a New Mexican village, an army post, the temporary Territorial capital, a Trail boomtown, a site of the "Wild West," as well as the financial and mercantile capital of the Southwest.

The growth of Las Vegas as a commercial center continued to the end of the century, many people at the time believing that Las Vegas was to become the largest and most important city in the Territory.<sup>102</sup> But it was not to be. By 1912, the so-called "Belen Cut-Off," a rail line connecting Amarillo, TX, and Belen, NM, about 30 miles to the south of Albuquerque, replaced the line through Las Vegas as the main route for cargo being transported from the eastern cities. This new cargo route was built to avoid Raton Pass, the 7,834-foot high pass 120 miles north of Las Vegas that the Atchison, Topeka & Santa Fe Railroad crossed. When eastern goods no longer passed through Las Vegas, the reasons that the merchant pioneers came across hundreds of miles of plains were obliterated. Las Vegas was no longer the portal to the Southwest.

#### NOTES

1. Due to the close proximity to the buffalo herds and the Comanche tribes of the Great Plains, many buffalo hunting parties and illegal trade expeditions were led from Las Vegas. The buffalo hunters were called *ciboleros* and those who traded illegally with the Indians were called *Comancheros*.
2. Consider these comments by the United States Department of Agriculture about New Mexican wool production: "The quality of both mutton and wool produced is of a superior character. The wool clip of 1867 amounted to two and a half million pounds and has since increased. In San Miguel County, the best pasturage in the Territory, about three hundred thousand sheep are owned, and during part of the year, including these, from seven hundred thousand to eight hundred thousand are pastured. . .

- This industry is crippled, however, by the difficulty of getting it to market, transportation costing as much as the original value of the wool." Horace Capron, *Report of the Commissioner of Agriculture for the Year 1869* (Washington: Government Printing Office, 1870), 621. Jim Whitmore, a Las Vegan who could remember those times, reported that wagons full of harvested wool would line up from the Plaza for four miles south to Romeroville. Historical Methods Seminars, *Interviews with Pioneers* (Las Vegas: New Mexico Highlands University, 1950), 98. Trinidad and Eugenio Romero were the founders of Romeroville.
3. José Librado Gurulé, a muleteer or mule driver, stated that he earned \$8 for working on an 11-month caravan in 1867. Marc Simmons, ed., *On the Santa Fe Trail* (Lawrence: University Press of Kansas, 1986), 132.
  4. David Lavender, *Bent's Fort* (Garden City, NY: Doubleday & Company, 1954), 48.
  5. Anonymous, *Illustrated History of New Mexico* (Chicago: Lewis Publishing Company, 1895), 327. Charles Tamme, freighter, frontier farmer, cowboy, stock-raiser, and miller, did indeed taste the untrammled life of the West, having narrowly escaped death three times from the hands of Indians, and once clung to a sapling just beyond the reach of a bear. Tamme and his friend George W. Ward, having met while both worked for the United States Hotel in Trinidad, CO, head waiter and chief cook, respectively, opened the Monarch Billiard Hall on the corner of Railroad Avenue and East Centre St. in New Town, being the first saloon to open in New Town after the AT&SFRR arrived in Las Vegas. San Miguel County Deed Book 20, 524. Tamme and Ward opened an opera house six doors to the south of the Monarch Hall on Railroad Ave. in 1882. Sanborn-Perris Map Co., *Insurance Maps of Las Vegas, San Miguel County, New Mexico* (New York: Sanborn-Perris Map Co., October 1883), plate 2. Soon after, in 1886, actor Frederick Warde convinced Tamme to construct a larger opera house, a huge stone structure called the Tamme Opera House on Douglas Avenue, which was later owned by James S. Duncan. Tamme went bankrupt due to the opera house investment. For biographical notes, see Anonymous, *Illustrated*, 326-330; Miguel Antonio Otero, *My Life on the Frontier 1864-1882* (New York: Press of the Pioneers, 1935), 103-104; "Building Edition," *Las Vegas Daily Optic*, April 1899, 26; George B. Anderson, *History of New Mexico: Its Resources and People* (Los Angeles: Pacific Stated Publishing Co., 1907), 590. Miguel Otero, Jr. said that Charlie Tamme "was as gentle and kind as a woman and as honest as the day is long." Otero, *Frontier*, 103.
  6. William J. Parish, *The Charles Ifeld Company* (Cambridge: Harvard University Press, 1961), 11.
  7. Susan Calafate Boyle, *Los Capitalistas: Hispano Merchants and the Santa Fe Trade* (Albuquerque: University of New Mexico Press, 1997), 60.
  8. Numerous sources support the view that the Mexican settlers occupied Las Vegas at its inception only during the warmer months of the year. Concerned that Indian raids on the new settlement during the winter months would make them dangerously stranded, the settlers chose to occupy the meadows at the Gallinas River on a seasonal basis, while some settlers were reluctant to pioneer this frontier at all. The first recorded death at Las Vegas in winter months was in 1838, indicating this was probably the first winter it was a successful and continuous settlement. It is important to note that the trade caravans to Missouri often returned in late fall and early winter. The establishment of Las Vegas as a year-round settlement gave the incoming caravans a protective destination before having to cross the Sangre de Cristo Mountains in winter. See Anselmo F. Arrellano and Julian Josue Vigil, *Las Vegas Grandes on the Gallinas 1835-1985* (Las Vegas: Editorial Teleraña, 1985), 14, 15.
  9. Boyle, *Capitalistas*, 149.
  10. Darlis A. Miller, *Soldiers and Settlers: Military Supply in the Southwest, 1861-1865* (Albuquerque: University of New Mexico Press, 1989), 17, 33, 131.
  11. San Miguel County Deed Book 42, 571.
  12. Milton W. Callon, *Las Vegas, New Mexico... The Town That Wouldn't Gamble* (Las Vegas: Las Vegas Daily Optic, 1962), 26.
  13. Virginia L. Olmsted, trans., *Spanish and Mexican Colonial Censuses of New Mexico: 1790, 1823, 1845* (Albuquerque: New Mexico Genealogical Society, Inc., 1875), 281.
  14. San Miguel County Deed Book 2, 150.
  15. *Ibid.*, 16, 187, 190; H. T. Wilson, *Historical Sketch of Las Vegas, New Mexico* (Chicago: Hotel World Publishing Co., 1880), advertisement page viii.
  16. Boyle, *Capitalistas*, 150.
  17. San Miguel County Deed Book 6, 66. Bernard was from Virginia and lived 11 years across from the Des Marais family in the Whitlock house with his wife Luisa. See San Miguel County Deed Book 2, 139. Joab was listed in the 1870 Territorial Census as a general merchandise dealer, with assets of \$26,795. Boyle, *Capitalistas*, 155. W. J. Lucas, *Historic Las Vegas*, (Unpub. Ms., 1927), 12, stated that Bernard was of French descent.
  18. Another successful French merchant from Canada was J. A. La Rue, who dealt in general merchandise, with assets exceeding \$34,000 in 1860. Boyle, *Capitalistas*, 154. French-Canadian, Pierre or Pedro Lespérance also moved to the Las Vegas area in November 1852. Lespérance had acquired some land in 1829 near the Pecos River, by San Miguel del Bado, when New Mexico was a territory of the Republic of Mexico. He later bought land in the San Geronimo area, 16 miles due west of Las Vegas, in 1852. See San Miguel County Deed Book 1, 7, 216. Pedro, being without any family at the time, invited his nephew to come live with him in New Mexico. His nephew, also known as Pedro, from Sorrel, Québec, in the British Province of Canada, accepted his offer and came to New Mexico. Soon after the younger Lespérance's arrival in 1857, the Lespérances built and successfully ran a sawmill on the land near San Geronimo. The mill was "run by water power and has a capacity of 8,000 feet of lumber per day." The younger Lespérance married Sebastiana Benavides in 1863, and they had seven children. Anonymous, *Illustrated*, 488.
  19. Boyle, *Capitalistas*, 149.
  20. Miller, *Soldiers & Settlers*, 17.
  21. Anderson, *History*, 583; San Miguel County Deed Book 2, 114.
  22. Miller, *Soldiers & Settlers*; 33. A fanega equals 1.6 bushels.
  23. San Miguel County Deed Book 3, 153-157.
  24. Other major Trail traders of American origin who located stores at Las Vegas included Major May Hays, a Missourian, who constructed a two-story Territorial-styled building on the south side of the plaza and James Johnson, of the firm Beck & Johnson of Santa Fe, who was listed as the wealthiest foreign merchant on the 1870 Territorial census. San Miguel County Deed Book 2, 33; Boyle, *Capitalistas*, 154. Preston Beck founded Beck & Johnson in 1845. Territorial Bureau of Immigration, *The Resources of New Mexico* (Santa Fe: William Gannon, 1973), 23.
  25. San Miguel County Deed Book 2, 174.
  26. Boyle, *Capitalistas*, 149, 153.
  27. Simmons, *Trail*, 15. During the United States attack upon New Mexico, Dr. Henry Connelly played an extraordinary role in convincing New Mexican Governor Manuel Armijo to surrender the Mexican territory to the Americans without a fight. As the Americans were approaching Santa Fe, Armijo asked Connelly to return with General Kearny's liaison to the advancing forces and report back to him. Connelly's confirmation of the magnitude of the American forces to Armijo appears to have removed any doubt in the Governor's mind and that defending New Mexico was indeed futile. See William E. Connelley, *Doniphan's Expedition and the Conquest of New Mexico and California* (Kansas City: Bryant & Douglas Book and Stationary Co., 1907), 281 n.65.
  28. Anderson, *Resources*, 582; San Miguel County Deed Book 4, 183.
  29. Connelley, *Expedition*, 281 n.65.
  30. Other historians have erroneously stated that Connelly & Mitchell sold their corner of the plaza to Charles Kitchen in 1855 or 1860, but actually Connelly and his wife Dolores Perea sold their building to John Dold in April 1865, who then turned around three months later and sold it to Kitchen for a handsome profit of \$7,000. See San Miguel County Deed Book 2, 174, and Deed Book 5, 43. However, one of these deeds, a quitclaim deed, does suggest that Kitchen had utilized part of Connelly & Mitchell's store, which probably was an effort to commence his Kitchen's Hotel. San Miguel County Deed Book 2, 177. The hotel had an interior courtyard and a large corral out back, while also functioning as the depot for the Butterfield Stagecoach line. Callon, *Las Vegas*, 68. Connelly died in July 1866 in Santa Fe. Connelley, *Expedi-*



- tion, 282 n.65.
31. Quoted in F. S. Donnell, "When Las Vegas was the Capital of New Mexico," *New Mexico Historical Review*, 8:4 (Oct 1933): 265-280.
  32. Miller, *Soldiers & Settlers*, 9. Miguel Romero also contributed horses and supplies to the army. Anderson, *Resources*, 457. It was common for New Mexicans to employ captured Indians, typically women, as domestic servants. In Las Vegas, many of the families owned servants, who often became part of the family and carried the family name. Olmsted, *Colonial Censuses*, 235.
  33. Miller, *Soldiers & Settlers*, 17-19.
  34. William Swilling Wallace, ed., *A Journey Through New Mexico's First Judicial District in 1864* (Los Angeles: Westernlore Press, 1956), 28. The population of Las Vegas was approximately 2,500 people in 1860. Wilson, *Historical Sketch of Las Vegas*, 12; Louise Ivers, *The Architecture of Las Vegas, New Mexico* (Ph.D. diss., University of New Mexico, 1975), 24.
  35. Archives of the Archdiocese of Santa Fe, MF Roll 31, Frame 694; Santa Fe County Deed Book B, 241.
  36. Benjamin M. Read, *Historia Ilustrada de Nuevo Mexico* (Santa Fe: Compania Impresora del Nuevo Mexicano, 1911), 525.
  37. Stephen W. Kearny, *Kearny Code* (Lexis Law Publishing), at <<http://www.michie.com/lpBin20/lpext.dl...?f=templates&fn=document-frame.htm&2.0>>. Miguel Romero's political dominance of the Placer gold mines was also displayed when he and his father-in-law Manuel Salustiano Delgado and his uncle José Francisco Baca y Terrus were elected as delegates for that precinct to the first Territorial Legislature of New Mexico in 1848. NMSRCA, History File #166.
  38. Frederick Adolphus Wislizenus, *Memoir of a Tour to Northern Mexico* (Albuquerque: Calvin Horn Publisher, 1969), 31. James Bennett, a soldier, also gave a glowing account of the Placer mines in the early 1850s, saying that he "saw them [the miners] wash out of one panful of dirt \$15 [worth of gold]. It was done in less than ten minutes." Clinton E. Brooks and Frank D. Reeve, eds., *Forts and Forays: James A. Bennett, A Dragoon in New Mexico 1850-1856* (Albuquerque: University of New Mexico Press, 1948), 75. Despite the productivity of the mines during the years New Mexico was part of Mexico, as well as Wislizenus's and Bennett's optimism, the mines did not become successful; the gold had been largely extracted by the New Mexicans. Phyllis C. Ludi, *Failure in El Dorado: Dr. Michael Steck and the Ortiz Mine* (MA Thesis, New Mexico Highlands University, 1997), 14.
  39. Edward Steere, *Fort Union: Its Economic and Military History* (Unpub. Ms.), 71.
  40. Wislizenus, *Memoir*, 24.
  41. Santa Fe County Deed Book D, 366.
  42. An 1881 government document recorded the magnitude of the "Overland transportation business. Statistical figures show for this year [1859] the following men and property employed: Men 5,404; wagons 1,532; mules, 4,377; horses, 360; oxen, 12,545; carrying capacity, 7,660 tons." Bureau of Immigration, *Resources*, 25.
  43. "Interesting Sketches of the Early Settlers of New Mexico," *Las Vegas Daily Optic*, 5 (Jan 1883): 1. Russell Kistler was the owner, editor, and primary writer for the *Las Vegas Daily Optic* throughout the 1880s.
  44. Francisco Lopez was Probate Judge of San Miguel County in 1854-1855. Ralph Emerson Twitchell, *The Spanish Archives of New Mexico* (Cedar Rapids, IA: Torch Press, 1914), 1, 324. Lorenzo Lopez's wife was Carlotta Ulibarri. San Miguel County Deed Book 2, 105.
  45. Helen Haines, *History of New Mexico from the Spanish Conquest to the Present Time 1530-1890* (New York: New Mexico Historical Publishing Co., 1891), 322.
  46. San Miguel County Deed Book 8, 21. The Lopez building, which was the old Broadwell store, presently is the Reflections Hair Studio and Maria's Plaza Café at 233 Old Town Plaza. Behind the Lopez building, south across Moreno St., which used to be called Lopez Ave., stands a large stone residence with arched window openings at 225 Moreno St. One historian has speculated that this residence was the home of Vincente Silva, the notorious leader of *La Sociedad de Bandidos de Nuevo Mexico*, or the Society of Bandits of New Mexico, during the late 1880s and the early 1890s, which has led to a widespread belief in present times that this house was indeed Silva's. Ellen Threinen, *Architecture and Preservation in Las Vegas, A Study of Six Districts* (Las Vegas: National Park Service, 1977), 77, 108. For Society, see Manuel C. de Baca, *Vincente Silva & his 40 Bandits* (Washington: Edward McLean, 1947), 12. The residence in question, however, was not Silva's. Rather, it was residence of Lorenzo Lopez, who was to become the sheriff who arrested many of Silva's gang. Since some of Lopez's deputies were members of Silva's gang, it is a matter of controversy whether Lopez was involved in the gang or the other underground political movements of the times. For Lopez ownership of this stone residence, see Gabino Rendon, *Hand on My Shoulder* (New York: Board of National Missions, 1953), 5; San Miguel County Deed Book 24, 149, Deed Book 26, 207; & Deed Book 8, 166; J. A. Carruth, *First Annual Directory of Las Vegas, New Mexico, for 1895-96* (Las Vegas: J. A. Carruth, 1895), 137. Further, no evidence supports that Silva owned 225 Moreno St. Silva did have some sort of meeting house in the rear of his Imperial Saloon, which by some accounts was located where the Victory Bar is today on the south side of the plaza at 225 Old Town Plaza. In 1886, there was a two-story wood-frame structure attached to the rear portion of the saloon, with exterior steps for access, on the north side of Moreno St., which was likely used for the secret meetings of the Society. Carlos C. de Baca, *Vincente Silva, the Terror of Las Vegas* (Truchas, NM: Tate Gallery, 1968), 13. For the location of Silva's saloon, which he apparently rented from Charles Ilfeld, see Sanborn Map and Publishing Co., Ltd., *Las Vegas, New Mexico* (New York: Sanborn Map and Publishing Co., Ltd., 1886), plate 6, area 106; Historical Methods Seminars, *Interviews*, 55, Interview with Reverend Gabino Rendon. The record shows that Silva owned three residences and two other pieces of land in Las Vegas; the first house purchased in October 1877, but none of the properties was located on Moreno St. See San Miguel County Deed Book 28, 169, Deed Book 35, 383, Deed Book 36, 390, Deed Book 27, 536, & Deed Book 32, 549.
  47. Rendon, *Hand on My Shoulder*, 31.
  48. Lynn Perrigo, *Gateway to Glorieta* (Boulder, CO: Pruett Publishing Co., 1982), 136.
  49. San Miguel County Deed Book 6, 173.
  50. San Miguel County Deed Book 4, 75-80. The very peak of the T. Romero & Bro. two-story store can be seen in the 1867 Gardener photo, meaning the Romeros must have constructed the second story onto the original structure shortly after they bought it in 1864. Alexander Gardner was the photographer for a U.S. "Survey of a Southern Railroad to the Pacific Ocean during 1867-68." Gardner's photograph was taken between August 29 and September 1, 1867, and is the oldest known photograph of Las Vegas. As such, the quality of the photograph initially appears murky and unrevealing, yet upon close inspection many visual details of the plaza become clear. Due to further loss of quality upon reproduction, the photo is not exhibited here. For survey, see William A. Bell, *New Tracks in North America* (Albuquerque: Horn & Wallace, Publishers, 1965), 124. To view the Gardner photo, see M. C. Gottschalk, *Lost Las Vegas Photo Exhibit* (Worldplaces of New Mexico, 1997) at <<http://www.nmhu.edu/research/cchp/tours/lost/photo2.htm>>. This site contains other early photos of Las Vegas.
  51. San Miguel County Deed Book 8, 51.
  52. Dr. Stephen Boice, a physician from Canada turned Trail merchant, was married to Helen Hatch Streeter. Apparently, Helen was Alexander and Lucy Hatch's daughter, as well as the former wife of Samuel Streeter, the founder of the American Hotel in the late 1840s. Anderson, *Resources*, 583. Dr. Boice was another investor in the sawmills at the Hot Springs, and his assets were valued at \$35,000 on the 1860 Territorial Census. San Miguel County Deed Book 2, 81, 86; Boyle, *Capitalistas*, 149.
  53. *Ibid.*, 147.
  54. San Miguel County Deed Book 8, 21.
  55. San Miguel County Deed Book 3, 153-157.
  56. Boyle, *Capitalistas*, 144.
  57. San Miguel County Deed Book 42, 572. Maria de Jesus was the daughter of Captain Santiago Ulibarri, who was part of the push east to settle Las Vegas in the early 1830s and resident of the plaza at San Miguel del Bado. Anonymous, *Illustrated*, 313.
  58. San Miguel County Deed Book 4, 112.
  59. Margaret Leonard Windham, ed., *New Mexico 1850 Territorial Census* (Albuquerque: N.M. Geneological Society, Inc., 1976), III, 113; Anonymous, *Illus-*

- trated, 313. The Gonzaleses opened up the southeast corner of the plaza to create Gonzales Street, probably in 1866, after they bought their storehouse from Cérán St. Vrain. After making this street, they too expanded their building on the south side of the plaza into a two-story adobe structure with a balcony onto the plaza. Hilario Gonzales was married to Crusita Ulbarri. Olmsted, *Colonial Censuses*, 235; Windham, *Census*, III, 113.
60. Anonymous, *Illustrated*, 289; "Building Edition," *Las Vegas Daily Optic*, April 1899, 22.
61. San Miguel County Deed Record 6, 173, & Deed Book 7, 30.
62. San Miguel County Deed Book 8, 21.
63. Boyle, *Capitalistas*, 142, 145.
64. *Ibid.*, 92.
65. Simmons, *Trail*, 124.
66. Following Juan Dolores's death in 1865, his son José Inez Perea moved to Las Vegas and continued the store and shepherding business. Rendón, *Hand on My Shoulder*, 17. José Inez was the founder of the Presbyterian Mission in Las Vegas. The Mission Church was built on a knoll just a few blocks south of the Plaza. Built in a Territorial style, the church was partially funded by over a dozen Trail merchants. This extant structure, at the corner of Chávez and Socorro Sts., is the quintessential example of Territorial architecture applied to a church. J. A. Schuffe, *Preparing the Way: History of the First 100 years of Las Vegas Presbyterian Church* (Las Vegas: First United Presbyterian Church, 1970), 8, 20.
67. Boyle, *Capitalistas*, 142.
68. Boyle, *Capitalistas*, 145-148. A few examples of Hispano plaza merchants that declared their professions as "farmers" on the 1870 Territorial Census are Miguel Romero y Baca, with assets of \$32,280; Trinidad Romero, with assets of \$15,000; Eugenio Romero, with assets of \$15,000; Jesus Gonzales, with assets of \$13,000; and Dionicio Gonzales, with \$14,400. This declaration of one's profession on the census was one's own interpretation. Merchant Charles Blanchard declared his profession as a carpenter. 1870 Territorial Census of New Mexico, The Town of Lower Las Vegas, 18, 22, 31, 32.
69. After John Dold and Andrés Dold dissolved J. Dold & Brother, Andrés established A. Dold & Co. with his new partner, Frank Chapman, a miller from Kentucky, while John maintained a store with William F. Ellsworth. Dold and Chapman's business relationship was on again, off again, on again, having created a partnership in 1863, dissolving it in 1872, and then resurrecting their "copartnership" in November 1873. San Miguel County Deed Book 4, 33, Deed Book 6, 250, & Deed Book 13, 137; Bureau of Immigration, *Resources*, 23; Museum of New Mexico, Photo Archives, #42326; 1870 Territorial Census of New Mexico, The Town of Lower Las Vegas, 18. During the nearly two-year separation, Chapman had been indicted for attacking "with force and arms" a Carl W. Wildenstein. NMSRCA, San Miguel County District Records, Criminal Case #399. On the south side of what is now Bridge St., Chapman bought the land that was known as the "garden of John Dold," from Corydon E. Corley, of Santa Fe, for \$1,000 in 1867. San Miguel County Deed Book 4, 130. On the Alexander Gardner photo of 1867, this land is a very visible rectangle in the foreground of the plaza, which also contained a hog pen or small storage shed. NMHU Donnelly Library Photo Collection, #0607. At some point after this photo was taken, Chapman built a stone structure that was a billiard hall in 1883, called Chapman Hall. Gay E. Porter, *Porter's Directory of Las Vegas 1882-3* (Las Vegas: Gay E. Porter, 1882), 12. Frank Chapman died on January 1, 1880, and was buried in a grave that was to be next to Andrés and Mary Dold. Jean Whiting, *Las Vegas, New Mexico Cemeteries*, (Unpub. Ms., 1989), I, Masonic H-3. Thus, Frank Chapman probably built Chapman Hall during the late 1860s as a warehouse for produce. In 1881, clerk and merchant David Winternitz, who was a resident of Anton Chico, about 25 miles southwest of Las Vegas, bought Chapman Hall. San Miguel County Deed Book 16, 256; "Building Edition," *Las Vegas Daily Optic*, April 1899, 26. Winternitz later added a new façade and in 1895 attached a stone building to its east side, which added 133% more space, to create his Winternitz Block. The Winternitz Block presently is vacant and is located to the left of Meadowland Antiques & Spice Co. and to the right of Calico Pie toy store, between 123 and 131 Bridge St. See *Las Vegas Daily Optic*, Sept. 17, 1884, 4; Ivers, *Architecture*, IV, 192.
- Coincidentally, during the mid 1860s, when Frank Chapman arrived in Las Vegas, a Masonic fraternal order was being established in Las Vegas, called the Chapman Lodge. The Chapman Lodge #2, Ancient Free and Accepted Masons, moved from Fort Union to Las Vegas in 1867. The lodge was named to honor Brevet Lieutenant Colonel William Chapman, commander of Fort Union in the second half of 1861. In Las Vegas, the lodge built an adobe structure for a meeting hall for \$2,500 at 507 W. National Avenue, which was dedicated on January 16, 1869. Merchant Charles Emil Wesche, who was Grandmaster of the Chapman Lodge in 1874, conducted the dedication ceremony. The Masonic lodge was a very important organization in Las Vegas, which was demonstrated by the creation of a large Masonic cemetery in 1873. William H. Stapp and G. C. Melody, *Chapman Lodge #2, A.F. & A.M.*, (Unpub. Ms.); George T. Gould, *Illustrated Las Vegas 1903* (Las Vegas: Blake & Joquel, Publishers, 1903), 28.
70. Callon, *Las Vegas*, 41-43.
71. F. Stanley, *The Las Vegas Story* (Denver: World Press Inc., 1951), 63-66. José Manuel Angel was the individual who was granted land at the Hot Springs with the Donaldsons in 1841. His wife's name was Solidad Angel. Windham, *Census*, III, 119. Domingo Pena and his wife Maria Juana Chaves had four children and owned two slaves just before the American occupation. See Olmsted, *Colonial Censuses*, 234. By 1850, Lorenzo and Refugia Tafoya had six children. Windham, *Census*, III, 120.
72. Boyle, *Capitalistas*, 160.
73. Howard Bryan, *Wildest of the Wild West* (Santa Fe: Clear Light Publishers, 1988), 76.
74. In 1869, the United States Government stated that, "the Indians infesting these regions, especially the Apaches, Navajos, Comanches, and their kindred tribes, are the most formidable foes of civilization on the American continent." Capron, *Report of the Commissioner of Agriculture for the Year 1869*, 623.
75. Miller, *Soldiers & Settlers*, 315-317.
76. Boyle, *Capitalistas*, 92.
77. San Miguel County Deed Book 19, 573.
78. A wagon was typically pulled by five to seven yoke, or pairs, of oxen but could be pulled by as few as two and as many as a dozen yoke. A good monetary valuation of a wagon train can be discerned from a property title that documented a transfer of land from Charles W. and Lucinda Kitchen to T. Romero & Bro. In 1868, the Romeros paid the Kitchens, "a consideration of Eight thousand dollars, the value of one mule train consisting of eight wagons and thirty-two American mules and trimmings," for some farmland in Las Vegas. San Miguel County Deed Book 6, 57.
79. Gould, *Illustrated Las Vegas 1903*, 50; Bryan, *Wildest of the Wild West*, 77-81. During the late 1870s, Blanchard maintained two stores on the plaza. *Plaza de Las Vegas* (Unpub. Map, 1879), copy in possession of author; Donnelly Library Photo Collection, #0689. Geoffrion & Des Marais owned the old American Hotel, on the south side of the plaza, which housed Blanchard & Co.'s second store. The eastern half of the American Hotel, which is extant at 241-245 Old Town Plaza, is considered the oldest standing building in Las Vegas along with the Maese house at 210-218 Old Town Plaza, both being erected in 1836-1837. San Miguel County Deed Book 6, 122. Furthermore, Charles "Carlos" Blanchard aided Deluvina Des Marais to sell the properties that lined the north side of "Old National Road," or W. Centre St., or what was commonly known as Bridge St. San Miguel County Deed Book 15, 63. Blanchard and Des Marais sold these lands to other merchants, creating a commercial outgrowth of the plaza, one of the major changes that immediately took place following the arrival of the railroad. Further, in December 1879, a new bridge over the Gallinas River was completed at a cost of \$3,800, of which the plaza merchants paid \$2,000. *Las Vegas Daily Optic*, Dec. 6, 1879, 2. Also, in December 1879, James N. Furlong, Las Vegas's premier photographer, bought a lot of land east of the plaza next to the Gallinas River from Charles Blanchard for a United States Post Office building. San Miguel County Deed Book 14, 231. Furlong was appointed postmaster in 1879, maintaining that position for six years, and was the person to decide the location of the U.S. Post Office. Many criticized Furlong because he located the Post Office to the east of the plaza next to the river, becoming the first commercial structure built on Bridge St., which

- was thus created. Others thought the plaza should grow westward toward the Crestón. "Supplement to the *Las Vegas Daily Optic*, Building Edition," *Las Vegas Daily Optic*, April 1899, 27.
80. Charles Blanchard was largely responsible for the donation of an impressive organ to Our Lady of Sorrows Catholic Church of Las Vegas, on National Ave. The organ was made by George Kilgen of St. Louis and was transported via rail to Las Vegas. The organ ceremoniously brought an end to nearly 35 years of effort on the construction of this enormous sandstone church, which replaced the adobe church on the plaza. On the ticket to the first concert of Kilgen's organ in Las Vegas on Thursday, October 22, 1885, at 7:00 p.m., was the advertisement, "The Largest and most Powerful Organ west of St. Louis. Buy a ticket to the Concert and encourage Music and Education." Callon, *Las Vegas*, 48.
81. Miller, *Soldiers & Settlers*, 315.
82. For partnership, see San Miguel County Deed Book 5, 194; Parish, *Ilfeld*, 21. For Hecht declaration, see Boyle, *Capitalistas*, 155. Brunswick later was in partnership with Eugenio Romero in the mid-1870s. Marcus Brunswick was described by Rodney Schoonmaker, a bookkeeper for Charles Ilfeld, as someone that "everyone loved and respected and whose advice in all matters was widely sought. . . . [He] had an acute comprehension of the past, present, and future." Parish, *Ilfeld*, 21, 361 n. 10, 376 n. 50.
83. Miller, *Soldiers & Settlers*, 33.
84. San Miguel County Deed Book 4, 284. The Spiegelberg brothers were Solomon Jacob, Willi, Lehman, and Levi. San Miguel County Deed Book 4, 113. Another brother, Emanuel, was apparently not involved in any of their Las Vegas transactions but was listed on the 1860 Territorial census. Boyle, *Capitalistas*, 151.
85. The opening of the southwestern corner of the plaza and the creation of Pacific St. occurred when Augusta Hatch Mitchell, who was Alexander and Lucy Hatch's daughter and Edward Mitchell's wife, of Connelly & Mitchell, removed Eucarnacion Montoya's house. William Raymond, of Raymond & Hochstadter, occupied Montoya's house in the early 1850s before the Mitchells and the Hatches removed the building, which was to extend the commercial district of the plaza along Pacific St. Pacific St. was a tight corridor that was created by nearly continuous adobe buildings that were built on both sides of the road, which was also known as the Santa Fe Trail. San Miguel County Deed Book 8, 49; Deed Book 8, 47; Deed Book 1, 108; Deed Book 8, 51.
86. Anonymous, *Illustrated*, 569. The Jaffa Brothers were Sol, Henry, and Samuel. The store in Trinidad was founded in 1871, and they later transformed a whole town block around the store into the Jaffa Opera House. Mark Gardner, "Trinidad: Colorado Trail Town," *The Santa Fe Trail Wagonmaster*, 1:2 (1997): 37-38. Nathan Jaffa, apparently a cousin, managed the Las Vegas stores for the Jaffa Brothers.
87. Whiting, *Cemeteries*, I, Masonic H-8; Parish, *Ilfeld*, 375 n. 25; *Plaza de Las Vegas* (Unpub. Map, 1879); Donnelly Library Photo Collection, #0693; Wilson, *Sketch*, advertisement page iv; Callon, *Las Vegas*, 38.
88. Wilson, *Sketch*, 13; San Miguel County Deed Book 11, 392. Myer Friedman & Bro. also built a warehouse/storehouse on Pacific St. at the corner of Grant St., as well as three Victorian cottages for residences, to the north of the Presbyterian Mission on a knoll overlooking the Great Plains. Carruth, *Directory 1895-96*, 129-130.
89. Wilson, *Sketch*, advertisement page vi; *Plaza de Las Vegas* (Unpub. Map, 1879). Isidor Stern's advertisement in the *Historical Sketch of Las Vegas, New Mexico* states that he was a "Wholesale and Retail Dealer in General Merchandise, Consisting of Dry Goods, Gents' Furnishing Goods, Clothing, Groceries, Wines, Liquors, Drugs, Stationary, Boots, Shoes, Hats, Caps, Carpets, Hardware, Queensware, Tinware. Highest Cash Prices paid for Hides, Wool, and Furs." In September 1881, Stern bought a lot on the south side of Bridge St., just to the west of Acequia Madre. He erected a two-story Victorian commercial store at 157 Bridge St., which presently is Tito's Gallery. San Miguel County Deed Book 16, 631. Isidor's sons, Daniel and Joseph, along with Sigmund Nahm, later moved into 114 Bridge St., on which the Stern & Nahm sign still advertised the old store. Directory Publishing Company, *City and Business Directory of Las Vegas, New Mexico* (Las Vegas: Directory Publishing Co., 1900), 117. This commercial Victorian storehouse was built in 1885 by W. A. Givens, a Virginian who came to Las Vegas as a representative for the Singer Sewing Company. In 1881, Givens had also built the commercial Victorian next door at 116 Bridge St., which presently is the Tome on the Range bookstore. San Miguel County Deed Book 16, 587; Deed Book 26, 310; Deed Book 30, 339; Threinen, *Architecture*, 29; Sanborn-Perris Map Co., *Insurance Maps*, 1883, plate 5, area 109.
90. Floyd S. Fierman, *Roots and Boots* (Hoboken: Katv Publishing House, 1988), 82, 200.
91. Wilson, *Sketch*, 13.
92. In an interview in 1948, Miguel Romero, likely a descendant of Miguel Romero y Baca, claimed that the Rosenwalds purposefully set the Fire of 1877 in a scheme to pry plaza property away from their landlords, the Romeros, who supposedly carried no insurance. Romero suggested in the interview that this was an excellent example of how foreigners dislodged Hispanos from their property ownership. Historical Methods Seminars, *Interviews*, 26. Though it was documented by H. T. Wilson that much was lost in the Fire of 1877, with little compensation from insurance, it can be said that the interviewed Romero was completely incorrect in his belief that the Rosenwalds were trying to remove the Romeros from the plaza. First, the Rosenwalds did not buy their property on the plaza from the Romeros; rather they purchased May Hays's building next door to the east. Further, the building they bought from Hays, which after the fire of 1877 was a single-story wood-frame structure, was purchased at a very fair price of \$2,500, and it was purchased three years after the fire. During these three years, J. Rosenwald & Co. rented store space from May Hays. San Miguel County Deed Book 10, 227; Wilson, *Sketch*, 13; *Plaza de Las Vegas* (Unpub. Map, 1879). Lastly, according to the 1870 Territorial Census, Hays was 57 years old when he sold his building, in which he no longer maintained a store, following the loss of his inventory in the fire, and thus was perhaps eyeing retirement. Boyle, *Capitalistas*, 155.
93. Ilfeld had successfully bid \$1,500 on the defaulted building in a "court of chancery." Ilfeld leased the renovated adobe structure to Charles Jewett, who established the Jewett House. Parish, *Ilfeld*, 250; San Miguel County Deed Book 9, 682. Lorenzo and Rayos Labadies were of French descent and established a ranch and apple orchard near Santa Rosa, NM, which is about 50 miles south of Las Vegas on the Pecos River. Their sons were Tranquilino and Antonio, the former being the city clerk of the Town of Las Vegas and the latter owning a barbershop on the plaza, in the early 1880s. Lucas, *Historic*, 8; T. B. Mills, *San Miguel County, Illustrated: Its Health, Wealth, Resources and Advantages* (Las Vegas: J. A. Carruth, 1885), 30; Haines, *Spanish Conquest*, 447; Porter, *Directory*, 49; Wilson, *Sketch*, 41.
94. Adolph Letcher was a Jew from the Kingdom of Hanover, a German country, with listed assets of \$18,700 in 1870. He sold the business to Ilfeld for \$36,000 in 1874. Parish, *Ilfeld*, 29.
95. San Miguel County Deed Book 22, 464; Parish, *Ilfeld*, 93. The Great Emporium presently is the Broadway Fashions store at 222 Old Town Plaza.
96. Parish, *Ilfeld*, 215.
97. "Building Edition," *Las Vegas Daily Optic*, 22. Ilfeld was the second President of the Montefiore Temple, which was the first Jewish synagogue built in the Territory of New Mexico in 1886. See "Building Edition," *Las Vegas Daily Optic*, April 1899, 4.
98. This economic boom can be seen in the extensive Territorial commercial buildings on the south side of the plaza, shown in a photo taken circa 1876. The store sign that reads "Lana y Cueros," or Wool and Hides, was the Perea store.
99. Kit Carson, CO, was a terminus on the Kansas Pacific Railroad, located in the middle of the state some 40 miles west of the border of Kansas. Kit Carson became the eastern port of the Santa Fe Trail when the Kansas Pacific reached it in 1869, the rail line transporting the goods from Colorado to the United States. The Kansas Pacific Railroad was finished on August 15, 1870, just east of Strasburg, CO, which is 35 miles due east of Denver, thus completing the first truly transcontinental railroad line, along with its connection to the Central Pacific Railroad. At the time, the Union Pacific Rail-

road claimed it was the first complete transcontinental line in combination with the Central Pacific Railroad. However, the Union Pacific had a glaring difficulty in that Omaha, NE, was not connected to Council Bluffs, IA, by a rail bridge across the Missouri River until 1899. This meant that cargo was unloaded in Iowa, ferried across the Missouri River and reloaded onto rail cars in Nebraska. Carol Brinkman, *Significant Milestones in Illinois Central Railroad History* (Illinois Central Railroad Historical Society), at <<http://www.icrhistorical.org/milestones.html>>.

100. Connelley, *Expedition*, 282 n. 65.

101. The 1883 map of the plaza merchants displays a remarkable variety of cultural origins. The railroad had brought two additional ethnic groups to Las Vegas, African-Americans and Chinese, though the Chinese primarily resided in New Town. One of the earliest African-Americans who moved to Las Vegas, of which there was a community of about 100 people, was Montgomery Bell, who had the reputation of being the richest black man in the Southwest. Born a slave in Ray County, MO, Bell made his way to Santa Fe via Las Vegas to start a new life. After establishing a ranch on the Pecos River, he borrowed money at 18% interest from Santa Fe lawyer, Stephen B. Elkins, and opened up Bell & Co. Plaza Grocers on the west side of the plaza at Las Vegas. Elkins had been Bell's boss, as well as the person Bell traveled with to New Mexico, in 1867. Montgomery and his wife Anna were residents of Old Town for many years and were well known for their pet parrot. "Building Edition," *Las Vegas Daily Optic*, April 1899, 4; Perrigo, *Gateway*, 168; Fabiola Cabeza de Baca, *We Fed Them Cactus* (Albuquerque: University of New Mexico Press, 1954), 84; Gould, *Las Vegas 1903*, 31.

102. "Building Edition," *Las Vegas Daily Optic*, April 1899, 1. At the turn of the 20th century, the hope that Las Vegas would continue to grow as an urban and industrial city was not completely unfounded, since Las Vegas was New Mexico's largest city with a population of 6,818 people in 1900. It is clear, however, that Las Vegas had not grown like other cities of the Southwest. For example, Las Vegas and Los Angeles were comparably-sized towns in 1880, 4,697 people and 11,183, respectively. In the following two decades, while Las Vegas grew by only a couple thousand people, Los Angeles grew to over 102,000 people. Chris Wilson, *Architecture and Preservation in Las Vegas, Volume II* (Las Vegas: Citizens' Committee for Historic Preservation, 1982), 11; Los Angeles Almanac, *General Population by City, Los Angeles County, 1850-1900* (Given Place Publishing Co., 1998-2001), at <<http://www.losangelesalmanac.com/topics/Population/po25.htm>>.

**HAPPY BIRTHDAY GREETINGS  
TO SFTA AMBASSADOR  
PAUL F. BENTRUP  
FEBRUARY 19**

## DANGER ON THE SANTA FE TRAIL AND THE SANTA FE PLAZA

by Charles R. Strom

(SFTA member Strom, White City, KS, is the author of *Charles G. Parker: Wagonmaster on the Trail to Santa Fe, 1999*. He presented the following paper at the Las Vegas symposium in September 2001.)

WHEN one reviews the accounts left by Santa Fe Trail travelers, it is not unusual to discover tales of true adventure with the accompanying inherent dangers that they brought. Whether it was an early autumn snowstorm, a huge buffalo herd, rattlesnakes by the dozens, or the presence of American Indians, danger was an accepted part of travel on the Trail. Thus, when Charles G. Parker started for Santa Fe in the spring of 1857, he probably gave little thought to such things, taking them as a normal part of the activity of the trip.

Parker was no novice on the Trail and probably had seen a variety of exciting adventures. His first trip to Santa Fe occurred in 1849 with a government wagon train.<sup>1</sup> For nearly 20 years he was on the Trail, sometimes with his own wagon train and other times in the employment of other freighters. On at least one occasion, he drove a herd of 500 cattle down the Trail to New Mexico.<sup>2</sup> In a newspaper interview late in his life, he said, "That Old Santa Fe Trail. Well, I once knew it so well that I could travel it day or night without going astray. I knew every little creek that crossed it for 1,500 miles, and every crook and turn along its tedious winding way across the plains. In those early days we had to travel in trains in order to guard against the Indians. Sometimes we got separated, and frequently they stole our teams. We would give chase, and occasionally they would hide from us, and show fight. I have had arrows sent after me many a time, but was never very badly injured by them."<sup>3</sup>

Parker continued, "I think the idea that originated in Kansas City of having the old trail marked is a splendid one. It was certainly famous and ought to have a place in history. The thousands of caravans and millions of cattle that passed over it, made it a highway that was of more than ordinary importance.

While my days are about over, still the very thought of those early times on the old trail seems to bring back the spark of youth."<sup>4</sup> It is easy to imagine the old freighter standing there with misty eyes, remembering the days long gone by and the excitement and adventure of traveling the trail to Santa Fe.

Parker had already proved himself to be a man who was able to care for himself in times of difficulty. He was born in Mansfield, Connecticut, May 5, 1820. His parents died when he was ten years old, so he said, "he pushed his way through life."<sup>5</sup>

That trip west that began so peacefully in Kansas City in the spring of 1857 turned out to be a very dangerous one.<sup>6</sup> Before the chain of events had played out, Parker found himself not only facing hostile Indians who seemed determined to rob or destroy the wagon train, but he also faced a hostile government bureaucracy that seemed as equally determined that no reimbursement should be paid to the owners of the wagon train for their losses in the incident. The story did end there, because some of the major participants in that drama on the plains found the plaza in Santa Fe to be equally as dangerous as the Kansas prairie.

A train of about 20 wagons, owned by Santa Fe merchants Preston Beck, Jr., and James L. Johnson, was making its way across the plains near the Arkansas River in the vicinity of the later site of Fort Atkinson when it was approached by a large band of Indians. Beck was with the train, but it was under the leadership of Charles G. Parker, wagon master.

The Indians, about 200 in number and found to be Kiowas, approached the train with bows strung and arrows ready. In his sworn statement, given August 28, 1857, the 37-year-old wagon master said, "They ordered me to stop the train and give them blankets, coats, and whatever else they wanted, or they would shoot us through. Some of the drivers were intimidated. I told them if they did not immediately leave, we should defend ourselves, and began to get our guns out."

Evidently this show of resistance was effective as the Indians withdrew some distance and followed for a number of miles without further threat. Their chief, Peshamo, then approached Beck and Parker with the offer that he would not permit his people to molest the train any more if they could be given some provisions for the large number of women and children with them.

Parker continued, "We gave to them one sack of flour, one sack of crackers, fifty pounds of sugar, fifty pounds of coffee, fifty pounds of rice, one box of smoking tobacco, and some butcher knives. The Indians then left us."

When Beck gave his sworn testimony pertaining to the event, September 12, 1857, he presented additional details as to the seriousness of the situation. "A band of Kiowa Indians, several hundred in number, came to the train and commenced harassing and threatening the men driving the teams, ordering them to stop, demanding coats, blankets, provisions, &c., and with drawn bows and arrows threatened the men, and if they did not stop and give them what they wanted they would shoot them. Some of the men, becoming much intimidated, gave them their coats and other articles. The Indians having followed us for several miles and becoming more insolent and threatening, we were compelled to assume the defensive."

Beck recited the same basic facts as found in Parker's testimony and continued, "The Indians then left us, as we supposed, to go to their own camp, but the train has passed but a few miles further when one or two of these same Indians approached the leading wagon and shot two mules dead with arrows and escaped at a gallop."

Preston Beck then estimated the loss as follows:

"For provisions given to the Indians to avoid bloodshed, value at the place.....\$100.00  
 "For two large mules killed, value at the time and place.\$450.00  
 "Total.....\$550.00"

The request was made for reimbursement in these words, "Petitioner knows the above described Indians to be Kiowas, as he has often met them before; that they were, at

that time and now, at peace with the United States, and drawing annuity therefrom. Your petitioner refers to the proof herewith presented and prays that he be indemnified according to law out of the next annuity paid to said Indians, according to the act of Congress, approved June 30, 1834, or any other act that has in such case been made and provided."

A third testimony pertaining to the event was received, also on September 12, 1857, from Francisco Griego, one of the teamsters. His testimony affirmed, "Deponent was threatened in the same manner, and upon refusing to give up anything was punched in the side by an arrow, and would probably have been hurt, had he not been rescued by a Mexican captain among the Indians." While this testimony adds little to the previously described events, it brings forth a name, Francisco Griego, that will appear again in connection with Beck and Parker.

At that point, the claim for damages fell into a quagmire of government bureaucracy that would not see a settlement for more than four years. Meanwhile, within a year's time, Preston Beck, Jr., found the plaza in Santa Fe to be a place even more dangerous than the Trail. Samuel Yost, editor of the *Santa Fe Weekly Gazette*, was called upon to record the events on March 27, 1858.<sup>7</sup> He told a tale of anger and jealousy that resulted in a tragedy that touched the whole area:

"Just as we were finishing an editorial article published in another column under the caption of 'District Court,' a gentleman stepped into our office and asked if we had heard the news. We replied in the negative when he informed us that Mr. Preston Beck, Jr., of the firm of Beck & Johnson, had killed Mr. John Gorman, a clerk in the store of Mr. Richard Owens, in a street fight, and was dangerously wounded himself. We instantly dropped our pen and went up to the plaza to learn the particulars, which are as follows, as we were informed by a highly reliable gentleman who witnessed the scene.

"Francisco Griego, a quiet, steady and faithful peon boy in the employ of Messrs. Beck and Johnson, was passing the store of Mr. Owens, Thursday night, when Mr. Goreman familiarly called him in. After he had

gotten in, he asked Francisco if he had taken his [Goreman's] woman [Francisco's wife's sister] to a ball on two occasions. Francisco answered in the affirmative. He was then asked if he had not taken her there at another time. Francisco, seeming to be thinking for a moment, did not instantly reply, whereupon Goreman struck him with a stick, and continued beating him until his arms and head and face were a gore of blood. He then opened the door and threw him out into the street, where he was found during the night and taken home. He is now lying dangerously ill, with but slim hopes of recovery.

"On Friday morning, Mr. Beck was informed of the outrage perpetrated upon Francisco, (who for a number of years had been his faithful employee) and heard his sworn statement. He then proceeded to the store of Mr. Owens to see Mr. Goreman. He charged him with the outrage. Goreman denied it and told Beck to prove it. Mr. Beck instantly denounced him and the act, in severe terms. Angry words ensued, and Goreman approached Beck with a drawn knife, threatening to serve him as his servant had been served. Mr. Beck (who was standing on the outside of the front door of the store) drew a knife, also. Each commenced parrying the motions of the other, when Goreman made a sudden stroke, thrusting his knife into Mr. Beck's abdomen near the navel. As quick as thought, the lick was returned, Mr. Beck's knife penetrating to the hilt the left side of Goreman, in the region of the heart. Mr. Goreman made several other licks, which were skillfully warded off by Mr. Beck, without hitting Goreman, when the latter fell upon his back, his arms outstretched, turned over once, and expired."

Editor Yost went on to describe the efforts made to save the life of Beck, telling of the sufferings that he endured and that he was encouraged to arrange his business affairs in that his life might be short. He then detailed the effect that this affair had on the city:

"We have never seen any community so intensely concerned – indeed, almost dumbstruck – as were the citizens of Santa Fe on Friday. During the whole day, men swarmed the

streets, awaiting with beating hearts and trembling fear the result of each moments delay in the reception of information concerning Mr. Beck's life.

"Mr. Beck's correct business habits, courteous and high-toned bearing, and manly and generous qualities of head and heart, have won for him an esteem and confidence rarely enjoyed by any man. In addition to this, his extensive mercantile engagements, ramified throughout the entire Territory, render the bare idea of his loss, so serious a derangement to the various interests of our business people that it is involuntarily shrunk from with a sense akin to horror."

In spite of all the prayers of his many friends and the best efforts of the local doctors, Preston Beck, Jr., did not survive the vicious knife battle on the plaza. After lingering for nearly two weeks, he died about noon on April 7, 1858. The city was thrown into a somber mood as hundreds of the local residents, men, women and children, crowded past the coffin of one of their most respected citizens for a final parting glance. His associates in the merchandising fraternity were seen shaking with grief and weeping openly. Even those who were in opposition to him politically paid their respects, declaring that "he ever proved himself the soul of honor."<sup>8</sup>

The funeral was scheduled for the following day. Before the service, a large crowd assembled at the courthouse where a number of resolutions of respect were passed. These were presented in both English and Spanish. With the conclusion of this ceremony, the gathering followed the body to its final resting place. Flags were flown at half-mast, and there was a general suspension of business in the city.<sup>9</sup>

It is not confirmed that Charles G. Parker was in Santa Fe at the time of Beck's death, but they were well acquainted with each other. Beck was about 38 years old and had never married. They were about the same age and neither of them had the responsibilities of a wife and family. They had faced danger and even death as fellow travelers on the Trail. It is possible that Parker was in that long line of mourners who followed the casket carrying the body of his friend to its final resting place.

One thing for sure is that they were both friends of Francisco Griego, the man Beck was defending in his struggle to the death.

Nearly three years after that spring day in 1857 when about 200 Kiowa Indians had harassed the wagon train of Beck & Johnson on the Kansas plains, James L. Johnson, the surviving partner, evidently felt he had waited long enough for compensation and hired a lawyer. Not just any lawyer, but one of the premier legal minds in the territory, John S. Watts.<sup>10</sup>

Judge Watts had been active in public affairs in New Mexico for many years. Originally from Indiana, he had been appointed to the New Mexico Territorial Supreme Court by President Millard Fillmore. He was assigned to the 2<sup>nd</sup> district at Albuquerque, where he presided until 1854, when he was replaced by an appointee of the new president, Franklin Pierce. He then moved to Santa Fe where he opened a law practice.<sup>11</sup> He was still referred to as "Judge" as a courteous reference to his previous high office.

Judge Watts started his actions in behalf of James L. Johnson with a petition to the Court of Claims, dated April 5, 1860, reciting the events as they had taken place. Evidently he struck the proper notes in Washington because arrangements were soon being made to take additional testimony on the case in Santa Fe. The meetings were at the office of A. M. Jackson, Secretary of the Territory of New Mexico. In addition to the attorneys for both parties being present, David V. Whiting, identified as "commissioner," was there.

Jacob Houghton, the attorney who had done the legal work to create the partnership of Beck & Johnson, was called to testify to the legality of the firm. Francisco Griego was questioned as to the events of that fateful day and was cross-examined very extensively by the government attorney. Their testimonies were taken on September 29, 1860.

On November 15, 1860, Charles G. Parker was called on to recite the details of the event on the prairie, as well as to undergo cross-examination. For his efforts, he received \$1.50 and the commissioner received \$6.89.

Apparently their testimony was sufficiently convincing to begin to create the desired result. An opinion from the Court of Claims was finally written on December 9, 1861, providing that a bill would be reported to Congress to pay damages in the sum of \$250.00, about half of what was originally petitioned for.

Danger seemed to follow Charles G. Parker and his friend, Francisco Griego, even when they attempted to settle into a peaceful existence. Later, they both found themselves in trouble with the law. Parker was charged with selling spirituous liquors to non-commissioned officers or enlisted men, according to district court records, dated July 26, 1862.<sup>12</sup> He was required to post a \$200.00 bond. Two of the most influential merchants in Santa Fe, Siegmund Seligman and Levi Spiegelberg, signed the bond for him. The terms of the bond required that he should appear before the district court to answer those charges on the first day of their next term, which was to begin the first Monday of August 1862.

The document pertaining to Parker's crime gives few details of the alleged offense. It did not mention when the selling of liquor took place, where the crime was committed, or any other pertinent facts. Details would never have been known about the matter if his friend, Francisco Griego, had not found himself charged with perjury. In his testimony at Parker's trial, on August 12, 1862, he had said that he had never seen any spirituous liquors being sold to soldiers "at a certain house known as the Santa Fe Exchange,"<sup>13</sup> of which Parker was proprietor. In Griego's testimony, the matter of gambling was also brought up as an illegal activity, which Parker had permitted.

A compilation of the facts presented in those two court documents gives an interesting picture. Parker was the proprietor of the Exchange Hotel in Santa Fe during a period of time spanning at least from August of 1861 to August 12, 1862. It was during that period of time that he was accused of selling liquor to soldiers. Likewise, Francisco Griego was charged with perjury for having testified that Parker did not sell liquor to soldiers nor did he allow various forms of gambling at the Ex-

change Hotel.

With some understanding of the general social conditions of the area at that time, we might ask if this was a discretionary application of the law because of having fallen into disfavor with local officials for some reason. We may never know the answer to that question, but one possibility surfaced more than 40 years later in that newspaper interview previously quoted.<sup>14</sup>

Parker was reported to have said, "He was also a freighter during the (Civil) war days, and had to 'stand in' with both sides when he approached the Missouri and Kansas lines around Kansas City." He evidently had made the practice of agreeing with the political views of whoever he happened to be with.

Parker was the proprietor of the Exchange Hotel during the month or so in the spring of 1862 that the Confederate troops under command of General H. H. Sibley occupied Santa Fe, making the Exchange Hotel their headquarters. Is it possible that Parker was looked upon as a Southern sympathizer?

Perhaps additional information will come to light with continuing research. At this point, even the outcomes of those two trials has resisted discovery. Perhaps we will never know. But this we do know, within a few months Charles G. Parker was back on the Trail, facing the kinds of danger that a man can deal with when crossing the plains.

## NOTES

1. A. T. Andreas, *History of the State of Kansas* (Chicago, 1883), 808.
2. *Council Grove (KS) Press*, October 5, 1863.
3. *Council Grove (KS) Republican*, November 22, 1906.
4. *Ibid.*
5. *White City (KS) Register*, September 9, 1909.
6. The information pertaining to the Indian attack near the site of Fort Atkinson and the ensuing claim for damages is found in House of Representatives Report C. C. No. 290, 37<sup>th</sup> Congress, Second Session, Serial Set 1146.
7. *Santa Fe Weekly Gazette*, March 27, 1858.
8. *Santa Fe Weekly Gazette*, April 10, 1858.
9. *Ibid.*
10. House of Representatives Report C. C. No. 290, 37<sup>th</sup> Congress, 2<sup>nd</sup> Session, Serial Set #1146.
11. Ralph Emerson Twitchell, *Old Santa Fe*, (Chicago, 1925), 349.

12. Territory of New Mexico v. Charles G. Parker, Santa Fe County District Court, Criminal Cases August 1862, New Mexico State Records Center & Archives, Santa Fe, NM.
13. *Ibid.*
14. *Council Grove (KS) Republican*, November 22, 1906.

## CÉRAN ST. VRAIN GRAVESTONE REPLACED

by Samuel Arnold

*(Sam Arnold of Denver, CO, is a charter member of SFTA and immediate past-vice-president of the Association. He received an SFTA Award of Merit in 1993 and was presented the Rittenhouse Award at the 2001 symposium.)*

IN the summer of 1966 Sam and Betty Arnold, founders of The Fort Restaurant near Denver, were looking for Céran St. Vrain's gravestone in Mora, NM. We found it southwest of town on a hillside overlooking the school. It was in a small cemetery with perhaps a dozen graves, but it was the most prominent.

The stone had been broken into three pieces, which we gathered up and with difficulty got into our Chevy's back seat. We took the pieces back to the Fort in Denver and contacted Roy Erickson of Erickson Memorials. He said it was Vermont marble and had eight different levels of cut. As a favor, his company would reproduce it as a whole replica for \$1800.00. So we started the "Green River Scalping and Joy Society," selling Russell 5" skinning knives for \$12.00. We made \$7.00 over our \$5.00 cost and put the money into the gravestone account. Public Service Company of Colorado donated \$25.00 and for several years the pot accumulated.

On October 30, 1970, the 100th anniversary of St. Vrain's death, we held a buffalo steak dinner for some 80 "Scalpers" with Allan Minge, historian from New Mexico, and our Congressman Don Brotzman officiating. Several St. Vrain descendants attended. The new stone was unveiled, and given with the broken one to the State of New Mexico.

A year later Santa Fean Philip St. George Cooke got a crew of New Mexican Mora men, and providing bottles of aguardiente (whiskey), buried the broken pieces in the grave and erected the new stone.

## FORT LEARNED

### —TEACHER'S TRADING POST—

Anne Mallinson, Editor

The Hickman Mills School District in western Missouri is celebrating its centennial year by using its Trail heritage to promote historical awareness and to motivate academic achievement. The Santa Fe/California/Oregon Trails ran concurrently throughout the Hickman Mills area.

Plans include decorating the C-1 administration building with a mural depicting Trail scenes. In 2001 students painted a Trail mural on the bridge near Schumacher Park. Trail sculptures adorn the administration campus. A Centennial Celebration Exhibit (One Century, One Community-The Journey to Our Future), containing historical artifacts relevant to the area's cultural and Trail heritage travels from school to school.

District Historian Jami Parkison has created an activities book that includes projects to use in every discipline from the elementary to the secondary level. These cross-curricula classroom lessons utilize the district's rich history to enable students to better understand Missouri's historical perspective in an emerging American culture.

The activities book begins with a timeline of events in the greater Kansas City area, from 10,000 B.C. (archaeological finds) to the present. A few selections from the activities book:

Travel through history. Have students keep a diary of the street names, parks, housing developments that they pass on their way to and from school. Talk to Parents and read local histories at the library, especially Mid-Continent, to find how these places got their names.

Study a topographical map of the Hickman Mills area and Washington Township. Not the ridges and streams in the lowlands. Why was this area such a prime spot for farmland? Why was it a good route for the old trails?

Find out about the prairie plants and native grasses that grew in this area before settlers came. Help replant and maintain the "greenway" and walking trail through the district, especially near Hickman Mills High



One of the silhouette sculptures on the administration campus, Hickman Mills School District.

School and Santa Fe Elementary School, which is being developed by the National Park Service and Kansas City Parks and Recreation. Have students learn about the old trails, especially the Santa Fe, California, and Oregon Trails.

Design and print "Factoid" bookmarks for each student. Include a historic fact about your school or the district on each bookmark.

Learn about computer and technological applications now being used to help map and manage historic trails such as Geographic Information Systems and Global Positioning Satellite systems, archeology remote sensing, and more. Many of these can be accessed through the Internet.

Thanks to the Hickman Mills School District for providing information for this column. For more information, contact Terry Murphy-Latta, Co-Director Public Relations & Informational Services, Baptiste Educational Center, 5401 E 103rd Street, Kansas City, Missouri 64137-1390 or <www.hickmanmills.org>.

Teachers and others interested in education of children of all ages are encouraged to submit classroom projects, extracurricular activities, and other ideas to be considered for inclusion in this column. Send to Anne Mallinson, 964 NW 600, Centerview MO 64019.



## HOOF PRINTS

### —TRAIL TIDBITS—

A number of books, some pertaining to the Santa Fe Trail, were donated last September to the National Frontier Trails Center by Joe and Anna Belle Cartwright, just a month before Anna Belle died.

Leo E. Oliva's book, *Fort Harker: Defending the Journey West*, published by the Kansas State Historical Society in 2000, received second place in the 2001 Coke Wood book contest sponsored by Westerners International. Oliva is a member of the Kansas Corral of Westerners which nominated the book for the award.

The winter issue of *Persimmon Hill* contains an article about the Santa Fe Trail. Illustrations include the map of the Trail appearing in Marc Simmons and Hal Jackson's *Following the Santa Fe Trail* and photographs of the Indian sculptures west of Council Grove, an interior shot at Bent's Fort, soldiers at Boggsville, the church at Pecos, and a wagon pulled by mules.

Eldor Bentrup, 74, half-brother of SFTA Ambassador Paul F. Bentrup, died January 16, 2002, in Yuma, AZ. He had been a farmer in the Deerfield, KS, area for 48 years. Sympathy is extended to Paul, family, and friends.

The Honorable Santa Fe Trail Ambassador Paul F. Bentrup celebrated his 85th birthday on February 19. Belated Happy Birthday wishes, Paul, and we wish you many more.

The Missouri Lewis and Clark Bicentennial Commission awarded the National Frontier Trails Center a \$2,000 Corps of Discovery Grant to be used to design and create two "Lewis & Clark Discovery Trunks," one for grades K-3 and the other for grades 4-6. The project will promote awareness of the significance of the Expedition and foster a desire to learn more about it.

The past year saw an 11.6% increase in visitation at the National Frontier Trails Center, with 20,105 visitors. Gift shop sales at the Center continue to climb steadily with a record \$42,095 being earned in 2001, nearly 17% more than in 2000. The money from those sales goes to the City of Independence General Fund.

The Cimarron Heritage Center Museum, Boise City, OK now averages over 5000 visitors per year. During the years 2000-2001 volunteers worked at total of 4072 hours.

SFTA member Charles R. Strom, author of Charles G. Parker, Wagonmaster on the Trail to Santa Fe, will be the guest speaker at the Cimarron County Historical Society Foundation's annual fundraiser April 19, 2002.

The Santa Fe Trail Center, Larned, KS, received \$400 from the Kansas Museums Association to help purchase a nine-foot authentically-painted Cheyenne-style canvas tipi for the Indian Gallery. Additional funds will be needed to "furnish" the interior of the tipi with appropriate reproduction items.

The Ford County Historical Society, Dodge City, launched a web site in January at <www.ukans.edu/kansas/ford>. The Society has nearly 30 articles posted and many photographs from its archives.

Patricia Heath, SFTA ambassador and director of the Kearny County Museum, reports that the museum saw its usual number of visitors in 2001, including several school tours. The Bentrup Ruts Site was popular this year, with many visitors from overseas.

## COUNCIL TROVE

### —DOCUMENTS—

#### JUNCTION CITY AND THE TRAIL, 1867

Marc Simmons sent the following item from *The Weekly Union*, Junction City, Kansas. Jan. 19, 1867, p. 2. Because of construction of the Union Pacific Railroad, Eastern Division, to that point, Junction City was the eastern terminus for wagon trains on the Trail. The article follows:

The Woolworth and Barton Overland Transportation Line—a large company



and large business-early commencement of Santa Fe trade. . . .

Yesterday a train of ten six-mule teams started out for Santa Fe, loaded with merchandise from the immense warehouse of Woolworth & Barton, for Spiegelberg Brothers of Santa Fe. This is a novelty in the Santa Fe Trade being the first train ever loaded in Junction City for that point and the first one ever started over the plains for that section of country in mid-winter. It is to be followed by others immediately and may be considered the commencement of the Santa Fe trade with Junction City and if low price, fair dealing and large facilities will do it, we expect to keep a certain portion of it for a long time. In this connection we may say that Woolworth and Barton have built a large fine warehouse at the railroad depot and are prepared to do all the business offered them and are gentlemen to deal with. Oscar Nicolson is the agent at Junction. They have agents in New York and all points east.

## CAMP TALES

### —CHAPTER REPORTS—

#### Cimarron Cutoff

President D. Ray Blakeley  
PO Box 222  
Clayton NM 88415  
(505) 374-2555

On July 14, 32 members and guests gathered for a cook-out at the ranch of Bob Gayler of rural Kenton, OK. Gayler and his crew of cowboy cooks provided a chuck wagon meal. Guests arrived in a pouring rain. A tent that had been erected to provide shelter was blown down. After the weather calmed, the guests were provided cowboy coffee and watched the preparation of the meal over an open campfire. Breaded steaks, biscuits, gravy, and cherry cobbler were enjoyed by all.

Prior to the meal the group toured Castle Rock in the Kenton area. There they saw Coronado's signature, Indian carvings, and other signatures from early days to modern graffiti. The second part of the tour and the official meeting where dispensed with due to the weather.

No October meeting was held.

A January 19, 2002, meeting was planned at the Morton County Museum in Elkhart, KS. A noon meal was planned, and Joe Hartman, District Manager, Cimarron National Grassland, was scheduled to talk about future plans for the comple-

tion of the Santa Fe Trail Room at the museum. Election of officers for the new year was on the agenda.

#### Texas Panhandle

President Kathy Revett Wade  
1615 Bryan Place #14  
Amarillo TX 79102  
(806) 371-9309  
<krevett@arn.net>

No report.

#### Wagon Bed Spring

President Jeff Trotman  
PO Box 1005  
Ulysses KS 67880  
(620) 356-1854  
<jtkb@pld.com>

No report.

#### Heart of the Flint Hills

President Deanne Wright  
PO Box 45  
Council Grove KS 66846  
(620) 767-7080

The quarterly chapter meeting was planned for January 24, 2002 at the Kaw Mission. Election of officers and a report on the chapter's 2002 Trail ride from Al Bunting and Leland Zerbe were planned.

At the November meeting, three board members were reelected for three year terms: Al Bunting, Don Cress, and Lois DeWitt. Sheila Litke was elected as a new director and will complete the remaining two years of Deanne Wright's term. Sheila is the technology coordinator/teacher at Prairie Heights Elementary School and Prairie Heights Middle School for School District #417. She has been involved in the SFT project for five years, teaching students how to use the internet to learn about the Santa Fe Trail. She has participated in every chapter Trail ride and often had her three daughters with her. While they were away, her husband Byron held down the ranch north of Council Grove.

#### End of the Trail

President Pam Najdowski  
1810 Paseo de La Conquistadora  
Santa Fe NM 87501  
(505) 982-1172  
<mikenaj@cnsnp.com>

At our November 14 chapter meeting, Agnesa Reeve gave an excellent slide presentation on "Three Houses and Their Legends: Watrous Trading Post, Mills in Springer, and Chase in Cimarron." With each house she described its unique architecture and its relation to materials

available in New Mexico during Santa Fe Trail days. The builders of the homes were brought to life with vivid descriptions. Agnesa told of the origins, personalities, and ambitions of the builders as they influenced the styles that emerged in their buildings. It was an enjoyable and informative presentation.

At our January 19 meeting, Doug Peterson, a self-taught historian interested in New Mexico, gave a well-researched lecture, "The Influence on the Santa Fe Trail on Religion in New Mexico." He described the influence of Spanish Catholicism on the indigenous people of New Mexico and then the Anglo Protestantism influence on both Hispano and Indian populations. The historical events that brought these intrusions on the local population were the Spanish colonization in the 17th and 18th centuries, the opening of the Santa Fe Trail trade in 1821, and the "Conquest of New Mexico" in 1846. These impacts on the country brought missionaries of all religious persuasions into New Mexico. However, the largest impact came after the Civil War, when the Grant Peace Policy gave various religious groups power in the form of Indian agencies to educate and acculturate the Indians. This policy lasted about ten years.

Peterson gave several examples of how some New Mexicans embraced the teachings of the missionaries and how their lives were effected. He also gave instances of groups of people becoming disaffected with one religion and embracing another. In conclusion Doug said, "Religion is very important." Which means we need the support of a community of people who share a common ideology."

On January 17, the New Mexico Heritage Preservation Alliance announced the most endangered historic places in New Mexico. "Glorieta Battlefield" was selected as one of the places. Margaret Sears submitted the application representing EoT/SFTA. The significance of this designation is that it serves as a validation of the importance of the site.

Election resulted in the following: President Pam Najdowski, Vice-President John Bloom, and board director Margaret Sears. We look forward to a new and invigorated board.

The annual joint meeting with the Salida del Sol Chapter of the Old Spanish Trail Association will be on Saturday, March 16, 2002. The program is being planned, but may focus on the role of Bent's Fort in Southwestern Trail history.

### Corazón de los Caminos

President Mary Whitmore  
120 Gabaldon Route  
Las Vegas NM 87701  
(505) 454-0683  
<whitemore@newmexico.com>

New Years Greetings. As we turn over the old calendar and look ahead to 2002, we still have a warm glow from Symposium 2001. Many people continue to tell Stephen how much they enjoyed all of the activities, lectures, field trips, and the hospitality of Northern New Mexico during their stay for the event. Let me again thank all of the Symposium Committee members, staff at Fort Union National Monument and Pecos National Historic Park, and the volunteers who spent so many hours on the planning and execution of the event. Corazon members went all out and we truly made SFTA friends all around the country.

Our 2002-2003 board members met January 12 to set up events for this year. Our first two chapter meetings will be held in Las Vegas. On Saturday, March 2, New Mexico Endowment for the Humanities performer VanAnn Moore will present her new program, "Westward Ho: Women on the Trails," at 2 p.m. in the Flamingo Room of the Hillcrest Restaurant, 1106 N Grand Ave, Las Vegas. A board meeting will be held at 10:30 that morning at Donnelly Library, where archivist Dr. Mike Olsen will give us an introduction to the Santa Fe Trail and Fort Union archives there. We will have a buffet at noon at the Hillcrest, \$10 including tip—please RSVP to Tibor Remenyik (505) 454-1307 if you will attend the buffet. If you have guests you would like to bring to a Corazón meeting, this would be a wonderful time to invite them.

Our second meeting will be held on Saturday, April 6, at 10 a.m. at the Las Vegas/Rough Rider Memorial Museum at 727 N Grand Ave, Las Vegas, for presentations on their Santa Fe Trail Exhibit by Dan Enger and others.

May 4. Work day at Fort Union National Monument beginning at 10 a.m. This is always a fun outing with plenty of camaraderie, some honest work, and a free lunch.

June 1. Meet at 10 a.m. at Pecos National Historic Park for special tours of the Santa Fe Trail and Glorieta Civil War Battlefield. The battlefield was the decisive site of the Civil War in New Mexico Territory. It has recently been added to the 2002 list of the New Mexico Heritage Preservation Alliance's Most Endangered Places. This is your chance to see why.

All of our events are open to the public and guests are welcome.

### Wet/Dry Routes

President Rusti Gardner  
801 Vernon Dr  
Larned KS 67550  
(620) 285-3433  
<jaxrus@larned.net>

The winter chapter meeting was held in Kinsley, KS, January 20, 2002. Reports were given on the chapter's Sixth Annual Seminar in conjunction with the Fort Larned Old Guard annual meeting on May 4, 2002, and the Santa Fe Trail Rendezvous scheduled for September 19-21, 2002.

The following chapter officers for 2002 were elected: President Rusti Gardner, Vice-President Barbara German, Secretary/Treasurer Anita Thomas, and Program Director David Clapsaddle.

The Faye Anderson Award was presented to Cecil Johnson of Larned. Among his many contributions to the preservation of the Santa Fe Trail has been the cedar structures for ten interpretive markers placed by the chapter in recent years.

Lon Palmer, the 2001 president, was presented a plaque in recognition of service to the chapter. The Pearce family from Wallace, KS, presented a well-received program of historical and patriotic music.

The spring chapter meeting will be held in Pawnee Rock on April 7, 2002, at 2:00 p.m.

### Dodge City/Fort Dodge/Cimarron

Nancy Jo Trauer  
1309 West Brier  
Dodge City KS 67801  
(620) 227-8343

A chapter meeting was scheduled on February 6, 2002, at the Dodge

House Restaurant at noon. The program was to be a panel of experts from the chapter: Ernie Breeding, Fred Casterline, Mike Echles, and Ted Mueller. Each presenter was to give a short presentation of Trail interest. Election of 2002 officers was on the agenda.

### Missouri River Outfitters

President Nancy Lewis  
1112 Oak Ridge Dr  
Blue Springs MO 64015  
(816) 229-8379  
<SFTAMRO@aol.com>

At the January 27 chapter meeting, board member Roger Slusher announced the schedule for the Lexington River Days to be held April 5-8. The event will honor the 150th anniversary of the tragedy of the *Saluda*, a steamboat that blew up on April 9, 1852. The people of Lexington made a great effort to aid the survivors. Reenactments, exhibits, presentations, and tours comprise only a part of the events. For more information, contact the Lexington Tourism Commission at (660) 259-4711.

On April 12 the Missouri River Outfitters will host the SFTA Board members for an evening reception at the home of Roger and Sandy Slusher in Lexington, MO. Chapter and other SFTA members are invited to attend the board meeting on Saturday, April 13, at the chapel at Wentworth Military Academy. The chapter will gather at the Slushers' home on Sunday, April 14, at 9:30 a.m. for a Trail trek from Lexington to Franklin. A short business meeting to elect officers for 2002 will be held prior to departure. Members of other historical groups are invited to join the tour. MRO members are also invited to attend the Sunday evening dinner event with members of other Lexington area historical organizations. SFTA President Hal Jackson will provide the program. For more information, contact Roger Slusher at (660) 229-2900 or Anne Mallinson at (816) 230-7228 or <SFTAMRO@aol.com>. The chapter's summer event will be a tour of Union Cemetery in Kansas City, MO.

### Quivira

President Britt Colle  
PO Box 1105  
McPherson KS 67460  
(620) 241-8719  
<blkcolle@midusa.net>

No report.

## Cottonwood Crossing

President Dale E. Brooks  
316 W 16 St  
Newton KS 67114  
(620) 283-6454

No report.

## Bent's Fort

President Dub Couch  
PO Box 325  
Rocky Ford CO 81067  
(719) 254-3000  
<dubcouch@ria.net>

No report.

## KATIE BOWEN LETTERS

(continued from page 1)

Saint Louis, March 29, 1851

[Planter's Hotel]

My dear Mother

Your birthday is very pleasant-mild and sunny-and everything in nature putting on the smiles of summer. We arrived here last night about 1 o'clock I believe, for I was fast asleep in my berth, and did not waken till morning. We came ashore before sunrise, and are very comfortably lodged at the Planters Hotel. Isaac has been out to see the quartermaster, and finds a fine waggon ready and waiting for us. Our boxes & chests are in excellent order, looking as clean and smooth as when they left Philadelphia. Our journey has been all we could wish for, and we have had good luck in everything. We have not lost a pin's worth, and have some twentyone dollars worth cheaper than we expected, so Isaac says I can have that much more to get things for our house. The quartermaster thinks there can be no doubt but we will be allowed a six mule team to transport our baggage, and there seems now to be everything prepared for our comfort. Col. [Thomas] Swords [quartermaster department] now boarding here with his wife, is going out with us, on a tour of inspection, and little by little we will gather together a pleasant company.

Mary [Bowens' maid servant, coming from Philadelphia] has not come yet, but I put great trust in her. A negro man servant who was waiter in The Mess at Saltillo [Mexico, where Isaac served during the Mexican War] was on the boat that we came on from Louisville and he was very anxious to go with us. He is a good man and faithful, and is trying to lay up money enough to buy the freedom of his wife and child, who are slaves. I felt sorry for him, he seemed so glad to see Isaac & serve him. Through him we had more comforts on board the boat, than many others had. The scenery on the Missouri side of the Mississippi is very grand, towering mountains of rock, that look as if

human hands had hewed & carved them, so rounded & finished on all sides probably worn so by time & weather. All along the shores the trees were putting out their leaves, peach, plum & other trees in full bloom, and spring wheat looking like pasturage. We have our windows open to get the fresh air and I have set the chamber maid and one of the boys cleaning our room such another dirty place you never saw, as it was when we came in, and I told them I did not wonder they all died of cholera, if they lived in so much dirt. They felt mad, but did not dare say so. I felt sorry not to get a letter this morning but will wait patiently till another packet comes in.

The one we came in goes out tonight, and I send this by it, only two mails a week come here I think. I have missed Jenny Lind. She left here the same day that we left Cincinnati, and we met the boat she was in on the Ohio at the mouth of the Cumberland. She is going to Nashville & to the Mammoth cave, before going to Cincinnati, and will sing in the cave. Some of our passengers remained over at Louisville to hear her, but my enthusiasm did not quite carry me to that. Nothing astonishes me more, that to see the dreadfully muddy waters of the Ohio & Mississippi, and for three days I could not make up my mind to swallow it. When we got to the mouth of the Cumberland, I wanted a good drink, for where the stream come in, you can see a blue stripe like indigo mixing with muddy water. Any puddle by the side of the road will give you a good idea of it, and what seemed the strangest of all, persons on board who are accustomed to it would not taste the spring water at Louisville, saying that lime in the water was awful to drink, and you know we cannot drink any other with relish. Here they merely settle the Mississippi water, and use it, never for a moment thinking that it requires a filter. I can drink it by shutting my eyes, and opening my mouth very wide, only one swallow at a time though.

Isaac is in good spirits and is flying from one thing to another, just as he always does. We formed very pleasant companions on board the packet, and managed to pass time agreeably. Several families were on board moving to Missouri Texas & Illinois, and if they will take these moves of their own free will, without any of the comforts that we have, what can our journey be in comparison, just nothing at all, one family was going away above Ft Leavenworth just to see if they liked the country and if not were coming back to go to California by the way of the isthmus, I do not dread our journey at all it will be infinitely more comfortable than steam-

boating, with the cabin so crowded that many have to sleep on the floor. I wonder if Charles English is in this quarter of the world I hope I shall not run against any one who knew the family, when they were here. I have not been out yet, and am not fairly straight yet, for one will sail you know a little while after coming off a boat. We have not had a moment's illness since leaving home, and I think we will escape all discomforts. Give our best love to such as think of us and I will write often. You must excuse the appearance of this scrawl for I write in haste as Isaac wants me to go out and see his charming wagon I shall have much to tell you, as our arrangements go on. None of the supplies have gone up the river, and we will be here ten or twelve days. Write here as often as you can and if we are not here they will be forwarded to us. Father would enjoy this weather, and I wish you were both here. As it is take good care of yourselves, and do not worry about us, the worst of the journey is over, and we are strong and able to bear much. Mrs Hodgdon is silent still, but she is not forgotten.

Ever dear Father & Mother

Your Katie

Planters House, St. Louis, April 5, 1851  
Saturday afternoon

My dear Father and Mother

Your kind letter came yesterday and I devoured its contents like a hungry person. I am always so glad to hear that you are well. There is nothing gives me so much pleasure. Mary came yesterday morning with Isaac's clerk (not the one he expected to have, but one equally as good, he hopes. Maj Crossman [George Hampton Crossman] recommends him). Doct Campbell [Archibald Campbell] sent Isaac's dog - and made no charges for his winter keeping. he bids fair to be a fine dog, I believe. Mary left the Irvine's [Caleb E. Irvine] well, and they sent many kind wishes. Mrs. Fayssoux [Mrs. Edward S. Fayssoux, military storekeeper] has been very sick, but was a little better when Mary came away. Capt Fayssoux is ordered to Ft Leavenworth and they must now leave the home they have enjoyed for a great many years. I believe that twelve of Mrs. F's children were born at the arsenal. It shows what political favor will do. The Mother and girls will board in town until he gets settled out here to bring them on. Perhaps we may see him. Mary says that everybody except the milk woman & Mrs Irvine tried to persuade her to remain in Philadelphia, and even persons along the journey, advised her to turn back, but she told them that she knew who she was coming to and knew that she would be well taken care of if she be-

haved herself, and I think she deserves a great deal of credit for persevering to come. Among other novelties a strapping widower from Indiana fell in love with her on the boat, and wanted to marry her, but she told him she liked me best. He told her that he was rich, had a house well furnished, and if she would consent to marry him in the fall, that he would send her to school during the summer and give her a chance to get better acquainted. In case she should conclude to accept him he gave her his card, that she might write to him from here, and he would come for her and pay us all expenses. Is that romantic, but she had the good sense not to take his money or have anything to say to him. I do not think she will be easily led away, after so much blarney as this. She thinks the man meant what he said and we had a good laugh at her. She says she told him she did not want anybody's learnings as much as to say she wanted a young man if any. Mary shows very good feelings, she was so pleased to see your picture and the baby's. She kissed them and the tears started to her eyes to think she could not see you. I do not see anything in our way, we have got on so well, and have nearly everything ready to start Isaac has worked all the time, buying and packing. We have selected crockery, tins, iron ware, flat irons, such as you used to tell me about, with heaters, and every thing wanted in a kitchen I have been to see our waggon, it is big enough to make a house of after we get through our journey, nice cushioned seats, and curtains inside of the oil cloth cover, all complete and comfortable. We are only going to take one carpet and what do you think, I have made Isaac a pair of red flannel shirts to wear across the plains. We have opened several of our chests and find everything as nice as when it left Philadelphia. If we get out with our things we will be very comfortable, and not find fault if we are kept there five years. Every year will be making improvements and it is not so bad now, as going to Ft Larimie. Several ladies are here on their way to that post, and I know ours is best, a great many are going with us. Gen Clark [Newman S. Clarke] is boarding at this house. We stared at each other across the table for several days and at last he asked who I was for he was sure he had seen me before, so we had a long chat about everybody, and he seemed well pleased to hear all about Houlton and said he meant to go there sometime. His family are above here somewhere and he is here on duty, he is much larger than he used to be, and his hair is quite white I see him three times a day, and he acts very kindly to me. Tell Holman [Katie's

brother] that we attended the wedding of Lieut. Frost [Daniel M. Frost] on Thursday evening. He married a Miss Graham and I suppose Miss Eagles in quite disconsolate about it. His bride is quite rich. Her wedding was very handsome, and she was dressed in white watered silk, a three lace veil & ornaments of diamonds. They were married by the Arch Bishop, and it being lent, they could have no dancing They leave this afternoon for Europe, to be gone a year. Their supper was magnificent and there were a great many handsome dresses there, tho' I do not think there was a pretty lady in the room, not excepting the bride. Doct Wheaton's Jon lives here and his little wife shone in pearls and diamonds, plenty of money to recommend them, but no beauty, or much good behavior, I suspect. I have not returned any calls except Mrs. Holmes. You remember doct Holmes [Robert S. Holmes] well he has got a very pretty & interesting wife, and he is as scraggy and ugly as any man I ever saw. She was a daughter of Maj Walker [Benjamin Walker] and they live here in town. Everybody to their taste. I thought I should write to Holman, but I find so much to say to you that I have not much left to say to anybody else.--He is young and can wait for a letter with more patience perhaps.

When we awoke this morning it was snowing hard, and has kept it up all day-so cold that a good fire is very comfortable. I am afraid the peach trees will suffer, but perhaps tomorrow will be pleasant again. Mary says that old Trump is very bad - and it seemed so much like old times to hear from him thus I laughed outright. She says tell your Mother that I am well, and mean to stick by you and the Capt. She had the fever & ague after she got well, last fall, but is strong now. It was a sight for sore eyes to see her once more and I guess she was glad to get here. I hope Margaret will do well. I never shall forget her goodness. She will assist in the spring to plant that little grave. oh how I do want to look upon it, but I know she lies in peace and purity, sweet little soul, she was too good to last long [Katie and Isaac lost their infant daughter, Amelia, sometimes referred to by Katie as 'Pet,' the previous year]. Dont forget to send me the first flowers from that sacred spot. Father gathers the first May flowers always, and I hope to send him some when I get on the "Grand Prairie" Isaac has laid in stores of every description for our housekeeping, and when we get fairly settled I shall take such delight in describing to you every part of our domicile. Here we are occupying the room and bed used by Jenny Lind, only think what an honor. The great ac-

tress Miss Charlott[e] Cushman is here also, playing every night-but I have not taken a notion to go. We have so much to spend, that I do not care to throw away money in a theatre. I am glad you take everything so easy--it is the best way-and who cares much what happens if our consciences are clear. I am glad Julia is back, for I think she will be a comfort to you Surely gold is getting cheap, when the cooks will attempt work. I hope Hasey will keep his distance, and then Julia may have some peace. Give my remembrance as usual to such as inquire after us-and tell Mrs. Hodgdon I am impatient to hear from her. I wrote to Haskall from Buffalo, and hope to get a letter from him. If you write, say to him that I wrote from Buffalo. Much love to all the family. I will write everything I think of. We hope to get from here by the middle of next week. I find many pleasant people in the house. Isaac sends love is stretched out on the bed, and seems very contented. Ever affectionately, Katie.

I am very well in every particular [Katie had been ill after the death of her daughter, and she was pregnant by the time she left St. Louis], and I thought you would be glad to hear of it. I suppose my letters are not very generally circulated

*(continued next issue)*

## NEW SFTA MEMBERS

This list includes new memberships received since next to last issue. Those received after this printing will appear in the next issue. If there is an error in this information, please send corrections to the editor. We thank you for your support.

### BUSINESS/INSTITUTIONAL

Bent's Old Fort NHS Interpretations, 402 Santa Fe Ave, La Junta CO 81050

Great Bend Conv. & Visitors Bureau, PO Box 274, Great Bend KS 67530

### FAMILY MEMBERSHIPS

Deborah, James, Jake & Zach Deselms, 12525 NWQ 13th St, Topeka KS 66615

Keith & Mary Lundell, 691 Callecita Jicarilla, Santa Fe NM 87505

Gertrude & John McNary, 2361 McVay Cr, Germantown IN 38138

Don & Sandy Niemeyer, 27811 Louse Creek Rd, Patoka IL 62875

Helmet & Shirley Schmidt, 33 Arroyo Rd, Santa Fe NM 87508

Karen & Steven Woolery, 2229 Riviera Dr, Lawrence KS 66047

### INDIVIDUAL MEMBERSHIPS

Henrietta M. Christmas, 5448 Illini Way, Boulder CO 80303

Norman Clark, 9914 E Sunburst Dr, Sun  
Lakes AZ 85248

Cynthia Josephs, 545 Los Nidos Dr,  
Santa Fe NM 87501

Wilbur Just, 7312 Fieldcrest, Clearwater  
KS 67026

Anita Roy, PO Box 515, Las Vegas NM  
87701

Grace Salomon, 2913 Pueblo Haloma,  
Santa Fe NM 87507

James Sloan, PO Box 621986, Littleton  
CO 80162

Ann Stillman, 201 E McGregor St #7, Al-  
gona IA 50511

Jim Swartz, PO Box 962, Guymon OK  
73942

Richard Trotter, 5341 Vandenburg St,  
TAFB OK 73145

Don Wortman, 8226 Raintree Dr NE,  
Albuquerque NM 87122

## TRAIL CALENDAR

Everyone is invited to send notices for this section; provide location, date, time, and activity. This is a quarterly. The next issue should appear in May, so send information for June and later to arrive by April 20, 2002. Thank you. Dates of additional events may be found in chapter reports.

**Mar. 2, 2002:** Corazón de los Caminos Chapter meeting, Las Vegas, NM, including a presentation by VanAnn Moore.

**Mar. 16, 2002:** Joint meeting of End of the Trail Chapter and Salida de Sol Chapter of the Old Spanish Trail.

**April 6, 2002:** Corazón de los Caminos Chapter meeting, Las Vegas, NM, Rough Rider Memorial Museum, 10:00 a.m.

**April 7, 2002:** Wet/Dry Routes Chapter meeting, Pawnee Rock, 2:00

p.m.

**April 13, 2002:** SFTA Board Meeting, 8:30 a.m., Memorial Chapel of Wentworth Military Academy, Lexington, MO. All members welcome.

**April 14, 2002:** Missouri River Outfitters Chapter field trip from Lexington to Franklin.

**April 19, 2002:** Cimarron County Historical Society Annual Fundraiser with special guest speaker Charles R. Strom, author of *Charles G. Parker, Wagonmaster on the Trail to Santa Fe*.

**May 4, 2002:** Wet/Dry Routes Chapter annual Santa Fe Trail Seminar, "From Trail to Rail: the Railroad Truncation of the Road to Santa Fe," at Fort Larned NHS, followed by afternoon program by Fort Larned Old Guard and evening dinner and dramatic presentation by Louis Kraft as Edward W. Wynkoop.

**May 4, 2002:** Corazón de los Caminos Chapter work day at Fort Union National Monument, 10:00 a.m.

**May 31, 2002:** Cimarron County Historical Society Santa Fe Trail Daze Tour.

**June 1, 2002:** Corazón de los Caminos Chapter meeting, Pecos National Historic Park, 10:00 a.m., including visit to Glorieta Battlefield.

**Sept. 19-21, 2002:** SFT Rendezvous, Larned, KS.

## FROM THE EDITOR

Many thanks to all who contribute to *Wagon Tracks*. Without your work it would not be possible. I have a request.

Whenever possible, it would be

most convenient for the staff of *WT* to have all articles, chapter reports, announcements, and other materials intended for publication, submitted via e-mail or on computer disk. This can save many hours of typing, not to mention a reduced opportunity for errors. If you do not have a computer, typed and handwritten items are still welcome.

Take advantage of events to get out and visit the Trail this year. The SFTA board meeting in Lexington, MO, April 13, is an opportunity to visit the Missouri Trail sites, early Trail history often neglected when we think of the Trail starting west from Independence or Westport. The Missouri River Outfitters Chapter is offering a tour on April 14.

The Wet/Dry Routes Chapter and Fort Larned Old Guard, joined by the Kansas Corral of the Westerners, will present a fine program on May 4, and the public is invited to participate in the chapter seminar on the replacement of the Trail by the railroads, the Old Guard's field trip to the Indian village site on Pawnee Fork that was captured and burned by the army in 1867, and a special evening presentation by Louis Kraft portraying Edward W. Wynkoop.

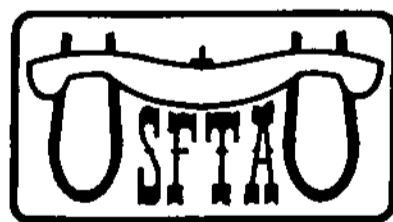
See chapter reports for other activities along the Trail. Visitors are welcome to most chapter programs, and these are often wonderful occasions to visit Trail sites, some of which are otherwise not open to the public. Make 2002 a year of adventure on the Santa Fe Trail.

Happy Trails!

—Leo E. Oliva

**Santa Fe Trail Association**  
**PO Box 31**  
**Woodston, KS 67675**

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