In November 1900, Robert L. Dodson purchased a Locomobile in Denver and set off with company representative B.L. Camwell. Their plan was to drive to Albuquerque as their final destination. On December 5, after driving the vehicle over narrow wagon roads - not one paved and many full of ruts - and through treacherous Raton Pass, they arrived in their "horseless carriage" at Raton, attracting the attention of all passersby as the vehicle traveled through town "gracefully and noisily," according to the Raton Reporter story published that day.

Although the story had been reported previously in the 1920s by journalist Erna Fergusson for the Albuquerque Herald and others, it was not until Dodson's great grandson, Doug Sylvester and his wife Vicki began researching the old family story more than a year ago that this bit of history surfaced from the archives. "This was the first time I started thinking about the historical marker because every time we told the story people were drawn to it," Mr. Sylvester said.

Mr. Sylvester contacted the Historic Preservation Division, which oversees research and wording of historic markers, after receiving the Ferguson article from Albuquerque Public Library and discovering a photograph of his great grandfather farther in the Locomobile in Albuquerque at the University of New Mexico Cobb Collection. He and his wife had made several trips to New Mexico from their home in La Jolla, California, to research the story and eventually drove Raton Pass, and part of the old road that to this day is unpaved. They appeared before the Cultural Properties Review Committee in Santa Fe when the marker text was approved.

The process of researching the marker and coming up with appropriate phrasing ended up correcting the common history of the journey, which the Ferguson article placed in 1899. Research by Historic Preservation Division and the CRPC and information provided by the Stanley Museum in Estes Park, Colorado, revealed the Locomobile was not manufactured until 1900, and HPD learned of the correct dates for Dodson's journey through articles published at that time and archived at UMM Library Center for Southwest Research.

The Locomobile was fueled by gasoline but powered by steam. As Ribera Station in San Miguel County, it ran out of gasoline, a scare commodity in 1900. Dodson was able to purchase some at Lamy and sent it back to Camwell. Dodson appears to have taken the train from Lamy into Albuquerque and Camwell traveled through Cerrillos, arriving in the Duke City shortly after Dodson. According to later press reports, Albuquerque greeted the vehicle's arrival with a mix of enthusiasm and consternation. The Locomobile scared homes and for a time local authorities hid it altogether from the city. For two years, Dodson owned the only car in town, but as history attests, he was correct in predicting that the automobile would become the preferred mode of transportation.

An Official Scenic Historic Marker commemorating Robert L. Dodson's achievement in December 1900 was recently approved by the Cultural Properties Review Committee, the New Mexico Historic Preservation Division. The marker, among nearly 650 installed along state roads since the program began in 1936, is at the Raton Visitors Center rest stop at the intersection of Interstate 55 and New Mexico Highway 87/84.

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**First Automobile in New Mexico**

"Locomobile Travesses Raton Pass in 1900"

By Tom Drake

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**The Ocean to Ocean Highway or New Mexico's other Historic Highway**

By Spencer Wilson

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Mark Your Calendar Now: New Mexico History Conference, Ruidoso Convention Center, May 5-7, 2011

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The Ocean to Ocean route refers to one of the earliest efforts at building a truly transcontinental highway. This was to be, and still is, from Virginia Beach, Virginia, to Los Angeles and Santa Monica, California. The route in New Mexico passed through Clovis, Ft. Sumner, Willard. Mountainair down Abo Pass, to Becker, where it turned south to the east of the hills on the left bank of the Rio Grande, on into Socorro, west to Magdalena, Datil, Quemado, and finally to Springerville, Arizona. The other fork in the road at Becker, crossed the Rio Grande to Belen and then on to Albuquerque. The road was in place and in use by the time of World War I. It was not, however, paved with any material other than gravel. Paving, bridges, grading, and all of the elements of modern highway construction was still in its infancy. As a major east-west road the Ocean to Ocean precedes another such route. Highway 66, by many years. Highway 66 ran from Chicago to Los Angeles, and was not completed and paved until the mid-1950s.

**Background**

Major road construction lagged in the United States since the 1830s. The old National Road linking eastern Pennsylvania with Ohio was hardly more than two wagon roads down through the trees and hills. Indeed, the trees were cut just low enough to permit the standard wagon axle to pass over them. The last major effort by the Federal Congress to finance a road project was vetoed by President Andrew Jackson. He called the Mayerville Road a "local" project and was, therefore, not eligible for Federal money. Most roads or "turnpikes" were built by local money and they were toll roads. Motorist paid for the privilege to drive over a toll road which was unpaved, without bridges, usually dirt, or small stones. Large rivers were crossed by a privately owned ferry boat, which also charged a toll. Paved roads, such as there were, most likely in larger towns and cities, and consisted of cobblestone, brick, or wood-known as "plank roads." Ben Franklin thought that brick was the
Ocean to Ocean... (continued from page 1)

most economical for paving. When one side wore out it could be turned over and used on the other side. In the 1890s, Scottish engineer James L. McAdam, 1756-1836, understood laying up layers of small stones, held together with water and gravel. By 1820, he also recognized the need for drainage and sealing a road. The system became known as "McAdamization." There was at least one such highway in the United States at the start of the Civil War, the "Shenandoah Valley Pike." By the end of that war, it was in ruins. After the discovery of gold at Sutter's Mill in 1849, the governor began to spread oil on roads to keep the dust down. This was hardly a sanitary innovation.

After the Civil War, as the nation moved west of the Mississippi Valley, the process of road building continued to be in the hands of private owners, farmers, towns, or military. Toll roads were still the norm, although the Army did build roads connecting forts, which were soon used by civilian traffic. None of these were anywhere near a nation, or state, plan.

New Developments/Technology

The first moves to do something about the lack of roads, particularly in the western states, came in the 1890s. This was the result of two technological developments: the automobile and the modern bicycle. One authority stated that in all of the United States there were only four registered automobiles in 1898. The bicycle enthusiasts were becoming very vocal about having somewhere to ride their bikes. In 1891 New Jersey came up with the first effort by the states to do something about better roads. In 1892, the state had a "Office of Road Inquiry" headed by G. Roy Stone. A bill was submitted to Congress later that year that contained one of it. It was not "considered" with charges that such funding was "unnecessary," and would be a drain on the Federal Treasury. There were, however, more voices being raised to do something about roads. The Post Office system of Rural Free Delivery were coincided with farmers, who were also demanding better roads in order to get their produce to market.

In 1905 the first Harley-Davidson motorcycle appeared. In 1906 Henry Ford began his own automobile business and the Auto Club of Southern California began putting together the complete automobile. In 1908 the company became the American Automobile Association. In 1910 there were fewer than 500,000 automobiles registered in the U.S. but by 1920 there were over 16 million.

In many of the states and territories, such as California and New Mexico, there were "Road Good Association," being formed in the early 1900s. These clubs developed enough political pressure that steps were taken on both local and state levels. By 1911 New Mexico Auto Club dates from 1900, and by 1902 was forming the American Automobile Association out of other auto clubs. In 1903 Logan Walter Page became the director of the "Office of Public Roads," with the aim of developing a system of road building. In 1912 there was the beginning of a federal effort to help farmers with the "Farm to Market" road system, but this failed. That same year Congress approved money to pave the "Post Roads" for the military, although other people also could use those roads. The new organization, A.A.A., was formed in 1902, and was able to build the long distance roads first, following the pattern of the railroads a few decades earlier. Build the long

Publications giving detailed information to the adventurous driver were available. These instructions were very detailed and seemed to precede the similar "Trip Tles" issued by Hadden. (Morley) had a major interest. .. " (p. 255)

The Ocean to Ocean logs with the Butler Auto Company company located at 402-424 West Copper in Albuquerque. The Butler Company was first identified in the 1913 City Directory and is noted as a "Member Garage in the Ocean to Ocean Official Log". The Butler Company was the Butler Company and Mr. Snider. The Butler Company was a meeting in Socorro in the 1953 the Association organized a Women's Marathon to start in Los Angeles and go all the way to Virginia Beach. As late as 1927 the Association was involved in "Ten Most Endangered Roadside Places.

Roads in New Mexico

Emphasis in New Mexico for roads started in 1905 with the creation of the New Mexico Good Roads Association. Before that, in 1897 the Territorial legislature had established the County Commissions to divide each individual county into road districts. In 1905, the legislature also created the Territorial Road Commission.

The Good Roads Association held its first annual meeting in Albuquerque in 1913. In conjunction with the first annual meeting of the new State Highway Commission, at that same meeting the legislature appropriated $5,000.00 for the road projects of Socorro, Magdalena, and San Antonio - 1/2 Coo.: J.S. MacArthur, J. Campbell, and C. A. S. Gardner. It was reported that "prisoners are working on the road between Magdalena and Socorro." (Morley) had a major interest. .. " (p. 255) The log was published by the American Car Owners League of Santa Fe, New Mexico. One of the particular logs directs the traveler from Albuquerque south to Socorro, and west to Springfield, Arizona. via Isleta, Los Lunas, Belen and Socorro. The log originates in Albuquerque, follows the same road down to Belen, then directs the driver east toward Abo Pass, Mountainair. Fort Sumner, Clovis, and on to Amarillo, Texas. Buried in the second log is a vital piece of information as "on the back of the map...". Clors is founded in 1907. A second piece of the puzzle appeared in Roswell's Clay Densmore - "An Interpretation of the Southwest." Mr. Clorl came to New Mexico with his wife and son in the 1890s for his health.

Rugby. He continued on to Magdalena and stopped off the train and there nobody was interested in his exploits. So I "wondered" up to the Ocean-to-Ocean Garage, in which Uncle Ray "Copper" had a major interest... (p. 255)

The Ocean to Ocean logs started with the Butler Auto Company company located at 402-424 West Copper in Albuquerque. The Butler Company is first identified in the 1913 City Directory and is noted as a "Member Garage in the Ocean to Ocean Official Log". The Butler Company was a meeting in Socorro in the 1953 the Association organized a Women's Marathon to start in Los Angeles and go all the way to Virginia Beach. As late as 1927 the Association was involved in "Ten Most Endangered Roadside Places.

Buchanan Baths, Main Street (U.S. Highway 60) Mesa, Arizona

Listed on the 2010 Ten Most Endangered Roadside Places

Photography by Carleen Lazzell June 30, 2010
reported as five years older than the other named highway. One might conclude then, that the Ocean to Ocean route began in 1914.

New Mexico began issuing license plates in 1912. For the first two years the license plates were issued at Socorro. In 1914 the plates were dated. (The undated plates are a very collectable item, one sold for $2500 to a collector.)

In addition to registration of autos, there was much discussion of the growing road system. it can be called that at this stage. By 1923 some states were talking about utilizing the appropriate signs. In Tennessee there was one 40 foot sign which warned the driver "Drive Slow-Dangerous as the Devil's Staircase." In 1927 the National Congress of State and Highway Safety met to try to set some standards. This was followed by a meeting called by Secretary of Agriculture Gore (Howard Macon Gore) to confer with the Coast to Coast Highways.

New Mexico was represented by James A. French. At this first meeting the Board decided that the highway should be numbered and the names to appear on the National Shield. It also decided to have an appropriate opposition at first to losting the highway, but the die was cast. In 1926 Congress passed the Federal Highway Act which established the current numbering system for Federal Highways. As noted above the state of Wisconsin was using numbers long before this.

By various accounts, U.S. highway 60 was well published. Published in the local Socorro newspapers, the Chieftain and the Herald in June of 1924. Mr. and Mrs. E.B. Wells of Socorro wrote of their trip from that town to the Grand Canyon in Arizona. (The first auto trip to the Canyon was 1902.) The Wells reported that "the road leading west is in perfect condition" and was "compared to a city boulevard." They reported on the trip from Socorro to Winslow, Arizona. 231 miles [modern AAA maps], leaving Socorro at 7:30 and arriving in Winslow at 8:00 and that after a stop of three quarters of an hour at Quemado due to "fine trouble." The Wells made the last part of the trip to Gallup, New Mexico, and found the road "in very bad condition" - the car suffered punctures and "at this point the road west from Socorro was relocated to the south of Socorro Mountain." The road was "newly paved and of heavy grade of the Blue Canyon road." In the November 29, 1925 edition, the Chieftain reported news from the Arizona Republic which quoted H.B. Watkins, general manager of the Chieftain Concerned long. "Completing the link along the Atlantic-to-ocean all-year highway from Norfolk, Va. to Los Angeles, U.S. Highway 60...offering a short route to the Pacific Southwest...U.S. highway 60 has become an ocean-to-ocean highway for every motorist." The base mean that the side of the road did not fit the run of the rough road. The highway was "a highway over other confused" and "muddy arroyo, flowing out the engine. The two interlopers paid a bearing wages and had to throw them into the work camp at Elephant Bune Dam. The motorcycle was shipped by Mr. El Paso, while El and Don tried to hitch a ride on a freight train. That part of the trip ended when they "gave up" and "went back to the brakemen could collip them. After a night in an abandoned freight car body. The boys were "looking forward to the gentlemens in a automobile approach them along the Camino Real somewhere in the Jourandia del Muro. In the morning helping to repair a flat tire, the lads were given a ride all the way to the Texas City. The Indian service shop put the motorcycle back into service and the two returned to the Elephant Bune Dam, rectified the side of the road and went to Albuquerque. They still had a muddy time of it in the San Marcial area, but made it back to Socorro in one piece. "Interloper" travelers, indeed!

In 1912 New Mexico Highway Act of 1988 all of this changed. Federal money began the building of a national highway system. The first task was the Ocean to Ocean in New Mexico. The Ocean to Ocean Highway became U.S. 70 and a few years later was renumbered U.S. 60 in 1926. Light traffic for many years were frequently "reduced to a crawl" by the use of the road. In 1912 the Albuquerque Auto Party published the "pathfinder" auto guide through Western territories. That same year the Tennessee Route 9 Road Board was organized with semi-official status. The board was chosen Governor Richard C. Dillon, and J.F. Lasker. In 1913 the "Good Roads Association of the State of Ohio" was talking of a road between Albuquerque and Estancia. It is all good for the few that own automobiles...but...use of它们 was spotty and limited to the areas where the roads were used by the people. Also the local paper reflected the prevailing view of the day that our national roads "first the roads between the different towns should be worked..." Road maintenance was the subject for the June 10, 1913 paper noting that the dirt roads needed drainage, with side ditches and higher embankments. The paper also noted that the road "drag...consists of too halves of a log." It is apparent from the paper that political politicians were interested in the "good road movement."

New Mexico's Milestone

There were other adventurous souls in New Mexico who tode to the roads. In the same year (1915) just as the U.S. went to war five boys west from Gallup, New Mexico, and found the road "in very bad condition" - the car suffered punctures and "at this point the road west from Socorro was relocated to the south of Socorro Mountain." The road was "newly paved and of heavy grade of the Blue Canyon road."

On the west side of Grants, weedy lots and a large marina are a rare survivor," said John Murphy of the National Park Service Route 66 Corridor Preservation Program. "These are essentially an old restaurant and bar that were built in the 1930s to communicate in their form and simplicity a localized expression of the materials and the era. It is an unusual example of the Route 66." Murphy worked with Diaz who provided a comprehensive family history focusing on his father Charley Diaz. Charley, his wife, overlooked, the Chaco Canyon coal mining town. He left the city of Grants with his wife, Dorela, who kept books on the gas pumps. With his wife he went to Grants and opened his own business. They built a garage and residence out of used horse shoes.

Nearby lawn fields not only provided pasture for blocks, which they sold as ready-to-plant, but they also key nutrients for truck-farm crops, most notably carrots. The town's west end, known as Biceo Town, is the "center of Bico Town." The old factories, packing and distribution plants and was the terminus of the Zuni Mountain Salt Mine, which was the primary ingredient in New Mexico, which which boosted Grants' population by 600 percent between 1920 and 1925, was supplanted by uranium mining in the 1950s. In 1949, Dirk's great-uncle arrived in Grants following the death of his elder and younger brothers. Dirk described the town as a "bustling town stone with a main business, the Indian property, which prospered and expanded in the 1970s and 1980s. Occasionally an emergency opened 24 hours a day and provided pre-packaged sandwiches to uranium miners and tourists.

Around this time, Charley Diaz restored his business to focus exclusively on repairing radios, television sets, and wearing the Cadillac "Fireball" or "Fireball Special" which might include an information card or perhaps a small cafe or coffee shop.

In information from this article is from a press release sent by Tom Drake of the New Mexico Historic Preservation Division.
Weed School dates to 1885, one year after the town was established. The school was closed in 1991. Now, every five years, a reunion is held for people who attended the school. I was one of them. At least two hundred people attended the event this year. They came from all over the country - Alaska, Illinois, Texas, Arkansas, California, state of Washington and Missouri as well as from several New Mexico towns. There were even a few who live in Weed. The attendees ranged in age from 88-year-old Willc Stone to small children. They had a great time reminiscing, looking at a history exhibit, watching a parade, basketball games, pitching horseshoes, eating brisket and beans, listening to music and poetry, and dancing. Much of this activity happened in the 1959 WPA gymnasium.

The reunion and a yearly bluegrass festival are organized by the Weed Community Committee which has grown from three to thirty members and is led by old timers such as Frances Green Goss and Stetley Cady Stone.

New Mexico Designates Moon Landing Site a Cultural Property

New Mexico became the second state to officially designate the artifacts left behind at Tranquility Base on the moon in its official registry of historic properties.

The Cultural Properties Review Committee voted unanimously to approve a nomination prepared by CPRC Vice-Chairwoman Beth O'Leary and students from her graduate-level Cultural Resource Management course at New Mexico State University and the Apollo 11 Preservation Task Force. On January 29, 2010, California listed the 106 objects left behind — they include a spacecraft lander, a U.S. flag, the lunar laser ranging reflector, space boots and other items that had to jettisoned to lighten Apollo's load for the return trip to Earth — on its Register of Historical Properties, working with O'Leary and the task force, which also submitted the California nomination.

"Every state has a connection to space exploration especially Robert Goddard's early launches in Roswell, the development of the V-2 rocket at White Sands Missile Range and the Spaceport in southern New Mexico."

The New Mexico nomination states that the site is significant for its relation to the Cold War era, transportation and exploration. The landing on July 20, 1969, happened during a turbulent period in U.S. history marked by massive dissent against the Vietnam War, cultural and social upheaval and political assassinations. The moon landing united most Americans, and much of the world, over the marvel of the first two humans to set foot on the lunar surface. The bootprints of Neil Armstrong and Buzz Aldrin still are visible on the lunar surface.

The California Register listing may have been the first time cultural resources not located on Earth were formally recognized in a State or National Register. But in 2006, New Mexico put the lunar landing site on HPD's New Mexico Cultural Resources Information System — a web-based inventory of state cultural sites — as Laboratory of Anthropology Site 2,000,000 and commemorated the event with a plaque at the New Mexico Museum of Space History.

Earlier this year, O'Leary and task force member Lisa Westwood, of Cisco State University presented their ideas to the National Conference of State Historic Preservation Officers, an association of the nation's state historic preservation offices. The Apollo 11 Task Force set a goal of listing the moon artifacts on UNESCO's World Heritage List, which would officially acknowledge the universal importance of the Apollo 11 mission. They also plan to designate it a National Historic Landmark and have consulted with the U.S. National Committee of the International Council on Monuments and Sites officials Katherine Stick, former New Mexico State Historic Preservation Office, and Neal Silberman.

The Apollo 11 task force with the addition of the NMSU students worked on the New Mexico nomination, which included Lisa Westwood, ECOIR Consulting Inc., Robert DePuy, Matthewerson, Deemore Sam, Steagun Stocum, and Jaime Vela.

The students and O'Leary formally presented the nomination to the CPRC at the April meeting. O'Leary wanted to involve her students for the practical experience of working on a Register nomination. Because international law prohibits any nation from laying a claim to the moon, only the objects associated with the moon landing would be protected by the Register listing.

Lunar Legacy Project
http://spacegrant.nmsu.edu/lunarllegacies

One of the first steps taken on the Moon, this is an image of Buzz Aldrin's footprint from the Apollo 11 mission. Neil Armstrong and Buzz Aldrin walked on the Moon on July 20, 1969. Photo Credit: NASA

The name of Ernest Thompson Seton (1860-1948) may evoke dusty images of an eccentric wild-haired man, known somewhat vaguely as a naturalist and nature writer. David L. Whit's beautifully illustrated biography, written in part to accompany a year-long exhibit of Seton's works in Santa Fe, does much to illuminate and humanize Seton for a new generation of potential admirers. The author, a curator and art historian, became acquainted with Seton and his collections while serving as a staff member at the Seton Memorial Library and Museum, now Philmont Museum and Seton Memorial Library, beginning in 1979. The interest continued through Whit's 28-year career at the Harwood Museum in Taos, and into his current work at the Academy for the Loere of Learning, based at Seton's former Santa Fe estate.

New Mexico was important in at least two periods of Seton's life, separated by an interval of some thirty-five years. As a young naturalist and illustrator, Seton retained the skills of a hunter and trapper that brought him, in the winter of 1895-1896, to the sparsely peopled cattle range of Union County, New Mexico. Seton traveled west from New York at the behest of an acquaintance who owned a ranch, and who was losing valuable livestock to the predations of wolves that still inhabited the area. He came with the explicit goal of killing at least 15 of the creatures. Seton's hunting outfit, consisting of smelly clothes and bloody gloves, served to reduce the scent of human presence, and attracted the attention of cowboys and other locals around Clayton. Armed to the teeth and equipped with an assortment of traps, he began his pursuit of the wary wolves of the Currumpaw drainage east of Clayton.

But a funny thing happened on the way to the slaughter of what turned out to be 6, rather than 15, wolves. Seton acquired a deep appreciation for the qualities of intelligence, loyalty, and fidelity that he discovered as he became acquainted with the wolfes of the Currumpaw. A pair of wolves who died by his hand so impressed Seton that he gave them the names of Lobo and Blanca and made their shared life the subject of his best known wild animal story, morphed into a hunter and killer into an ardent, lifelong conservationist who did much to change the way in which wild creatures were perceived by the reading public.

After his brief New Mexico experience, Seton became a widely published author and continued sketching, painting, and denoting himself to the study of nature. He is also remembered for his role in the founding of the Boy Scout movement in the United States, though philosophical and personal disagreements led him to withdraw from the organization and devote himself instead to the Woodcraft League, an organization that introduced youth to the outdoors through the lore of the American Indian. In the 1920s, Seton and his second wife, Julia, returned to New Mexico, built a unique home near Santa Fe, and lived there until their deaths — Seton's in 1946, Julia's in 1975. David Whit's book brings to life the passions and passages of one of the great personalities of early twentieth century America, an imaginative innovator in wildlife conservation, nature writing, and service to youth. Beautifully designed and illustrated, it provides a much-needed record of Seton's legacy and a fitting accompaniment to the New Mexico History Museum's "Wild at Heart: Ernest Thompson Seton," exhibit in the Museum's second floor Herzstein Gallery. May 23, 2010 to May 8, 2011.

David L. Caffey is First Vice President of the Historical Society of New Mexico and a member of the New Mexico State Library Commission. He lives in Clovis, NM.

Ernest Thompson Seton's "New Mexico Epiphany"


Review by David L. Caffey

On Tuesday, June 15, 2010, New Mexico Governor Bill Richardson presided at the wedding between Harrison Ford and Calista Flockhart at the Governor's Mansion. According to an article in the Albuquerque Journal, June 17, 2010, "Stars Wed at Gov's Mansion," by Deborah Deborah Baker, the governor performed the ceremony although New Mexico Supreme Court Justice Charles Daniel was there to make it official. Harrison Ford is in New Mexico filming "Cowboys and Aliens." Photos of the couple are included with the article. ~CCL

Speakers at the Building Connectivity Session. 1 to r: Janet Sayers (Albuquerque), "Taffy" Cooper (Albuquerque), Glen Huxton (Albuquerque), Susan Berry (Silver City), & Jon Hammer (Las Cruces). (Photograph by Carlos Lavelle. May 1, 2010)
The Historical Society of New Mexico was founded in 1859 and recently celebrated in sesquicentennial during the 150th anniversary. In recognition of this fact and in anticipation of New Mexico Statehood Centennial in 2012, the Society has many projects underway. We encourage you to purchase gift memberships for family and friends who also appreciate the history and culture of New Mexico. Membership dues help preserve and increase the knowledge of our history through research grants, project grants, scholarships, publications, speakers bureau, annual conferences, historical register plaques, and annual awards for outstanding books, projects, exhibits, historic preservation projects and meritorious service to the public.

Go to www.hsmn.org for a membership form and more details about the Historical Society of New Mexico or send your request to HSMN, P.O. Box 1912, Santa Fe 87504. It would be great to have members from every state. Please consider honoring your family and friends with memberships to the Historical Society of New Mexico.

~In Memoriam~

Esperidion "Nino" Archibeque, age 88, died in May 2010. When a member of the 200th Coast Guard Artillery he survived the Bataan Death March in the Philippines during World War II. With the death of Archibeque, four of the Bataan survivors have died within a thirteen-day stretch which also includes the passing of Frank Lovato (Albuquerque) Claude Hatch (Puertollano) and Everett Morris (Hobbs). Archibeque was one of about 500 men who were split from the 200th to form the 51st Expeditionary Artillery. After Bataan and Corregidor were surrendered in early 1942, Archibeque eventually became part of the prison camp hospital at the Cabanatuan prisoner of war camp on Luzon Island. The prisoners were rescued in January 1945. Archibeque, a lifelong resident of Albuquerque, received the Bronze Star medal for his valor. He was interred at the Santa Fe National Cemetery. For more information see Albuquerque Journal, May 8, 2010.

Dennis Hopper died on May 29, 2010 at the age of 74. He considered Tao’s to be his “heart home.” Hopper first came to New Mexico in 1969 and that’s where he wrote the script for the film “Easy Rider.” In 1970 he bought the Mexican Santa Fe adobe and its contents. Dennis Hopper was interred at the Santa Fe National Cemetery. For more information see Albuquerque Journal, May 8, 2010.

William Taylor Movers, well-known Western artist and longtime resident of Albuquerque passed away on Monday, May 3, 2010. He was born in Adana, Georgia in 1916 and came to Colorado’s San Luis Valley in 1931, growing up on the Whit Swift ranch north of Alamosa. As a young man he participated in local rodeos. He graduated from Adams State College in 1959 and then attended art school at the Otto Art Institute in Los Angeles. Prior to WWII II, Bill worked for the Walt Disney studios as an animator, working on such classic films as “Fantasia.” He served as a captain in the US Army Signal Corps in the South Pacific and the Philippines. In 1945, Movers received the American Artist Award for his illustrations for the western novel The Virginian: A Horseman of the Plains by Owen Wister (1902). After his marriage to Nerva Anderson, they settled in Marthas Vineyard. The couple moved to Albuquerque in 1960 where Bill painted and sculpted full-time. Services were held on May 10, 2010 and Movers was interred at the Santa Fe National Cemetery. For more information see Albuquerque Sunday Journal, May 9, 2010, (see illustration of book jacket Wild Horses of the Rio Grande this page).

Ferenc "Frank" Morton Szaas passed away on June 10, 2010, at the age of 70. He was born in Etonvár in February 14, 1940. He ended his 45-year teaching career as a Segen’s Professor, a Fulbright Scholar and Teacher of the Year award winner at the University of New Mexico. A specialist in American history Dr. Szaas taught the US History Survey, American Social and Intellectual History, America in WW II, History of Religion in America and graduate seminars on various topics including Historical Biography. In the spring of 2009, Professor Szaas delivered the annual research lecture, the most prestigious award honoring a member of the UNM faculty. The recipient of other numerous accolades, Szaas published over 100 articles and several books, among which is The Day the Sun Rose Twice: A Story of the Trinity Site Nuclear Explosion. For more information about Ferenc Szaas see Albuquerque Journal, obituary section, June 27, 2010, article about his life and academic contributions, June 30, 2010 and “Professor’s Life Lesson Left Lasting Impact.” The most prestigious award honoring a member of the UNM faculty. The recipient of other numerous accolades, Szaas published over 100 articles and several books, among which is The Day the Sun Rose Twice: A Story of the Trinity Site Nuclear Explosion. For more information see the Albuquerque Journal, obituary section, June 3, 2010 and article “Veteran Served County. Family in Many Ways” by Connie Cone Sexton, June 6, 2010, pages B-1 and B-7. The article includes photographs of Yazzie. Lennard B. Yazzie is also included in Warriors Navajo Code Talkers, Foreword by Carl Gorman, Code Talkers, Photographs by Kenyon Renteno and Introduction by Beni H. Frank. UMSC (Flagstaff Northland Press, 1991), p 97. Leon Wegley, passed away in Las Cruces on July 2, 2010 at the age of 89. Wegley was born in Fortuna, NM (near Clovis) on the family farm on April 22, 1921. His love of agriculture led him to receiving his doctorate from University of Arizona in 1964. Dr. Wegley was the State Supervisor of Agriculture in Phoenix for several years before he returned to New Mexico State University where he had received his BA in 1947 and MA in 1955. According to his obituary published in the Las Cruces Sun-News, July 11, 2010, “teaching agriculture and leadership was his passion.” After retiring from NMSU, he continued to be involved in the National Future Farmers Association and a few years ago was awarded the honor of American Farmer.

Joseph Charles Winter, age 63, died on June 23, 2010 in a hiking accident. Joe retired from the University of New Mexico in 2000 as a professor and Director of the Office of Contract Archaeology. He had degrees from SUNY Binghamton and the University of Utah. Joe was the archeologist for the 1985 Southwestern Archaeology Project In Downtown Albuquerque. His report on the project Diggings' downtown: Urban Archaeology in Albuquerque” was published in Secrets of a City: Papers on Albuquerque Area Archaeology Vol. 15 (1985) pp 57-69. The final report is available from the Office of Contract Archaeology at UNM. He spoke about tepe rings in northeastern New Mexico at the 1995 Santa Fe Trail Workshop for Teachers held at New Mexico Highlands University Winner, for many years, was also a member of the field faculty for the Southwest Institute.
This year's New Mexico History Conference held in Hobbs was a great success, by all accounts. We had about 160 registrants, and the sessions were very well attended. We took every session presented and moderators in addition to the Program Committee, chaired by David Catley, for one of the best conference programs ever. We also especially want to thank our local hosts, Calvin Smith and the Western Heritage Museum Complex and Jim Harris and the Lesa County Museum.

At our Annual Membership Meeting, held as part of the Hobbs Conference and attended by about 100 members, our newly-elected Board members were announced by Nominating Committee Chair Don Buls. The membership at the meeting confirmed the results of the ballots received, which showed an overwhelming majority for the proposed Board members. The elected new Board members are Charlie Carrillo (Santa Fe), Brice Gjeltema (Bernalillo), Martha Lierert (Bernalillo), Deborah Sankey (Albuquerque), and Stephen Zimmer (Wah tiempo). These five joined Carleen LazzeIl (Albuquerque), a long-time Board member and editor of La Crónica de Nuevo México, who was re-elected for another term. We welcome the new Board members and also thank Carleen LazzeIl for her willingness to continue on the Board and to support our excellent stewardship of la Crónica.

The membership also approved unanimously a Bylaw change to allow the board to be increased to a maximum of 25 members from the current maximum of 18. We will be looking to add a few members over the next year to help strengthen the Board's ability to represent all of New Mexico and to support our efforts "to increase the knowledge of New Mexico history." A true highlight of this year's Conference was the opening keynote address by John Miller Morris of the University of Texas at San Antonio. Dr. Morris used vintage "real photo postcard" images, from his own collection, to illustrate life on the plains of eastern New Mexico during the homesteading era of the 1900s. The difficulties of establishing and sustaining family life under crushing economic conditions became real through the postcard images. The Boarding-house and sheep raids are shown, as fertile land in wet years turned to dust in dryer times, was part of a dramatic time across the western plains.

Part of our mission as a community of those interested in history must be to make sure the memories and stories of these almost forgotten homesteaders are recorded and sustained, by understanding and communicating their "local" histories (which are all of our histories). One proposal is to establish a network of local or regional historians to help in this. Although this could take some time to be carried out in full, there is much more that all of us can do in the meantime to preserve New Mexico memories and to increase the flow of historical information in all directions.

This is a new idea, while rereading President W. G. Bitch's Inaugural Address of February 12, 1881 to the Historical Society of New Mexico, we can perhaps better support historians and history groups, particularly with respect to preserving and communicating their "local" histories (which are all of our histories). One proposal is to establish a network of local or regional historians to help in this. This could take some time to be carried out in full, but there is much more that all of us can do in the meantime to preserve New Mexico memories and to increase the flow of historical information in all directions.

When the membership shall have been obtained, there will be one or more suitable persons appointed in every material locality as corresponding members whose special duty it will be to gather and receive specimens in nature and art, document historical traditions, old pamphlets and newspaper files, and according as his time and inclination shall permit, to make written contributions with special reference to his neighborhood, people and locality. Family genealogical and personal histories can be included with the best of results. Too much, however, must not be expected from the correspondent. Every member in his locality should show his sympathy and support in good words and material acts. Each member thus has the power to aid and contribute to success.

Whether or not we might be "correspondents," we all have "the power to aid and contribute to success" in preserving our own family and community histories, and, thereby, New Mexico history. This is something we can all do, on our own, with appropriate reporting in publications and talks, but this can often be most effective if we work with others, such as with local history and similar groups, such as museums and genealogical organizations. If you are not yet associated with such a group, we urge you to become involved.

Sincerely,
Michael Stevenson

New Mexico Statehood Centennial Report

It's now only 18 months to the 100th anniversary of President Taft's signing on January 6, 1912 of the proclamation making New Mexico the 47th state. The Centennial commemoration of this event is beginning to take place across New Mexico, with the state's official commemoration period to begin in September 2011. It's important for all of us to find out what will be happening in our communities to celebrate New Mexico's Statehood Centennial and to support the activities that will be part of this commemoration.

Statehood Centennial projects are already underway around the state, with many already supported by state funding. Now there is a new opportunity for communities, nonprofit organizations, libraries, museums, and schools to submit proposals for Statehood Centennial Grants. This new round of grants will be administered by the New Mexico Humanities Council and proposals are due by August 15, 2010. The grants will range in size from $5,000 to $50,000 with activities to be carried out from September 1, 2010 to June 15, 2011. For more information and an application form you can go to nm humanities.org and click on the announcement of the grant program in the upper right corner of the page. — M.S.
**New Books for your New Mexico History Library**

**Compiled by Richard Melter**


**Dissertations**


**Call for Papers 2011 New Mexico History Conference May 5-7, 2011 Ruidoso, New Mexico**

THE HISTORICAL SOCIETY OF NEW MEXICO invites proposals for papers and presentations for the 2011 New Mexico History Conference, to be held in Ruidoso, Lincoln County, New Mexico. May 5-7, 2011. The conference will utilize facilities at the Ruidoso Convention Center in Ruidoso. The nearby Lodge at Sierra Blanca is the designated conference hotel.

Conference sessions are 1 1/4 hours in length. Most sessions will consist of oral delivery of three papers or presentations, each approximately 20 minutes in length, along with the moderator's introduction and questions from the audience. Limited opportunities may be available for sessions allowing two presentations, each 30 minutes in length. Conference sessions will occur both morning and afternoon on Friday, May 6 and Saturday morning, May 7. Proposers should be prepared to present at any of those times, as determined by the program committee.

The Program Committee also invites proposals for special topical sessions occupying the full 1 1/4 hour period. Proposals for such sessions should include names, topics, and contact information for all panel members.

Topics on any aspect of the history of New Mexico and the Southwest are welcome. While the range of possible topics is not limited, topics relating to the history of Lincoln County and the Tularosa Basin are especially invited.

Presenters must register as conference participants. Digital projection systems and other usual audiovisual presentation equipment will be available.

Deadline for submissions is September 30, 2010. Proposals may be submitted electronically or by mail. Notification of acceptance will be sent on or about November 1, 2010.

Proposals will include presenter contact information and title or biographical summary, presentation title, a brief synopsis, and technical support needed. For additional information, including a proposal form and information about past conferences, please visit www.hsnm.org or contact David L. Calle?, program chair, david.calle@clovis.edu, 201 W. Wrangler Way, Clovis, NM 88101.

Please visit the Historical Society of New Mexico web site! www.hsnm.org