

Wagon Tracks

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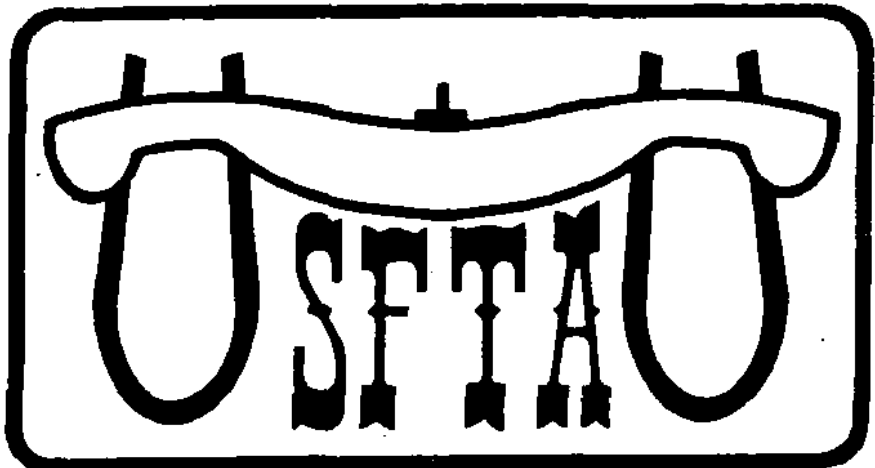


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WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 14

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NUMBER 3



Margaret Sears and Wayne Smith at the dedication ceremony, April 9, 2000.

COW CREEK CROSSING & BUFFALO BILL'S WELL DEDICATION

On Sunday, April 9, 2000, the Quivira Chapter and the Rice County Historical Society held a dedication ceremony for the Cow Creek Crossing and Buffalo Bill's Well site west of Lyons, KS. This site was recently certified by the National Park Service. The ceremony was attended by a large number of people.

Wayne Smith, president of Quivira Chapter, read a letter from the National Park Service honoring the site. He introduced SFTA President Margaret Sears who conveyed a message from the National Park Service. President Sears, on behalf of the National Park Service, then presented Wayne Smith a certificate of recognition for his work in getting the site certified. President Sears also presented a certificate of appreciation to Rice County from the National Park Service. This certificate was accepted by Janel Cook, curator of Coronado Quivira Museum.

The crowd was entertained by a visit from Buffalo Bill Mathewson

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May 2000

**JOINT CHAPTER MEETING
CLAYTON, NM
JULY 15-16, 2000**

**SFT RENDEZVOUS
LARNED, KS
SEPTEMBER 21-23, 2000**

NEW MEXICO FIRE BURNS CLOSE TO SFTA MEMBERS

by Margaret Sears

"New Mexico on Fire" was the caption that continuously flashed across New Mexico TV screens for weeks in early May as a forest fire, begun as a controlled burn at Bandelier National Monument, raged out of control in and around Los Alamos. Four End of the Trail Chapter members, Inez Ross, Theresa and Walter Pickett, and Carolyn Robinson, live in "the Atomic City." Thankfully, none lost their homes to the inferno, al-

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WAYSIDE EXHIBITS DEDICATED IN KANSAS CITY

by Ann Vernon

(Ann Vernon, Kansas City, is a member of SFTA.)

SCATTERED among the neighborhoods and parks in south Kansas City, Missouri, is existing evidence of wagon traffic from the Santa Fe, Oregon, and California trails. Two locations were recently marked with new wayside exhibits.

At the Big Blue River crossing at Red Bridge, east of Holmes Road, are some of the deepest swales in the area. They stand amidst the rolling hills of Minor Park. At New Santa Fe, on the Santa Fe Trail just east of State Line Road, wagon ruts have been protected for 150 years by the town cemetery and are still visible today. Although both sites have been commemorated by the Daughters of the American Revolution since the

(continued on page 4)



Overlooking the grassy slope where wagon trains once traversed, at Minor Park near the Big Blue River Crossing, is the new marker, "Trail Hazards."

PRESIDENT'S COLUMN

On Sunday, April 9, Quivira Chapter celebrated the certification of Buffalo Bill's Well and Cow Creek Crossing by the National Park Service. By happy coincidence I was in the area, having attended the SFTA Board of Directors meeting in Larned the previous day. Thus there was no way I would miss it. Early that morning Faye Gaines and I headed east, visiting many Santa Fe Trail sites between Larned and Lyons. (Where is the DAR marker, formerly at the Larned airport? We drove up and down section-line roads which the Trail crossed, but never spotted it.)

At noon we lunched with Wayne Smith and his brother Mike. For over an hour Wayne held us spellbound, vividly spreading before us the history of Rice County, Kansas, and beyond. His knowledge encompasses not only the Trail, but the Quiviran Indians, Coronado, the unique and mysterious Serpent Intaglio—an inverted Indian mound (a perfect oxymoron) in the shape of a 160-foot-long serpent, and indisputably much more. One hour listening to Wayne barely nudged the tip of the iceberg of information store within his brain. He constantly piqued my curiosity—I wanted, no, I *needed* to learn more from him. We all need to learn more from Wayne and other persons who search for our collective history, many who are unable, for one reason for another, to transfer their knowledge from mental storehouse to printed page.

A large gathering was at the dedication. Wayne and Rice County were presented with certificates of appreciation from the Long Distance Trails Office, National Park Service. We heard first-hand accounts from "Lissie" and "Bill Mathewson," portrayed respectively by Carol Near and Robert Yarmer, Lyons area reenactors, of their days operating a trading post at the site. Janel Cook, Coronado-Quivira Museum director, filled in the significant history of the two sites which "Lissie" and "Bill" may have forgotten in the intervening century-plus since their residency at Cow Creek. Throughout the celebration, the prairie in all its glory on that sparkly afternoon, stood sentinel.

Many such celebrations are held along the Trail, and we read about a number of them in *Wagon Tracks*. However, there is no substitute for one's physical presence at any event—modest or magnificent—which celebrates the Santa Fe Trail. What I hope emanates from these (yep, here comes another commercial) is a desire in us to put that excitement to work for the Trail. The inspiration I received from Wayne demands that I do and learn more. Most importantly, I am deeply indebted to him and all those in the Quivira Chapter and the Rice County Historical Society for reminding me of the magic that continues to draw me to our Trail.

This magic has also been exemplified by Sam Arnold's production of a fine publication, *Santa Fe Trail Association Fundraising Booklet*. It has been distributed to the chapters and presents guidelines and recipes for mounting Trail dinners as a means of raising funds for the chapters. There is much we can learn—and share—about the Trail by organizing an event centered on food.

You noticed a colorful bookmark with your 2000 dues acknowledgment letter. These were generously donated by the Kansas Heritage Center, Dodge City. Our sincere thanks to the Center for this and the constant support it has provided through the years. Reminder: National Trails Day is June 3. "Yes sir, yes madam," conservationist Edward Abbey wrote, ". . . walk—walk—WALK upon our sweet and blessed land!"

—Margaret Sears

APRIL BOARD MEETING

by Ruth Olson Peters

THE SFTA Governing Board met at the Santa Fe Trail Center, Larned, KS, on April 8, with eight board members and several guests present. A copy of the minutes is available upon request to the secretary. A summary of the meeting follows.

President Margaret Sears regretfully reported that Phil Petersen has resigned from the board and as chair of the mapping committee. Reports of officers and committees were presented (a copy of the financial reports may be found as an insert in this issue, and copies of the other reports are on file at the national

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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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Mary Gamble, Colorado
Nancy Lewis, Missouri
Anne Mallinson, Missouri
Mike Slater, Oklahoma
Joanne VanCoevern, Kansas
Stephen Whitmore, New Mexico

office). The membership committee was assigned the task of preparing a plan, to present to the chapters for consideration, that the national office be responsible for collection of all national and chapter dues. The national office will assume responsibility for collecting symposium pre-registration fees, effective after the 2001 symposium. The membership committee recommended against re-institution of a life membership category.

SFTA will receive \$2,600 in financial assistance this year from the National Park Service to help fund the paid staff. The special committee on chapter boundaries, chaired by Carl Damonte, submitted its final report. The board approved a special business membership drive, encouraging chapters to recruit new business members for which the chapter will receive one-half the first-year dues of such new memberships. Business members will receive a decal to place in their window and be listed in a directory inserted in *Wagon Tracks*.

The board will next meet on September 21, 2000, during the Rendezvous.

LUCILLE MARY BENT

by Richard Godin

SFTA member Lucille Mary Bent, known also by her Indian name Red Deer Woman, 73, of Clinton, OK, died on April 8. Granddaughter of George Bent, who was immortalized in George E. Hyde's *Life of George Bent*, and great-granddaughter of William Bent of Bent's Fort fame, she was the sister of the late William Henry Bent. Born June 6, 1926, at the Pine Ridge Indian Reservation, Lucille maintained a lifelong interest in the genealogy and history of her distinguished Cheyenne and Sioux heritage, listing White Thunder (Keeper of the Medicine Arrows) and Chief Two Moon, both Cheyenne, and Cut Arm, Sioux, among her ancestors. Interment was in the Bent family plot of the Clinton cemetery.

Lucille had been a resident at the Grace Living Center in Clinton for

**LEAVE YOUR LEGACY: PLAN
A BEQUEST TO THE SFTA**



the past three years. The photo was taken at Bobtail Wolf's allotment site in Kingfisher, OK. Bobtail Wolf had married her grandmother, Standing Out Woman, in the 1930s. They were both recorded by Frances Densmore for the collection *Cheyenne & Sioux Music* in 1935. Sympathy is extended to relatives and friends.

PHIL PETERSEN RESIGNS

by Margaret Sears

PHIL Petersen, director on the SFTA Board from Colorado and chair of the mapping committee, has resigned. In his letter to the board Petersen stated that because of work pressures, "I feel I am not doing justice to my commitment for the SFTA. . . . I think the Board has come a long way in trying to please everybody. Others must realize some things take a long time to resolve."

Petersen is a charter member of SFTA and Bent's Fort Chapter. He was elected to the national board of directors in 1995, and in 1996 was appointed to chair the newly-created mapping committee. Most significant was his design of a comprehensive Trail-wide mapping plan. His expertise as a professional land surveyor produced a uniform design which guides the chapters in mapping the Trail in their respective territories.

Well known in all SFTA circles for his leadership role in the restoration of the Boggsville historic site, Petersen exerted unbelievable energy and ability to sufficiently restore the site in time for the 1993 Symposium held in La Junta, CO.

Petersen's resignation is a great

loss to the board and the mapping program. He has agreed to provide consultation to the mapping endeavor. The board, chapter mappers, and all those who have come to know and respect Petersen, thank him for the many positive contributions he has made to SFTA, and wish him well as he continues to protect and preserve the Santa Fe Trail.

COMMITTEE ROSTERS NEAR COMPLETION

by Margaret Sears

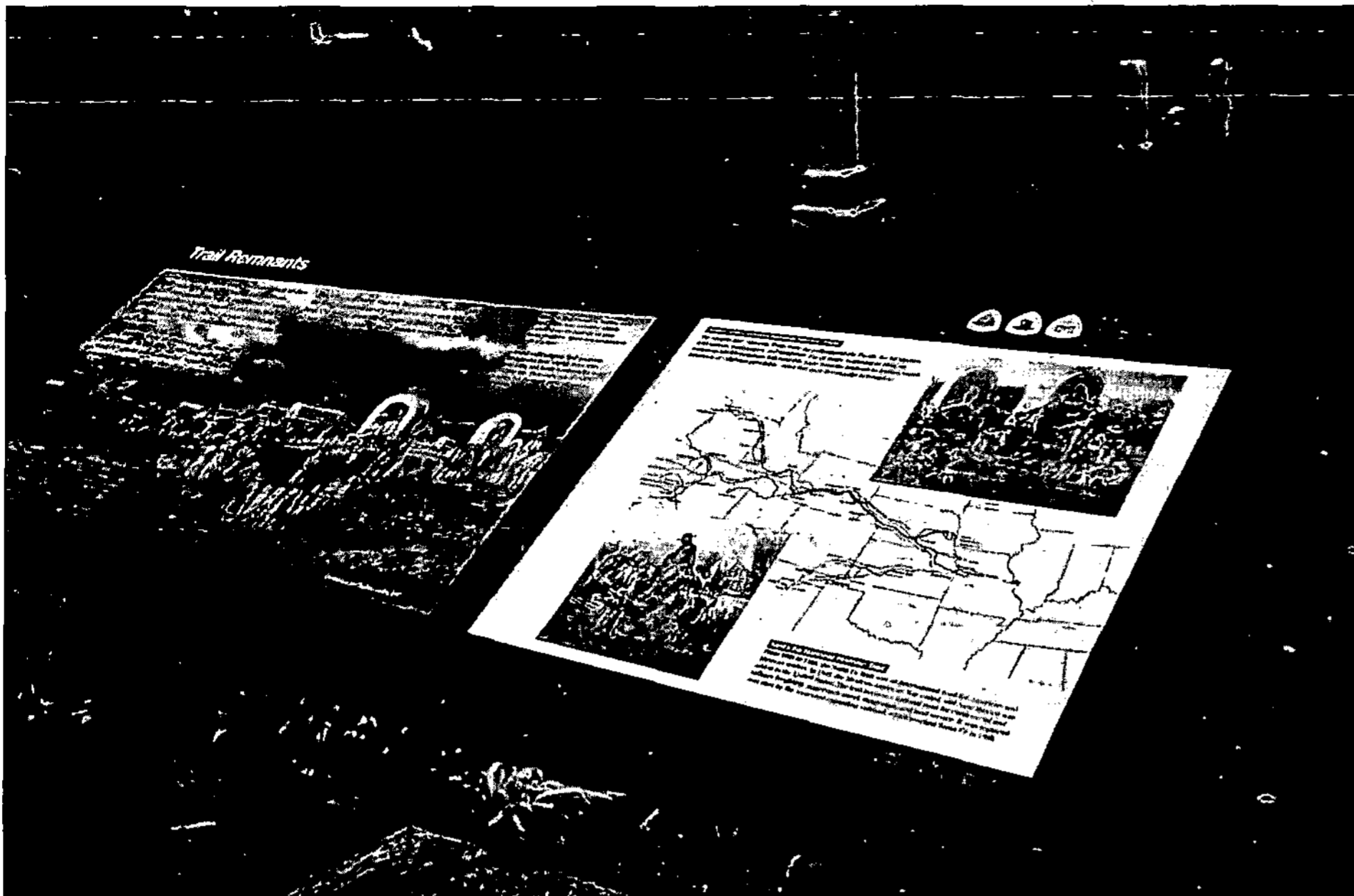
THE February issue of *Wagon Tracks* listed appointments to most of the committees which will serve SFTA during the 1999-2001 term. Since then the nominating committee has been appointed: Louann Jordan (chair), Clint Chambers, and David Clapsaddle. Although our national election will not occur for another year, it is not too early to begin scouring the landscape for persons with the qualifications to lead SFTA.

Earl Casteel's name was omitted from the marker committee roster. Our apologies to Earl, a major force on this committee.

The membership committee is still without a leader. Glenn Busset graciously offered to direct the exploration of life membership, and Leo Oliva and Sam Arnold agreed to steer a business membership drive in conjunction with the "2000 Members in 2000" promotion. Certainly, there are persons with the talents and desire to serve on this vital committee. Or, you might wish to "volunteer" a friend who is too shy to step up. Either way, contact President Sears:

FORT LARNED OLD GUARD ANNUAL MEETING

THE April 29 annual meeting of the Fort Larned Old Guard, featuring activities at both Fort Larned NHS and the Indian Village on Pawnee Fork, was attended by some 200 participants. The evening dinner was followed by a fundraising auction of nearly 100 donated items. Just over \$3,000 was raised toward the purchase of the village site. The Old Guard has been joined by the Archaeological Conservancy in buying the village site, assuring that it will be protected and preserved.



This new marker, "Trail Remnants," stands near the cemetery of New Santa Fe, Missouri. It depicts settlers and traders heading west from Missouri on the Santa Fe, Oregon, California, and Mormon trails.

KC EXHIBITS DEDICATION

(continued from page 1)

early 1900s, the new wayside exhibits explain in detail the historic significance of the areas.

Each marker features a full-color painting of the area, showing a wagon train dealing with the hazards of that particular part of the Trail, and fully-illustrated maps of the trails from Missouri to New Mexico, Oregon, or California. Paintings were done by historical artist Charles Goslin.

The wayside exhibits were dedicated on April 11, 2000. The unveiling of the new wayside exhibit at Minor Park was done by Bob Lewellin, president of the Kansas City Parks and Recreation Commission and master of ceremonies for the event. Brief remarks were made by John Conoboy from the National Park Service, who presented awards of recognition to several persons involved in the planning of the markers; by Ann O'Hare of the Historical Society of New Santa Fe; by Ross Marshall of the Santa Fe and Oregon-California Trails Associations; and by Jane Mallinson of the Daughters of the American Revolution.

Special guests included Amanda Wilson, whose family originally donated land to the city for Minor Park, as well as the land for the cemetery at New Santa Fe; Carole Farmer,

newly-elected Regent for the DAR in the State of Missouri; and Kansas City Mayor Pro Tem Alvin Brooks. Among the 70 or more attending were SFTA notables Craig Crease, Anna Belle Cartwright, and Anne Mallinson.

Following the presentations at Minor Park, a trolley took visitors a few miles along the Trail to the former site of New Santa Fe. This community was one of the last bits of civilization before travelers left the United States and headed for Indian country, and visitors enjoyed trading stories of their memories of New Santa Fe and the surrounding area. Trail mix, cake, and sarsaparilla were served following the dedication.

These Santa Fe National Historic Trail Wayside Exhibits were made possible through the joint efforts of the National Park Service, Kansas City Parks and Recreation, and the Neighborhood Tourism Development Fund and the Historical Society of New Santa Fe.

NEW MEXICO FIRE

(continued from page 1)

though Ross and the Picketts' neighborhoods were at the center of the conflagration. Carolyn lives on the east side of town, which was not in the fire's path.

They all evacuated in the forced exodus of citizens from the city. The Picketts went to a casino parking lot

where friends found them and gave them shelter. The experience, Theresa mused, was somewhat like being on the Santa Fe Trail. She believed their home was spared because their neighborhood is in a sheltered alcove. They were interviewed by a reporter from Dateline, the CBS network TV program. "We came to 'the hill' with nothing," Theresa told the interviewer, "and left with nothing!"

The Picketts have tended the DAR markers in New Mexico since 1993. They collect the trash, clear away encroaching weeds, and even plant wildflowers. Theresa has compiled an inventory of these markers, complete with excellent photos.

Ross's story is more astounding. Her home was one of only a few left standing on her block. She has been walking the Santa Fe Trail in segments for over three years, as time permits. Undoubtedly she will be back on the Trail again this summer, the fire notwithstanding. She anticipates a book will be forthcoming, which will keep her experiences alive.

As of this writing, none are back in their homes. When that occurs, End of the Trail members will be on hand to help them put their lives back together.

CALL FOR 2001 SFTA SYMPOSIUM PAPERS

THE next SFTA symposium is scheduled for Las Vegas, NM, September 27-30, 2001. The theme is *Caminos y Comerciantes: Trails and Traders in New Mexico*.

Program Chairman Mike Olsen is requesting proposals for papers and presentations. New research or interpretation of the history, archaeology, and cultures of the Trail are especially sought. Each presentation should be 20-30 minutes in length. Ten papers will be selected. Manuscripts are requested at the time of presentation for possible publication in *Wagon Tracks*.

Proposals, including the title and a 250-word abstract, should be submitted to Dr. Michael Olsen, Dept. of History and Political Science, New Mexico Highlands University, PO Box 9000, Las Vegas NM 87701. They may be sent by e-mail to <OLSEN_M@nmhu.edu>. Deadline for proposals is September 15, 2000.

COW CREEK SITE DEDICATION

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(aka Robert Yarmer) and his wife Elizabeth (aka Carol Near). They gave an interesting account of their life at Cow Creek Station and their part in the founding of Wichita. Following their presentation, refreshments were served. Many people walked down to Cow Creek to look for the old crossing, which is still visible when the water is low. The water was too high to see anything.

Wayne Smith worked many hours to complete the certification, a process that started over a year ago. Somewhere between Smith and John Conoboy of the National Park Service, the paperwork was lost. Wayne resubmitted it and last August Wayne submitted the proposal to the Rice County Commissioners and they approved it. The Kansas Department of Transportation recently erected highway signs to direct travelers to the sites.

Cow Creek Crossing is a rock ford that travelers used on the Trail. It is located at the southwest corner of the highway bridge that crosses Cow Creek today, just to the west of Buffalo Bill's Well. When the water is very low in the creek, the rock ford can still be seen.

The Quivira Chapter thanks the Rice County Commissioners for their help in certifying the site. The chapter also expresses appreciation for all the work the local Kiwanis Club has done for many years to maintain and improve the site.

WET/DRY CHAPTER HONORS MEXICAN WAR VETERANS

THE Wet/Dry Routes Chapter has received two marble headstones from the Veterans Administration to commemorate two soldiers who died along the Trail during the march of the Army of the West to Santa Fe during the Mexican War. Private Nehemiah Carson died at Pawnee Rock, July 13, 1846. The chapter is seeking permission from the Kansas State Historical Society to place his stone at Pawnee Rock.

Private Arthur Hughes died July 15, 1846, at the crossing of Pawnee Fork. His stone will be set next to that of Private Robert Easley who died in 1847, placed earlier at the crossing by the chapter.

The chapter's efforts to recognize soldiers who died along the Trail is unique. Previously the grave of only one soldier, Private Samuel Hunt who died during Colonel Henry Dodge's 1835 expedition, was marked (beside the Trail five miles west of present Burlingame, KS). The chapter plans to erect additional markers as information is located.

CIMARRON ROUTE BIKE TREK IN SEPTEMBER

BICYCLISTS are invited to join a Cimarron Route trek from Santa Fe to Independence, September 10-28, 2000, with a stopover to attend two days of the SFTA Rendezvous en route. SFTA member Dan O'Connell, a semi-retired technical writer and computer programmer from Rio Rancho, NM, will lead the group. He has previously led bike treks in northern California and southern Oregon. Participants will camp out during most of the trip.

This trek will be inexpensive and appropriate for all who have a well-maintained bike with adequate gearing, camping gear, and are in good physical condition. Children 12 and older through seniors in their 70s should be able to handle the ride.

The trek is on pavement so mountain bikes will not be needed. Tandems are welcome if they have appropriate gearing. It will be possible to ride for any three or more consecutive days if you are unable to make the entire trip.

The planned route includes, in NM, Las Vegas, Wagon Mound, Springer, Clayton, and Moses; in OK, Black Mesa State park; in KS, Elkhart, Ulysses (camping at Wagonbed Springs), Dodge City, Larned, Hillsboro, Council Grove, and Baldwin City; and in MO, Kansas City, ending in Independence. The total distance is 966 miles, averaging 74.3 miles per day. The longest riding day will be 95 miles and the shortest 60.

This trek is not sponsored by SFTA although the Association has been cooperative and helpful. Instead, the leader, both a member of SFTA and the End of the Trail Chapter, will sponsor it with the resources of his own "LLC" consulting firm and help from a city/county-sponsored seniors organization. A grant pro-

posal for SFTA sponsorship for the 2001 Trek has been submitted, and the board has recommended \$700 to help.

O'Connell acknowledges considerable help in planning this trek from SFTA President Margaret Sears, Cimarron Cutoff Chapter President Helen C. Brown, Wagonbed Springs Chapter President Jeff Trotman, Elaine Pinkerton (author of *The Santa Fe Trail by Bicycle*), and Willard Chilcott (who has organized and led bicycle tours over the Mountain Route for a decade).

There may be a sag wagon—the matter is under discussion. Needed is a volunteer with a four-door sedan, pickup with camper, station wagon, or minivan who would like to see the Trail, carry the camping gear, and camp out with the cyclists. Those making the trek would reimburse all expenses.

Further details are available at this website: <<http://hometown.aol.com/docsfnvlst/myhomepage/sports.html>>. For more information or to sign on for the venture, send e-mail to O'Connell at <sftcc92000@juno.com> or call him at (505) 892-3411.

PAUL BENTRUP DONATES PERSONAL ARCHIVES TO SFTA

by Besty Crawford-Gore

PAUL Bentrup, SFTA Trail Ambassador, general character, and all around good guy, has generously donated his extensive collection of research papers and materials to the Santa Fe Trail Association Archives held at the Santa Fe Trail Center, Larned, KS.

Paul has spent many years and covered many miles in the service of Trail history. His donation includes periodicals, books, photocopies, correspondence, and notes. Hopefully, as this edition goes to print, the materials will be organized and ready for use. Anyone wishing to view these or other holdings in the Association archives should contact Betsy Crawford-Gore at the Trail Center (316/285-2054 or <trailctr@larned.net> so that someone will be available to assist them.

Special thanks is hereby extended to the honorable and erudite Bentrup for this beneficent donation. All students of the Trail will benefit from his expansive investigations.

BLUE MILLS AND LOWER INDEPENDENCE LANDING

by Jane Mallinson

(Mallinson, Sugar Creek, MO, is actively involved in historical research in and around Independence, MO, and a frequent contributor to WT.)

GO east from Independence on U.S. Highway 24. Turn left at historic Salem Church on the Little Blue-Sibley Road. Cross the Little Blue River, take the first road to the left after crossing the bridge, and proceed about a half-mile to the end of Lentz Road. This was the site of historic Blue Mills.

Jackson County was a pioneer-miller's paradise, where the many springs, streams, and rivers attracted the first settlers to the frontier west. Timber was a necessity. The early settlers must have a house to live in, fuel for cooking, and fences to enclose their claim.

The story of Blue Mills is a rich chapter in the history of Jackson County. The bluffs, hills, and valleys are just the same as when Robert Aull, Samuel C. Owens, and Isaac Peace selected this location for their mill in the 1830s. One of the first documents filed in Jackson County, January 16, 1827, concerned a patent on a gristmill. Owens and brothers Robert and James Aull were merchants on the Santa Fe Trail.

Blue Mills took the name from the two water-powered flour and lumber mills that the owners built on the Little Blue River. A landing site was established about three miles northwest on the Missouri River at the site of the busy Blue Mills Ferry. This became known as Lower Independence Landing or Blue Mills Landing. Many boats unloaded goods here bound for Santa Fe and other western trails.

The first settlement within the county, after Fort Osage was built in 1808, was made in the neighborhood of Blue Mills at what was known as Hudspeth Settlement.

The four-story mill was built in 1835 on the Little Blue by a carpenter named Donnahue. Construction took about three years. It is recorded, when the sixty-foot-high mill was completed, Martin Flummerfelt celebrated by climbing on top of it and drinking liquor from a jug while onlookers cheered.

Native black walnut wood was used. It is said the lumber was sawed with an up-and-down-type whipsaw. One man stood in a hole over which a log was laid pulling one end of the saw while the other operator stood on the ground.

The Blue Mills Company paid \$100.00 for 80 acres, \$200.00 for 160 acres, and \$50.00 for the 40 acres purchased from the U.S. Government. In 1838 the record book notes taxes of \$39.00 for all properties. Joel Franklin Chiles surveyed the mill property for \$2.00.

At first water power was used to run the heavy granite millstones which had been shipped from Liverpool, England. Later a 60-foot chimney was constructed and a boiler was used, with wood for fuel. A carding house was part of the mill property. Settlers brought their wool to be carded at eight cents a pound.

Near the landing up on the bluff, town lots were staked out but only a few houses were built. These were owned by the mill proprietors and rented to mill employees for \$4.00 a month. A boarding house was owned and operated by Mr. Gray, who boarded single men at the rate of \$1.25 a week. All meals were \$.25 each.

Fifteen or twenty men worked at the mill year round. Their pay was twelve cents an hour for common labor and thirty cents for skilled labor. Manager Isaac Peace received six hundred dollars a year. In 1843 he acted as postmaster and treasurer of the township as well.

The mill published a newspaper which sold for one dollar a year.

Pioneers brought their wheat, corn, and oats to be sold or traded for other things. A dozen chickens could be purchased for \$1.50. A deer skin was worth \$1.00, while a bear skin would bring \$4.00. Cheese was sold at 12 cents a pound while iron pots sold by the pound. The mill books record eight ¼-pound pots priced at 66 cents. Ten dollars would buy a barrel of whiskey. There were no taxes.

The mill must have served as a sort of drug store because Lenard pills were 30 cents a box and Sap-

ington pills brought \$1.50 a box. These were in great demand. The travelers going west to Oregon, Santa Fe, or California found many needed items at Independence which was often their next stop.

Blue Mills was the only mill of its kind in the county to make fine flour. They sold three grades of flour, unbolted, fine, and extra fine. The extra fine sold for \$7.00 to \$8.00 a barrel. E. A. Tracy of St. Louis ordered 161 barrels of the extra fine flour for \$1,049.59. Rich and Co. from Indiana ordered 600 barrels.

Captain James Kingsbury, the commissary officer at Fort Leavenworth, bought all the flour used at the fort from the mill. This was 400 barrels a month. George Wallis and Co., contractor for the Little Osage Indians, ordered 600 barrels in April 1836. Ke-che-bob, an Osage Indian, made regular trips for 3 barrels at a time. The Delaware Mission purchased 10 barrels a trip.

Barrels were made and sold right at the mill. The mill also made shingles, barrel staves, and hoops, as well as wooden churns. Lumber was sawed and sold from the mill. A great deal of lumber was hauled to Independence and a few shipments went to St. Louis by steamboat.

The mill furnished lumber for the first Methodist meetinghouse one mile northwest. Furniture, canoes, tubs, and ox yokes could also be obtained. The settlers could buy or trade for everything needed to build and establish a household.

The Blue Mills Landing received tons of trade goods for pioneer families moving west or trade goods bound for Santa Fe. Many Independence merchants stocked their stores with cloth, tobacco, shoes, foodstuffs and a wide range of housewares. Most of this merchandise had been shipped via river systems from eastern states to Blue Mills (Lower Independence) Landing or Wayne City (Upper Independence) Landing.

Merchants crammed 5,000 to 7,000 pounds of cargo into each wagon and left Independence in a spirit of celebration. Some met in Council Grove where they formed up into trains of wagons bound for

Santa Fe. Many pioneer wagons made up in Independence for the trip to Oregon or California. Business declined in the 1850s as landings farther up the Missouri River became more popular.

A warehouse was maintained on the Missouri River where flour was loaded on boats. An item in the Record Book notes that the boat *Willmington* carried 320 sacks of flour to St. Louis. The *Astoria*, *Delta*, *Howard*, and *Little Red* made regular stops. Some boats made trips from as far as New Orleans. From New Orleans some Blue Mills flour was shipped to Liverpool, England.

During the Civil War the mill was closed and a battle was fought nearby by a detachment of Sterling Price's Confederates and a regiment of Federal soldiers. The mill was used as a hospital, and blood stains remained on the floor for years. Battle casualties lie buried at the site.

Twenty years after the war the mill reopened in the 1880s. The structure was rebuilt and grinding began again, but the venture was not profitable.

The building stood as a reminder of past booming river business as did nearby Mathews Landing and Wayne City Landing, no longer in use but main avenues of trade and travel during the western migration.

The mill was razed in 1923. Nothing remains except some big rocks that could have been a part of the old foundation. Mark Siegfried found workman clearing away the last vestiges of the mill. They were planning to roll one of the mill stones into the river. The other stone had already been broken and discarded. Siegfried paid them \$5.00 to haul the stone to his home in Independence. The stone remained in the Siegfried family until January, 1990, when Mary Siegfried presented the millwheel to Jane Mallinson, president of the Friends of the National Frontier Trails Center, for display at the center. It is one-foot thick and weighs 600 pounds. Presently the millwheel lies at the entryway to the National Frontier Trails Center—a silent reminder of the vital center of culture and commerce that was once Blue Mills.

A new sign has recently been placed on the stone to inform visitors

of its significance. The sign reads:

Blue Mills Millstone

This millstone, made in England, was used from 1834 to about 1860 at the Blue Mills gristmill, located 7 miles northeast of the National Frontier Trails Center. The mill produced flour that was sold to emigrants, traders, and Native Americans along the western trails.

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THE WAGON TONGUE

—OBSERVATIONS & OPINIONS—

Wagon Tracks gets better and better. It's my security blanket in this far-off place (I moved from Hays, KS, to Ohio last year). They think any place west of the Mississippi is really remote and exotic and of course that includes Kansas and New Mexico. I'm enclosing a label I received from the Democratic Party mailing list. Why don't we produce or have produced sheets of return address labels for our members with our slogan, "The Santa Fe Trail Lives On," on them? This would serve two purposes—make the sender happy and publicize the Trail to all who receive a letter with this on it. We could send a short sheet out with *Wagon Tracks* and price it in quantities available through the Last Chance Store. It would send our message far and wide and I'll bet we could make money on it too. I really think we ought to do this. It has wonderful possibilities for cheap advertising.

On a more somber note, I have to agree with Greg Franzwa that the SFTA trail-marking program is really *no program at all*. I assumed it was a lack of money and it's disheartening to learn the money is there but the will is not. I have never made an issue of this as I am so unable to make a contribution at this point. We did so much marking years ago with my ragtag SFT highway association. We financed all of it through state highway departments, state historical societies, and chambers of commerce. We relied on state historical societies for the gospel on where they should go and what should be said. Why can't we do that *now* and *add* to the sign locations when our marking committee can act? This is a side note: I lobbied for the KS State Historical Markers at Elkhart and the dividing point this side of Dodge City and I ended up providing copy at their request because they didn't want to have to travel from Topeka to the wilds of Western Kansas.

We had several different marking programs but the one thing I remember and feel strongly about is to mark in pairs. Put up a directional marker *on the nearest highway* and an explanatory marker *at the site*. Tell travelers how to get there, then tell them what is there right in front of their eyes when they get there.

I'm glad the membership is holding up. Margaret Sears is obviously a godsend, and please know that what you are all doing is such a far cry from what I could have ever dreamed of and I am grateful beyond all understanding.

Grace Collier
1500 Villa Rd Apt 248
Springfield OH 45503

(Editor's Note: Grace Collier was secretary of the Santa Fe Trail Highway Association in the early 1960s, and the late Bill Wheatley was president. Grace received an Award of Merit from SFTA in 1987.)

POST OFFICE OAK

—LETTERS—

Editor:

I have a great interest in historic costume and offer a correction to an article in the last issue. In the letter from Wetmore to Hook, Franklin, 6 May 1824 (p. 10), Wetmore's writing is transcribed as, "Some contracts I

had pending with milliners and mantria makers" etc. I believe the word is mantua-maker. Today we use seamstress or dressmaker.

In the late 17th century women skilled in sewing began to take over some tailoring jobs, a profession then relegated to men who served their apprenticeship in a long-established craft that dealt with the elaborate shaping of clothes. As seamstresses took over more and more of the making of clothes for their own sex they became known as mantua-makers. The term comes from the name of a garment gaining in popularity from the Restoration period.

It was a one-piece gown, wrapped over in front, and therefore easily made by one woman dressmaker. The term mantua-maker lasted well into the 19th century, long after the garment itself ceased to exist.

Anna Belle Cartwright
5327 Charlotte
Kansas City MO 64110

Thanks so much for the information. Another look at Wetmore's writing confirms your learned observation.

Editor

Editor:

In their working narrative published in the Friends of Arrow Rock newsletter and reprinted in the February 2000 issue of *Wagon Tracks* ("Dr. John Sappington: Southern Patriarch in the New West"), authors Hall, Borgman, and Parsons have erred in stating that Thomas Hart Benton became Missouri's first senator. That distinction belongs not to Benton, but to David Barton. Barton is a well-known figure in Missouri history, and I'm surprised to see this error in educational material emanating from Arrow Rock.

Barton and two brothers came from East Tennessee in the 1810's (roughly) to the Territory, and all three became prominent in Missouri political affairs. David practiced law and taught school in St. Charles, then moved to St. Louis where he was appointed deputy attorney general of the Missouri Territory, was a circuit court judge, and in 1817 began serving the territorial legislature. In 1818 he was elected speaker of the house, which drafted the request to Congress for Missouri statehood. A St. Louis County delegate to

the Missouri constitutional convention, David Barton was elected president of that body, and was influential in drafting the new constitution which became known as the "Barton Constitution."

Election of two U.S. senators was held October 2, 1820, and Barton received 34 votes, T. H. Benton only 27 votes. Benton's election by a majority of one vote was said to have been due to Barton's influence on his behalf, although the later enmity of the two has led some modern writers to doubt that Barton threw his influence toward Benton. Barton was one of the most popular men in Missouri in 1820. Benton one of the least popular. David Barton served ten years in the U.S Senate, 1821-1831, and in the Missouri state senate 1834-1835.

Some of my sources: "I Will Remember: David Holmes Conrad's Recollections of St. Louis, 1819-1823," Part I and II, *Missouri Historical Review* (October 1995 and January 1996); "David Barton, John Rice Jones and Edward Bates: Three Missouri State and Statehood Founders," by Floyd C. Shoemaker, *Missouri Historical Review*, (July 1971 and April 1998).

Based on his views on land policies in the West and other issues, David Barton could be the subject of a *Wagon Tracks* article, but I'll limit this to the above correction and ask that it be run in *Wagon Tracks*. I'll send a copy of my letter to Friends of Arrow Rock requesting that they correct their working narrative and newsletter. Thank you.

Beverly Carmichael Ryan
1515 Fairway Place
Lynchburg VA 24503

So Benton was one of the first two senators from Missouri? Will you write an article for WT about David Barton? Thanks.

Editor

Editor:

Greetings from New Mexico and the End of the Trail. I thought the following might be of interest to your readers.

This past April my wife and I traveled to Bethesda, Maryland, to attend our son's wedding. The first night we were there, we were walking down Wisconsin Avenue on our way to a restaurant when my wife

suddenly exclaimed, "Look at that, it's a Madonna of the Trail."

Sure enough; there stood the lady, a pioneer woman with a bonnet on, holding a baby in her left arm, clutching a rifle with her right hand around the barrel, and a small boy holding on to her skirt. But what was she doing in Bethesda, Maryland?

It was dark and difficult to read all the inscriptions on the base of the statue. So the next morning we went back to check it out and here is what we found.

Front of Statue Inscription:

N.S.D.A.R. MEMORIAL

TO THE

PIONEER MOTHERS

OF THE

COVERED WAGON DAYS

Left Side Inscription

THIS THE FIRST MILITARY ROAD

IN AMERICA

BEGINNING AT ROCK CREEK AND

POTOMAC RIVER

GEORGETOWN MARYLAND

LEADING OUR PIONEERS

ACROSS THIS CONTINENT

TO THE PACIFIC

Right Side Inscription:

OVER THIS HIGHWAY

MARCHED THE ARMY OF

MAJOR GENERAL

EDWARD BRADDOCK

APRIL 14 - 1755

ON ITS WAY TO FORT DUQUESNE

Back Side Inscription

THE NATIONAL

OLD TRAIL ROAD

Also, on the right rear of the concrete base supporting the statue there is a small metal plaque with an inscription identifying the statue as a Montgomery County historic site. In addition, there is a rectangular bronze plaque installed in the front of the concrete base with the following inscription: "THIS STATUE IS THE PROPERTY OF THE NATIONAL SOCIETY DAUGHTERS OF THE AMERICAN REVOLUTION. THE STATUE IS PERMANENTLY INSTALLED IN THIS LOCATION PURSUANT TO THE BETHESDA METRO CENTER SITE PLAN REDEDICATED 1986."

The statue is located at the corner of Wisconsin Avenue and Montgomery Lane next to the US Post Office in Bethesda.

I believe it's important to recognize that, although this particular site is not part of the Santa Fe Trail, it was our participation as members of the Santa Fe Trail Association that allowed us to identify the Madonna and what it stands for in the history of our country.

Carl Damonte
End of the Trail Chapter
7221 Vivian Drive NE
Albuquerque NM 87109

Glad to hear this caught your attention. The DAR, as noted in previous WT articles, erected twelve of the Madonna statues from Bethesda, MD, to Upland, CA, to commemorate women on the overland trails. Those associated with the Santa Fe Trail are in Lexington, MO, Council Grove, KS, Lamar, CO, and Albuquerque, NM. Thanks for sharing.

Editor

Editor:

As usual, the recently received issue of *Wagon Tracks* claimed top position in my "to read" stack. The "Marc Simmons 2000" article gave me a welcomed glimpse into the individual behind the books. Of course, I appreciated your inclusion of his "Wild and Wicked Cimarron." Thank you, sir, for your continuing interest in and caring for the Santa Fe Trail.

Harriet Freiberger
PO Box 775063
Steamboat Springs CO 80477

Editor:

I enjoyed reading about Marc Simmons in the February issue. His two articles, "Matches Strike the Trail" and "Wild and Wicked Cimarron" were very good. Since most SFTA members do not have access to the publications in which Simmons's columns appear, could they be included in each edition of *WT*?

John E. Wiebe
911 W 4th St
Newton KS 67114

Marc's columns relating to the Trail are welcome, if he is willing to share them. Two more may be found in this issue.

Editor

Editor:

I agree that Cimarron, New Mexico, as described in Marc Simmons's story, "Wild & Wicked Cimarron" (*WT*, Feb. 2000), is a most worthwhile place for people interested in the Trail to visit. A caution, however,

without using a certain widely applied derogatory term, motorists should pay close attention to the posted speed limits in the Town of Cimarron, especially along US 64!

A worthwhile side trip from Cimarron, albeit to a site related to more recent history, is to the Dawson Cemetery, several miles out of town off US64 toward Raton. A small sign denotes the side road to the location. The cemetery is the only site from the mining community, closed in 1950, that is now open for public visiting. It is a desolate place but a moving feature are the countless grave markers for same dates in 1913 and 1923. In those years there were deadly mine explosions at Dawson. An excellent book about the history of Dawson is *Coal Town: The Life and Times of Dawson, New Mexico* by Toby Smith (Santa Fe: Ancient City Press, 1993).

I graduated from the old Albuquerque High School in 1950 and, in looking back over the past half-century, had occasion to once again recall the Dawson story of a bygone period in NM history.

Allan Kurman
3108 Camino Cepillo NW
Albuquerque NM 87107

Editor:

It was most generous of Ethel Armstrong to donate the first 12 volumes of *Wagon Tracks* to the Arizona Collection at the University Libraries at Arizona State University, Tempe. I also appreciate the time she took to inform your readers of her donation. The volumes are presently being cataloged. The accompanying index is especially valuable as a way to access the contents of the publication.

Let me tell you how these might be used for research. First, they support the educational mission of the University, which includes the Westward Movement. There are presently a number of graduate and undergraduate classes requiring primary sources for their papers. In addition, research on the overland experience and subsequent life in California is especially valuable. Thus, the diaries, letters, and reminiscences you publish are particularly useful, since they may not be available elsewhere. One of our classes, Historical Inquiry, is particularly interested hav-

ing the students consult primary resources. Another class looks particularly at women's diaries, and except for Kenneth Holmes' s publications, we continue to look for fresh, new material in that genre.

I want you to know that the Mrs. Armstrong's generous donation will not languish in a forgotten corner of the library but will become part of our regular collection available to all through our online catalog.

Patricia A. Etter, M.L.S.
Curator, Labriola National American Indian Data Center
Associate Archivist for Information Services
University Libraries
Arizona State University
PO Box 871006
Tempe AZ 85287

Thank you. This is a good time to remind librarians that WT is available free to educational and public libraries that request it. Now is a good time to get on the mailing list for all future issues (back issues available at \$3 each).

Editor

Editor:

I think *Wagon Tracks* is just the greatest, and I read it cover to cover, top to bottom, left to right. You are doing a superb job.

I am curious to know if there are any plans for an aerial survey of the SFT, not just routine but using special equipment as was used a few years ago in the empty quarter of Saudi Arabia and in Egypt, which showed ancient trains which were more than a few feet underground but clearly visible using the special equipment. I think this would be a great project for SFTA and might well result in new information.

Stuart Purviance
2717 Tramway Circle NE
Albuquerque NM 87122

Thanks for your kind words. As Mark Twain said, "I can live for two months on a good compliment." Your suggestion is excellent. Do you, or does any member, know who to contact about an aerial survey? It seems this is a project worthy of seeking grants to fund the investigation.

For those who don't know, Purviance is a close friend to Colin Powell, mentioned in Powell's autobiography, My American Journey.

Editor

DEPICTIONS OF WOMEN IN SANTA FE TRAIL NOVELS

by Michael L. Olsen

(Mike Olsen, *Las Vegas, NM*, is program chair for the 2001 symposium. He has looked extensively at novels featuring the Santa Fe Trail and is a frequent contributor to WT.)

MARY Edwards' life has taken a sudden turn to the unknown. She and her father, the "Reverend Cyrus Edwards," are stranded along the Platte River in what will someday be Nebraska. The year is 1847. "Rev. Edwards" and "Mary" had been on their way to Oregon, where the good minister hoped to find fertile ground, not for farming but for sowing the seeds of his strain of Christianity.

But now "Rev. Edwards" has fallen ill. He and "Mary" have dropped out of the wagon train they were in and are camped, ominously alone, by the waters of their own particular Jordan, soon to prove a river of woe. Indians are seen in the distance. In his delirium, "Rev. Edwards" decides to missionize them then and there. Before "Mary" can quite comprehend it the "Edwards" are captives and she has been purchased by an Indian as his wife. The plot of Stanley Vestal's novel *Dobe Walls, A Story of Kit Carson's Southwest*, with this adventure as part of the story, moves as swiftly as a mountain stream.¹

Meanwhile, salvation in the form of a tall, lean fur trader, "Bob Hatcher," is on its way. "Hatcher," working for William Bent out of Bent's Fort, is headed north to trade with various Plains peoples. He rescues "Mary" and her father, selling his favorite horse for "Mary's" freedom. He offers to take them to Bent's Fort, but first "Mary" will have to disguise herself as an Indian. She refuses. Wearing buckskins and "painting her face" with tallow and ocher seems barbaric, even when it is suggested that the latter will protect the delicate bloom of her complexion. "Hatcher" is forced to wrestle her to the ground and apply this badge of savagery himself.

As might be suspected, "Mary" has a change of heart. As the author would have it, "Mary was panting, her cheeks flooded with shame and indignation. She felt strangely naked in these short skirts with paint on her face. . . ." But then, "Mary was

refreshed by her encounter, by her change. She felt suddenly equal to anything. For the first time in weeks she felt clean and interested, with power to act, to achieve."²

It takes several more chapters but almost inevitably the "Rev. Edwards" is killed, freeing "Mary," and William Bent blows up his fort, freeing "Hatcher." They live happily ever after it is to be presumed, on a homestead in the shadow of the Rockies. "Mary," by the way, resumes her conventional garb at Bent's Fort, or as Vestal puts it, "She had got rid of her buckskins and appeared once more the lady."³

There are about fifty novels, like *Dobe Walls*, set on the Santa Fe Trail. As literature they run the gamut from good to pulp fiction to, in a few cases, just plain terrible. None can be described as great literature and none has been a best seller, though two Zane Grey adventures set on the Trail, *Fighting Caravans* and *The Lost Wagon Train* might approach that status. A couple of others, both by women authors and both with women as central characters, are minor classics in Southwestern literature. Ruth Laughlin's *The Wind Leaves No Shadow*, based on the life of the historical figure Gertrudes Barceló (Doña Tules), is still in print half a century after it was first published, as is Anya Seton's *The Turquoise*, also published over fifty years ago.

These novels fall roughly into three categories. One classification might be termed "historically accurate fiction," where the characters, the locations, and even the plot all reflect actual times and places. A second category is the "western/adventure story." The plots of these books follow a well-known and much studied formula. Also somewhat predictable in plot and character are those that might be termed "romance novels," as they are generally termed today.

With the exception of a few adventure stories or westerns which use the fur trade or outlaw activity as their themes, all of these novels feature one or several women whose lives are vital to the unfolding of the

plot. There are also numerous women in supporting roles. Anglo-American women of "Mary Edwards" ilk are most often portrayed, but a surprising number of the novels have Hispanic women, both historical and fictional, as major players. No Native American, African-American or immigrant women are the central focus of any of these books, though several have Native American or African-American women as vivid minor characters.

These Santa Fe Trail novels provide glimpses of how the history of the Trail was perceived and understood by their authors and those readers with whom the works especially resonated. Likewise, the portrayals of women in the novels say something about how Americans in the twentieth century — and only a few of these novels have publication dates before 1900 — envisioned western women of various ethnic and socio-economic backgrounds.

More specifically, and again with a few exceptions, these Santa Fe Trail women are caught up in the capitalistic enterprises and imperial designs of westward expansion as it unfolded in the commerce and conquest that followed the actual Trail. What is most interesting of course is that the Santa Fe Trail was primarily a highway of commerce and not settlement, so in reality few women traveled it in contrast, say, to the Oregon Trail. The presence of so many women in the novels is intriguing and suggestive of the history and place of the Santa Fe Trail in the culture of the American West.

Anglo-American women in these novels are usually typecast as tammers of men and civilizers of the wilderness. The words "plucky," "determined," and "sensible," apply to them. "Mary Edwards" can serve as their stand-in. Her inbred Eastern stamina serves her well when she is thrown into that most trying of western feminine situations, capture by Indians. Her virtue remains unscathed, though she does have an eye for the splendid physiques of certain Indian men. In this novel, the destruction of Bent's Fort, the historical symbol of the fur trade in the Rocky

Mountain West which William Bent actually did blow up in 1849, is allegorical. The days of the fur trade are over and it is married couples like the "Hatchers" who are the future of the West. The year 1847 is a tad early for Anglo settlement along the eastern range of the Rockies, but this is a novel after all.

Shirley Seifert, in *The Turquoise Trail*, published in 1950, chose the historical Susan Shelby Magoffin as her fictional heroine. The "real" Susan Shelby Magoffin, daughter of a branch of the wealthy and prominent Shelby family of Kentucky, was the eighteen-year-old bride of forty-five-year-old Samuel Magoffin, an established and successful trader on the Santa Fe Trail and into Mexico. Susan accompanied her husband to Santa Fe in 1846 in the wake of the American army which occupied and held New Mexico in this opening year of the Mexican-American War. The historical Susan kept a diary, first published in 1926. In it she reveals a bigotry to be expected for the time and place and given her upbringing. But she also is open to her experiences and endures a miscarriage at Bent's Fort, far from a supportive network of female relatives and friends.⁴

Seifert magnifies Susan's traits of optimism and strength to present her as another example of the archetypal frontier woman. Susan is portrayed as rising to every challenge she encounters, such as adjusting to the unknown sexual side of marriage, absorbing the psychological devastation of her miscarriage — an event delicately veiled in the actual diary, resisting her husband's attempts to send her back to Kentucky after the miscarriage, and dealing with her gender and "Anglo-ness" on the frontier. Various plot elements include Susan fending off the gallant admiration of an army officer who keeps appearing along the route, the question of whether Samuel Magoffin will be allowed to trade now that there is a war on, and the general run of wagon train difficulties as seen from a woman's perspective, such as how to bathe decorously. The historical Susan died in 1855 after settling with Samuel in Kirkwood, Missouri. In the novel, the devoted couple lives on into old age, surrounded by their children.

Susan Shelby Magoffin's depiction of Hispanic women in her diary has become staple fare for historians seeking information on this aspect of Trail history. Unfortunately, Susan — the real one — endorsed two stereotypes that have become standard fictional portraits. On the one hand she regarded Mexican women, especially poor Mexican women, as sexually immoral creatures with poor maternal instincts. They wore short skirts, bared their shoulders, smoked cigarettes, and let their children run naked. Rich women and the wives of rich husbands — there is a distinction in Mexican property law, though they did not differ all that much from their poorer sisters, were for Susan redeemed by their manners and their breeding. Such women often were not regarded as Mexican at all but as "Spanish" or, even better, "Castilian."

In Santa Fe Trail novels there are two kinds of socially-prominent Hispanic women, those whose ancestry and family connections are unquestioned and those who have "made their own way" so to speak. The status and innate intelligence of the latter is revealed in their eyes, their skin color (invariably light), the way they move, the way they hold a fan, and the way they guard or retail their virtue. They include "Gertrudis Barcelo" [sic] in Ruth Laughlin's *The Wind Leaves No Shadow* "Josefina Maria del Carmen Torres" in Walter O'Meara's *The Spanish Bride*, and "Santa Fe Cameron" in Anya Seton's *The Turquoise*. Women of undoubted respectability are "Maria Valdez" in Frederick Bean's *Santa Fe Showdown*, and "Doña Mercedes de Luna" in R. L. Duffus's *Jornada*. Three of these five marry Anglo-American men by the end of their novel, the love interest being primary to the plot. The other two, Laughlin's "Gertrudis Barcelo," and O'Meara's "Josefina Maria del Carmen Torres" are the mistresses of governors of New Mexico who eventually break free of these liaisons, fulfill destinies which they alone determine, and marry Hispanic men who love them.

"Gertrudis Barcelo" is based, as noted above, on the historic woman of the same name who gained fame and wealth in Santa Fe in the mid-nineteenth century as owner of her own gambling hall. In this instance

history and fiction have become wonderfully intertwined, with Laughlin's fictional character mostly displacing the historical "Doña Tules" in the popular imagination and even secondary historical accounts.

Duffus's heroine, "Doña Mercedes," is perhaps not the most fascinating of these Hispanic women characters, but she comes closest to the stereotype that seemed to satisfy the public. The plot of his novel *Jornada* is simple. "Martin Collins," a young greenhorn from Massachusetts, has joined the wagon train of "John Peyton." "Peyton" is married to "Doña Mercedes," whose father is "Don Benito de Luna," one of the richest men in New Mexico. "Peyton" also is rich and powerful, but brutal. Indians attack his wagon train at the Cimarron Crossing of the Arkansas River. Young "Collins" and "Doña Mercedes" are separated from the train in the attack and have to make their way toward Santa Fe. They fall in love while dying of thirst. In the nick of time a Mexican military patrol rescues them. Subsequently, husband "Peyton," who has survived the Indian attack, is killed in a brawl at a fandango and true love can take its course.

Duffus's description of "Doña Mercedes" as "Martin Collins" registers his growing awareness of her is representative of how such women are viewed. Duffus wrote:

"He (Martin) would have liked, while Peyton was scouting in front, to ride beside the carriage of Doña Mercedes. Just now he hesitated, against his better judgement, to wait for it to come closer. Perhaps at last she would flick him lightly with those cool dark eyes, and he would have the sharp, agreeable shock of knowing that she was aware of his existence. But there was not reason to believe that she would. She never had. Not even Peyton himself, jealous and possessive, never forgetting his Southern pride and fire, could complain of the way in which she bore herself before other men. She did not seem even sufficiently aware of them to be disdainful. Only when there was no avoiding it did she speak to any of them and then briefly. Usually she looked at them as though they were transparent, and there were limitless prairie on the other side.

"That was the way with the high-bred Spanish girls, the men said. Before their marriage they were never out of sight of their *dueñas*, after their marriage they were never out of sight of their husbands. At least they acted as if they weren't. But there were plenty of the common sort of girls, Martin's informants were careful to add, who weren't so particular, especially where Americans were concerned. They all had a sweet little devil in them. Martin wondered if there weren't a little devil in Doña Mercedes. It would be pleasant to think there was—just to think it."⁵

It is the "common sort of girls" who have "a sweet little devil in them" who constitute the second stereotype of Hispanic women in Santa Fe Trail fiction. They never have triple names like the aristocratic women but often are just called Maria, Lupe, or Dolores. They appear in several guises, including the faithful but invariably superstitious maids of *rico* New Mexican women; as good-hearted retainers on the haciendas of the wealthy; as friends of heroines living by their wits such as "Doña Tules," friends who often possess the powers of a *bruja* or *curandera*; as "go-betweens" for Anglo-American men and their rich Mexican señoritas or señoras; and as unsuitable love interests for the Anglo-American men themselves. Before he meets "Mary Edwards," "Bob Hatcher" in Stanley Vestal's *Dobe Walls* eyes the fifteen-year-old Dolores — no surname given — whom he hopes to save from her infatuation with the evil *cibolero* Chaves — who has no given name in the novel. Dolores is described as fiery, headstrong, passionate, and provocative, and she runs off with Chaves in the end.

Women from other ethnic and economic backgrounds get only minor billing in the novels. Some of them though are sympathetically portrayed, their characters are vivid, and it is a wonder that they are present at all. For example, three African-American women, all slaves, stand out. None have surnames. One, "Jane," is historical, the "real" Jane having been Susan Shelby Magoffin's maid on her journey on the Trail. Susan mentions her frequently in her diary. In Shirley Seif-

ert's novel, Jane actually is given a life and has opinions. The fictional Susan muses about where Jane is when she is not in attendance on Susan herself and what she might be doing around the muleskinners campfire or over at the Indian encampment. "Aunty Boone," in Margaret McCarter's *Vanguards of the Plains*, seems to be modeled on Harriet Tubman or Sojourner Truth. She is a runaway slave of formidable stature accompanying a trader's children to Santa Fe. She also drives wagons, cooks, and doesn't flinch when staring down a Pawnee. "Chancey," in Florence Cranell Means's *Adella Mary in Old New Mexico*, is cut from the same cloth. A nurse for the "Hoskins" children, she accompanies them to Taos, where their mother is recuperating from tuberculosis. Both "Aunty Boone" and "Chancey" have considerable dialogue and their actions contribute to the twists and turns of their respective novel's plots.

The Native American women in these novels include "Ptewaquin" in Clay Fisher's *Santa Fe Passage*, "Little Blue Flower" in McCarter's *Vanguards of the Plains*, and "Caille de Prairie" in Donald Jackson's *Valley Men*. "Ptewaquin" is a broad-shouldered Sioux woman who nearly throttles the novel's hero when he make advances toward "Aurélia St. Clair" the teenage heroine. It turns out she is "Aurélia's" mother and not just her guardian, a development reflective of the attitude in American culture that it is acceptable to have Indian blood as long as it is maternal.

"Little Blue Flower" leads a complicated life. She is a Hopi girl, a captive of the Kiowa, who is rescued by an Anglo-American girl headed down the Trail, who then falls in love with the Anglo girl's sweetheart, then goes to school in St. Louis but runs away to Hopi land because she cannot have her Anglo love, and eventually dies saving some Anglo friends from the Apaches. At the other end of the fictional spectrum is the Osage "Caille de Prairie" who falls in love with the hero of her story, an army lieutenant with an exploring party on its way up the Arkansas in 1807. Though they meet but briefly, she pledges herself to him and eventually finds him at an

obscure post on the upper Mississippi. To give him his due, he has wanted to return to her but is under orders.

There are also a host of Anglo-American women in these novels who are not main characters. They are the wives and mothers who bid their adventuring husbands and sons good-bye, the boarding house proprietresses who befriend runaway apprentices, the sisters who of economic necessity must accompany their brothers to New Mexico, and other wives, such as the Quaker "Martha Tyree" in Jackson Burgess's *Pillar of Cloud*, who quietly follow their husband's dreams.

Women wrote about one-third of all Santa Fe Trail novels. In each of these, a woman is the central character. She is usually independent, makes her own fortune, and may or may not remain single. The story is told from her perspective. Most of the men novelists have women as important characters with but varying results. Only one, Walter O'Meara, has a woman, "Josefina Maria del Carmen Torres," as his main character. None of the novels offers any surprises in the way women are depicted. Nevertheless, their stories reveal attitudes and expectations concerning the role of western women. Also, they more than other western novels have leading Hispanic women characters. And perhaps most importantly, they present a false picture of the Santa Fe Trail.

This raises the question of why there are any women in novels of the Santa Fe Trail since few women actually traveled the Trail. There are three possible answers to this question. First, the authors of these novels intended to conform to the genre in which each wrote. None chose to break a mold. Stanley Vestal's biographer, for example, explains that Vestal was constantly short of money and wrote his historical romances to pay the mortgage or finance research trips for his more serious historical work. Besides *Dobe Walls*, Vestal produced other such novels, including *Revolt on the Border*, also set on the Santa Fe Trail.⁶ And if reviews are any measure, he did strike the right chord.

Will Cuppy, reviewing for the *New York Herald Tribune*, said, "Upstanding pioneers, Pawnees, Chey-

ennes, Arapahoes [sic], sweethearts and soldiers mingle here in a tale that's vastly more exciting than an armful of most open space yarns."⁷ Lewis Nordyke, reviewing Walter O'Meara's *The Spanish Bride* for the *New York Times*, displayed similar enthusiasm for the romantic aspect of that story, writing, "Here is hot-blooded history made both real and dramatic in its frame of romance."⁸

A second reason there may be so many women in Santa Fe Trail novels is that in the popular imagination of the West, every trail is a pioneer trail. Even today in cartoons, chamber of commerce brochures, and amateurish videos, typical Santa Fe Trail travelers are seen as "Ma, Pa, and the little ones" seeking their and the nation's destiny in the West. "Ma" is always seated at the front of the wagon — Santa Fe Trail freight wagons had no seats — while "Pa" drives or walks alongside the oxen. It all has an air of "Little House on the Llano." This inaccurate view is further perpetrated by twelve identical statues of the "Madonna of the Trail" erected by the Daughters of the American Revolution in the late 1920s along the Old National Road from Maryland to California. The four in the Santa Fe Trail states are at Lexington, Missouri, Council Grove, Kansas, Lamar, Colorado, and Albuquerque, New Mexico.⁹ Each "Madonna," sunbonneted and staring resolutely at the distant horizon, has a babe in arms and a child clinging to her skirts.

In reality the Santa Fe Trail, as already noted, was a commercial route between New Mexico and capitalist frontier Missouri. Reliable statistics of the number of people who crossed the plains in any given year between 1821 and 1880, the terminal years of the Trail's operation, are almost nonexistent. But certainly at any time women probably comprised no more than one percent of the total, or fifty out of five thousand. There are hints in diaries, letters, and account books of Hispanic women and children on the Trail, especially in the years before the Civil War.¹⁰ More than any other sources though, it is the well-known diary of Susan Shelby Magoffin or the equally lively memoir of Marion Russell, *The Land of Enchantment*, which have placed women so firmly

but erroneously on the Trail.¹¹ Additional research might reveal a link between the initial publication of these books and the appearance of certain novels. Two novels are based on the Magoffin diary, Shirley Seifert's *The Turquoise Trail*, as detailed previously, and Jean Burroughs's *Bride of the Santa Fe Trail*.

"The lure of the exotic" can be cited as a third reason for the presence of women, especially Hispanic women, in Trail novels. From the very first published account of the Santa Fe Trail and trade, Josiah Gregg's *Commerce of the Prairies* in 1844, the appearance, manners, and morals of New Mexican women astounded, titillated, and attracted Anglo observers. Gregg was both admiring of their "graceful sort of undress," and disgusted that they "besmear[ed] their faces with the crimson juice of a plant or fruit called *allegria*, which is not unlike blood; as also with clay and starch."¹² On entering San Miguel, New Mexico, Susan Shelby Magoffin noted with disapproval that,

"The women slap about with their arms and necks bare, perhaps their bosoms exposed (and they are none of the prettiest or whitest) if they are about to cross the little creek that is near all the villages, regardless of those about them, they pull their dresses, which in the first place but little more than cover their calves—up above their knees and paddle through the water like ducks, sloshing and spattering every thing about them."¹³

Gregg, Magoffin, and other such eyewitnesses proved to be fertile sources for novelists in search of plots and local color. That many Santa Fe traders married into prominent New Mexico families for citizenship or economic advantages, as detailed by Gregg and others, also inspired these novelists.

Finally, a word about the readers of these novels is in order. Creative inclination aside, it is always nice to sell books. What market was there for Santa Fe Trail novels? In general it can be said that from the 1920s on they would have appealed to the tourists who began to explore the American Southwest, at first on rail excursions such as the Atchison, Topeka and Santa Fe's "Indian Detour," and then in their own automo-

biles. After World War II, millions of retirees, military personnel, and workers in technology fields and government agencies moved to places like Albuquerque, Tucson, and El Paso. They naturally wanted to read historical romances that reflected their newly adopted homes and educated them about the peoples and cultures they encountered there. The continued popularity of Ruth Laughlin's *The Wind Leaves No Shadow* can most certainly be explained in this context.

To carry an analysis of these novels and the women in them further is, perhaps, to deconstruct them too far and to no particular end. It could be interesting to speculate not only about how much actual Trail history influenced the novels but whether the novels have shaped even historian's views of the Trail. In the end though, whatever their faults from a contemporary point of view, these novels still provide insight and entertainment.

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2. Vestal, 'Dobe Walls, 130, 131.
 3. *Ibid*, 204.
 4. Stella Drumm, ed., *Down the Santa Fe Trail and into New Mexico, The Diary of Susan Shelby Magoffin, 1846-1847* (Lincoln: University of Nebraska Press, 1982), there are numerous editions.
 5. Duffus, *Jornada*, 11.
 6. Roy Tassin, *Stanley Vestal, Champion of the Old West* (Glendale: The Arthur H. Clark Company, 1973), 192-193.
 7. 13 October 1929, 23.
 8. 31 October 1954, 35.
 9. Marc Simmons, *Following the Santa Fe Trail* (Santa Fe: Ancient City Press, 1986), 12; Jane Mallinson, "Harry Truman and the Selection of Sites for the DAR Madonna Statues," in three parts in *Wagon Tracks*, Part I: 9:1 (November 1994), 10-11; Part II: 9:3 (May 1995), 6; Part III: 9:4 (August 1995), 10-11.
 10. See, for example, Mary Jean Cook, ed., "New Mexico Students Travel the Trail, 1832-1880," *Wagon Tracks*, 10:1 (November 1995), 6-10.
 11. Marion Russell, *The Land of Enchantment* (1954; reprint, Albuquerque: University of New Mexico Press, 1993).
 12. Josiah Gregg, *Commerce of the Prairies*, ed. Max L. Moorhead (Norman: University of Oklahoma Press, 1990), 153-154; there are many editions of Gregg.
 13. Drumm, *Down the Santa Fe Trail*, 95.

THE USES OF GEOGRAPHY

by Marc Simmons

(*Simmons, founder and first president of SFTA who holds the official designation of "father of the SFTA," offered this item from his syndicated "Trail Dust" column that appeared in the Santa Fe Reporter, April 26, 2000.*)

IF we believe reports critical of our nation's educational system, then it has to be admitted that many of today's youngsters are woefully ignorant of geography. A poll of students taken a few years ago showed that many could not find Washington, D.C., or the Florida peninsula on a map, or locate the continent of Europe.

PBS recently featured an inner-city school with a teacher who was turning kids on to geography. In her classroom, every one of them could point to a large U.S. map and identify each of the 50 states, naming their capitals to boot. They gleefully performed for the TV interviewer. Sadly, that sort of display is now rare, educators having discarded anything that smacks of rote-memorization. The fact is that

memorization has its value, and certain information in geography, history, math and other subjects can only be learned that way.

We all need a basic fund of geographical knowledge to orient ourselves in the physical world and to understand the position and nature of places remote from our experience. Several examples from New Mexico history humorously illustrate the consequences that can flow from unacquaintance with geography.

The first incidence dates from 1845 (a year before the American conquest of New Mexico) and is recorded in the memoirs of wandering Irish artist Alfred S. Waugh. It seems that Waugh was in Santa Fe, making his way by painting portraits. He had taken lodging with fellow Irishman John Scolly, who ran a store on the Plaza.

Regularly, Señor Guadalupe Miranda dropped by the store to inquire of any news that might have come in from the States. He was the secretary to Gov. Manuel Armijo and promptly reported to him whatever he could learn.

According to artist Waugh, his friend Scolly had grown tired of the secretary's visits and came up with a way to get rid of him and also have some fun. The next time Miranda appeared, Scolly announced gravely, "I've just received a message that the Dutch have taken Holland!" Miranda was thrown into a panic (not having heard this old joke), and he asked: "Is that possible? Will it injure New Mexico, or interfere with our commerce?" Playing along, Scolly replied "It's really dreadful, and God only knows where it will end." Dutifully, Miranda raced to the Palace and advised Armijo of the terrible news. Waugh says Armijo was thunderstruck, and ordered his captain to prepare the troops, in case the Dutch, having seized Holland, should march next upon New Mexico. In the artist's judgement, this little episode offered a perfect example of the lack of geographical knowledge in high places.

Another one, of a very different kind, occurred 50 years later, and was related by veteran trail driver Teddy Blue Abbot. A sophisticated lady had come out from the East to

visit a cattle ranch on the southern plains. Talking with some of the cowboys on the veranda in the evening, she launched into a recital of her latest trip to France.

An innocent 19-year-old puncher couldn't stand to hear that this snooty Easterner had been someplace he hadn't. So he blurted out: "Wal, I've been to that there France myself and it sure 'nough is a dandy place."

The surprised woman expressed doubt and inquired how he had gotten to France. The youth replied, "I went there drivin' a beef herd."

"A beef herd?" she said. How did you get over the ocean?"

"We didn't go by the ocean," explained the cowboy. "We went around by the divide!"

Obviously, he had never been introduced to a geography textbook.

My final incident took place on these same plains during the late 1870s. By then, the hostile tribes had been defeated and removed to Oklahoma, and most of the game was hunted out. For generations, Taos Pueblo Indians hunted buffalo on New Mexico's east side, but for the last dozen years had not bothered to go. Now some of the old men decided to make one last hunt, in hopes that a stray buffalo or two might yet be found.

They rode horseback as far as the Texas line, by which time they were utterly bewildered. They had once known this pancake-flat country like the palm of their hands, but now all was unfamiliar to them. The land had been chopped up into pastures, the old trails were gone and travel was restricted to fence-lined roads.

The surface geography had changed and the Indians were lost. Embarrassed, they had to ride up to a ranch house and ask a white man for directions, so they could get home.

TRAIL CAR TAGS AVAILABLE FROM LAST CHANCE STORE

SANTA Fe Trail car tags, an item requested by a number of people, are now available from Last Chance Store for \$5.00 postpaid. They are bright yellow with "Santa Fe Trail" printed in brown, with an outline of the Trail in red. Make your vehicle an advertisement for the Trail.

THE OLD PLAINSMEN'S ASSOCIATION

by Donald R. Hale, edited by Mark L. Gardner

(This manuscript by Donald R. Hale, no date, was found in the Jackson County Historical Society Archives in Independence, MO, by SFTA member Mark L. Gardner. There are several errors and inconsistencies in the article. It is especially of interest to students of the Trail for the lists of names of people who crossed the plains. The names have been alphabetized to assist readers. If anyone has more information about any of the "old plainsmen," please send it to WT editor.)

IN 1909 the Daughters of the American Revolution conceived the idea of relocating and marking the route of the original Santa Fe Trail from Franklin, in Howard county, through Missouri, Kansas, Colorado, and New Mexico to Santa Fe. They appointed a committee to trace the exact route through Missouri. William Z. Hickman of Independence was able to help them trace the route. Hickman, a local historian, as a young man had crossed the plains as a freighter in charge of wagon trains.

The D.A.R. appeared before the city council of Independence to ask assistance in working up sentiment in favor of the project. In order to do this, they decided on a meeting of the old plainsmen at the Independence fairgrounds on Friday, September 3, 1909. The fair board furnished a large tent and seats. The meeting was called to order by W. Z. Hickman. He explained that the purpose was to form an association of those who followed the "plains" prior to the last year of the Civil War.

On a motion it was declared that all those who traveled over the plains, whether immigrants, travelers, traders, trappers, whether employed or employers, and soldiers should be eligible. It was also declared that the sons or daughters of pioneers of Missouri and Kansas should be eligible for membership. Officers were elected. No dues were charged and each member was asked to contribute papers or sketches of their experiences and upon the lives of those who were not living. The annual meetings were to be held each year on the Friday of the Independ-

ence fair in conjunction with the meeting of the early settlers of Jackson County.

The *Independence Examiner* gave this account of the reunion:

They Crossed "The Plains."

Men and women, who in the days of '49, drove across the great plains, met and held a reunion at the Independence Fair. The meeting was organized by W. Z. Hickman, of Independence, deputy county surveyor, himself an old time wagon boss. The meeting was held in a tent prepared for that purpose, decorated with flags, old time rifles and pistols, a buffalo head with horns attached, and other souvenirs of the times when the country was young.

Mr. Hickman had prepared for 135 and had that many badges. The badges were handsome souvenirs, blue ribbons on metal cross bar with proper inscription and in the center a gold acorn on which was the picture of a covered wagon drawn by oxen. There were 168 old plainsmen registered.

President J. A. Prewitt, of the Fair Association, called the meeting to order and introduced D. C. Allen, of Liberty, Mo., who spoke appropriately of things strange to the young people and familiar to those gathering to remember olden days. He was followed by General Milton Moore, of Kansas City. As it was decided to hold an annual reunion and an organization was formed, with General Moore as president and Mrs. O. H. Gentry, secretary.

The oldest plainsmen registered was James Peacock, police of Independence and in active daily service. He is 85 years old and crossed the plains first in 1846. The youngest to register was George Noel of Lee's Summit, who is 56 years of age and crossed the plains from Albuquerque, New Mexico, in 1882. There were 12 present who were 80 years of age or over: R. S. Barnes, of Randolph, 83; Dr. D. A. Bryant, of Hickman Mills, 81; Mary Ann [Morgan?] DeLacy, of Armourdale, 84; R. H. Dean, of Topeka, 80; J. A. Helm, of Paris, 80; E. W. McElhaney, of Kansas City, 81; Dr. Lee Miller, of Knob Noster, 81; James Peacock, of Independence, 85; Elvia Potts, of Grain Valley, 81; P. C. Renick, of Kansas City, 84; R. C. Rice, of Liberty, 82; J. R. Wilson, of Blue Springs, 80.

At the same tent was registered the old settlers of the county and 126 of those who have lived long in Jackson County were registered.

After this first meeting, great in-

terest was kindled in the project of marking the Santa Fe Trail. The D.A.R. went before the Missouri Legislature and asked for an appropriation to buy markers. Through their efforts and that of others, the bill was passed through both houses of the Legislature and signed by the governor. As soon as the law became operative, the contract was let for the markers.

The stones in Jackson county are located at Levasy, Buckner, Six Mile church, Salem church, courthouse yard in Independence, Aunt Sophia's Kitchen log cabin on Blue Ridge, Cave spring, 120th and State Line. One was also placed on top of the river bluff at the Fort Osage cemetery.

The Independence marker after having been placed in the southwest corner in 1909, was formally dedicated on May 15, 1913. Participating in the ceremony were Mayor Christian Ott, representing the city, and Mrs. John VanBrunt of Kansas City who represented the D.A.R. Samuel H. Woodson, son of a pioneer, told how the old Santa Fe Trail started at the square and went down Liberty Street to about Pacific Street. Then it cut diagonally across to the Missouri Pacific railroad bridge, thence south to where there are a number of fine springs and good pasture, which made fine campgrounds. Then it followed what has been known for years as the old Santa Fe Road along the high ridge, passing through Raytown and then continuing westward.

Certificates were issued to the members of the Old Plainsmen's association on August 25, 1916. This certificate gives the member's name, date of birth, when they first crossed the "Great American Desert," and how many trips they made afterwards.

The Association met every year from 1909 to 1919. At the last meeting only 18 men and women answered the roll call.

W. Z. Hickman gave the following list of men who joined at the first meeting in 1909. They are listed by name, when crossed the plains, their age and post office address in the year 1909.

A.

R. W. Adams, 1862, age 67, Independence.
 James D. Aid, 1862-3, age 67, Independence.
 N. Ainsworth, 1860, age 75, Lone Elm, Kansas.
 S. Akers, 1849, 50-52, age 77, Sibley.
 L. A. Allen, 1863, age 62, Kansas City.
 F. M. Alley, 1856, age 71, Lee's Summit.
 J. W. Alley, 1856, age 70, Lamar.
 Jas. Attor, 1851, age 79., Bloomington, Ill.

B.

H. C. Barger, 1864, age 61, Edwardsville, Kansas.
 R. S. Barnes, 1847, age 83, Randolph.
 Oliver Perry Baxter, 1854, age 74, Independence.
 L. J. Beers, 1869, age 59, Kansas City.
 Daniel Boone, 1864, age 63, Kansas City.
 Morgan Boone, 1868, age 58, Kansas City.
 Napoleon Boone, 1859, age 69, Westport.
 Jas. Bowling, 1846, age 90, Buckner.
 John Brixey, 1862, age 74, Independence.
 Dr. D. A. Bryant, 1864, age 81, Hickman Mills.
 J. K. Burrus, 1854, age 69, Mount Washington.

C.

A. R. Campbell, 1863, age 62, RR 5, Independence.
 Jas. Carter, 1846, age 72, Kansas City.
 Oliver Case, 1858, age 74, Kansas City.
 W. E. Cassell, 1860, age 68, Kansas City.
 William H. Chiles, 1864, age 73, Independence.
 W. C. Christopher, 1862, age 69, Harrisonville.
 Nina Cogswell, 1856, age 79, Independence.
 J. A. Coleman, 1851-56, age 70, Bates City.
 George L. Compton, 1855, age 78, Independence.
 Pat Costello, 1867, age 62, Buckner.
 J. M. Crowder, 1863, age 64, Valley Falls, Kansas.
 J. T. Crump, 1863, age 64, Independence.

D.

R. H. Dean, 1858, age 80, Topeka, Kansas.
 John H. Deister, 1854-63, age 76, Piper, Kansas.
 W. H. Deister, 1861-5, age 68, Parkville.
 Morgan DeLacy, 1846, age 84, Armourdale, Kansas.
 D. P. Dyer, 1865, age 70, Lake City.
 Thomas Dyke, 1862, age 67, Kearney.

F.

John P. Fann, 1861, age 64, Independ-

ence.

Robert P. Fann, 1861, age 72, Belton.
 T. T. Fox, 1860, age 74, Independence.

G.

Daniel Geary, 1859, age 75, Kansas City.
 T. W. Gentry, 1866, age 70, Independence.
 W. H. Gott, 1852, age 66, Kansas City.
 T. W. Green, 1864-5, age 67, Raytown.
 Jerry Grindrod, 1864, age 62, Kansas City, Kansas.

H.

H. C. Harper, 1856, age 73, Kansas City.
 C. A. Harra, 1862, age 67, Buckner.
 Samuel B. Harris, 1853, age 79, Greenwood.
 George W. Harrison, 1856-65, age 69, Warrensburg.
 A. B. Hayes, 1862-3-4-5-6, age 62, Lemoore, Calif.
 P. A. Helm, 1849, age 80, Paris.
 W. T. Hickman, 1856, age 73, Kansas City.
 W. Z. Hickman, 1862, age 64, Independence.
 N. Hoaks, 1855, age 54, Kansas City.
 George Holmes, 1852, age 75, Kansas City.
 U. R. Holmes, 1863, age 63, Hickman Mills.
 Henry Holsworth, 1855, age 79, Independence.
 J. R. Hudson, 1852, age 76, Oak Grove.
 Green Hulse, 1863, age 63, Oak Grove.
 Mel Hulse, 1863, age 65, Jefferson City.
 Thomas B. Hunter, 1857, age 75, Kansas City.

J.

Mrs. M. V. Jewell, 1863, age 67, Kansas City.
 Chris Johnson, 1857, age 69, Glendon.
 W. M. Johnson, 1853, age 64, Rosedale, Kansas.
 J. H. Jones, 1864, age 64, Buckner.

K.

John R. Kerr, 1862-5, age 75, Independence.
 Thomas Kincaid, 1863, age 67, Independence.

L.

W. D. Land, 1856, age 73, Independence.
 Jas. Latimer, 1863, age 71, Independence.
 Mrs. Nathan Lipscomb, 1853, age 64, Martin City.

M.

D. D. Mattney, 1857-9, age 74, Argentine, Kansas.
 T. F. Maxwell, 1859, age 68, Independence.
 J. W. Mayhan, 1861, age 67, Wellington.
 E. W. McElhany, 1849, age 81, Kansas City.

Jas. McMillan, 1852, age 75, Independence.

J. W. McMillian, 1851, age 73, Denison, Texas.

Thomas McNamara, 1858, age 73, Kansas City.

Dr. Lee C. Miller, 1852, age 81, Knob Noster.

T. W. Mitcher, 1850, age 73, Olathe, Kansas.

I. N. Montgomery, 1851, age 75, Blue Springs.

E. A. Moore, 1865, age 64, Liberty.

J. A. Moore, 1865, age 73, Independence.

James M. Moore, 1858, age 72, Lee's Summit.

Jno. W. Moore, 1860, age 68, Kansas City.

Milton Moore, 1864-65, age 63, Kansas City.

Luther C. Munro, 1860, age 65, Independence.

O.

J. J. O'Brien, Sr., 1863, age 67, Independence.

P.

P. P. Parker, 1862-5, age 69, Independence.

Joel B. Patterson, 1870, age 60, Oak Grove.

Jas. Peacock, 1846, age 85, Independence.

G. Philbert, 1856, age 71, Wyandotte, Kansas.

Miss Jate Pliser, 1853, age 67, Texhoma, Okla.

Levi Potts, 1848, age 81, Grain Valley.

George P. Prewitt, 1855, age 72, Blue Springs.

R.

Charles Raber, 1860, age 67, Kansas City.

J. M. Ratcliff, 1849-62, age 79, Little Blue.

Solomon Reed, 1857, age 72, Independence.

James Renick, 1860-6, age 68, Independence.

Mrs. P. C. Renick, 1854, age 81, Kansas City.

R. C. Rice, 1846, age 82, Liberty.

Isaac N. Rogers, 1851, age 76, Independence.

T. J. Rogers, 1864, age 65, Lee's Summit.

S.

J. T. Sale, 1850, age 76, Independence.

G. W. Scott, 1856, age 73, Belton.

J. M. Short, 1860-4, age 68, Lee's Summit.

G. C. Slusher, 1855, age 72, Independence.

L. D. Smith, 1857-8-9-60, age 77, Kansas City.

D. Stewart, 1863, age 71, Courtney.

John S. Story, 1846, age 83, Liberty.

E. W. Strode, 1867-8, age 66, Independence.

T.

George A. E. Troutman, 1863, age 64, Kansas City.

Jno. T. Tyer, 1865, age 70, Lee's Summit.

V.

J. G. Vaughan, 1860, age 70, Kingsville.

Newton Vaughn, 1860-2-3-5, age 64, Martin City.

W.

J. J. Wallace, 1868, age 59, Kansas City.

Edwin Walters, 1858, age 60, Kansas City.

F. C. Warneke, 1853, age 71, Kansas City.

Stubbin Watts, 1861, age 71, Kansas City.

T. B. Webb, 1860, age 74, Higginsville.

J. R. Wilson, 1851, age 80, Blue Springs.

Rufus Wilson, 1862, age 73, Independence.

W. K. Wolfe, 1859, age 69, Leeds.

John A. Workman, 1856, age 73, Independence.

E. J. Worthington, 1862-4-5, age 68, Lee's Summit.

The *Examiner* on September 4, 1915, gave an account of the reunion held that year. It said that,

the reunion was held on the fair grounds yesterday afternoon [September 3rd]. There were reminiscent talks by John R. Richards, business man of Kansas City; Henry C. Chiles, of Independence; Martin Donahue of St. Louis, Lewis Dickerson of Kansas City, Kansas and others.

The following members had died during the past year: W. R. Wilson and James Renick of Independence; Henry C. Harper of Liberty, Missouri; H. Clay Crenshaw and R. J. Long of Kansas City and John Kiersey of Tarsney. A committee headed by H. C. Chiles was appointed to prepare suitable memorials to these men.

The election of officers followed. John W. Moore of Kansas City, the president, and W. Z. Hickman, the secretary were reelected by unanimous vote.

Those who signed the register were: Wm. C. Adams, Atherton, Mo.; S. E. Beach of Chanute, Kansas; L. J. Beers of Kansas City; George Boxley, Odessa; T. W. Carmichael, Odessa; T. W. Cassell, Independence; H. C. Chiles, Independence; J. H. Christey, Odessa; J. B. Clements, Hickman's Mills; J. C. Cobb, Odessa; Pat Costello, Independence; John T. Crump, Independence; John H. Deister, Piper, Kansas; Lewis Dickerson, Kansas City, Kansas; Martin T. Donahue of St. Louis; Dr. D. P. Dyer of Buckner; Thomas A. Dykes of Kearney; John P. Fann of Independence; Wm. Z. Hick-

man of Independence; T. L. Hockensmith, Odessa; Nich Hocker, Independence; Mrs. Georgia Holland, Leeds, Mo.; Mrs. Nellie Hughes, Independence; Green Hulse of Oak Grove; C. W. James of Independence; J. H. Johnson, Independence; Mrs. Madeline Johnson, Independence; Mrs. W. M. Johnson, Rosedale, Kansas; Wm. Johnson, Rosedale, Kansas; H. V. P. Kabrick of Oak Grove; G. W. Kemper, Hickman's Mills; John R. Kerr, Independence; Thomas Kincaid, Independence; Mike Larkin, Independence; James Latimer, Independence; J. H. Lipscomb, Kansas City; James McMillan and Mrs. James McMillan, Independence; M. S. Modie, Independence; Elisha A. Moore, Liberty, Missouri; Milton Moore of Kansas City; Mrs. J. W. Moore of Kansas City; James W. Noel, Lee's Summit; Joseph T. Noland, Independence; Preston Parker, Independence; Gabe Parr, Independence; J. Philbert of Wyandotte County, Kansas; Charles Raber, Kansas City; J. M. Ratcliffe of Little Blue; John T. Richards of Kansas City; C. W. Ryan, Levasy, Mo.; James T. Sale, Independence; J. W. Sperry, Rosedale, Kansas; W. T. Smith, Independence; Mrs. Anna F. Stewart, Independence; Byron Tyler of Kansas City; W. L. Vance, Rosedale; S. Wheeler, Independence; and M. G. Wood, Los Angeles.

The last reunion was on August 30, 1917. This one was held in the Better Babies tent at the Independence Fair. Wm. Z. Hickman was the president and he said that when it was organized, in 1909, there were 197 former plainsmen enrolled as members.

The forenoon was spent in handshaking, story telling, and enjoying a good dinner set by the women at the fair. At 2:00 in the afternoon talks were made and officers elected. The talks were made by W. Z. Hickman, president; W. M. Johnson of Shawnee, Kansas, the secretary; John R. Kerr of Independence; Jacob M. Ratcliffe of Little Blue, and Charles Raber of Kansas City. The same officers were elected.

Those who signed the register and their ages were:

Wm. Barnhard, Kansas City, 74.

P. K. Corder, Kansas City, 72.

Mrs. Magdalen Johnson, Independence, 90.

J. P. Jones, Dallas, Mo., 75.

Geo. W. Kemper, Hickman Hills, 88.

John R. Kerr, Independence, 83.

Thomas Kincaid, of Independence, 75.

L. C. Monroe, Independence, 74.

P. P. Parker, Independence, 75.

Will S. Platt, Independence, 62.

Charles Raber, Kansas City, 75.

J. M. Ratcliff, Little Blue, 87.

Sol Reed, Mount Washington, 80.

Daniel Rich, Blue Springs, 78.

Geo. W. Scott, Belton, Missouri, 82.

Mrs. Samuel Stewart, Independence, 67.

Samuel Stewart, Independence, 71.

W. K. Wolf, Kansas City, 77.

William Z. Hickman lived until March 31, 1921, dying at his home, 143 East Pacific. He is buried in Woodlawn.

These men and women had many stories to tell of their adventures and hardships on the trails. Many of their descendants living today probably remember some of the stories told to them by these "Old Plainsmen."

My great-grandfather Newton Vaughn, in 1860 at the age of 15, made a trip across the plains to Fort Union, New Mexico, as a teamster in a wagon train. He drove six yoke of oxen and Dick Yeager was the wagon master. Newton made the trip with his uncle Josiah Vaughn as his father would not let him go unless Uncle "Si" would go and take care of him.

Newton said that they were always on the lookout for Indian trouble near Dodge City, Kansas [not founded until 1872]. In the latter part of 1862, he crossed the plains, driving a team to Fort Sumner, New Mexico. He spent the winter by taking charge of a band of cattle in New Mexico. In the spring of 1863, he started home, but joined another outfit on its way from western Kansas to Santa Fe.

In the summer of 1863, he herded cattle for a Mr. Kitchen. He then went to Colorado and worked on a ranch for two years. For the next two years, he farmed near Pueblo, Colorado. In 1867 he went on a freighting trip to Montana. He made a total of ten trips across "Great American Desert."

The wagonmasters as a rule hired farm boys as teamsters. The boys had worked with breaking calves to work and it soon became the custom for young men to make a trip or two to Santa Fe before settling down. Freighting had its fascination for many a young man.

A large wagon train usually con-

sisted of a wagonmaster, his assistant, the teamsters or "bullwhackers" or "muleskinners" as they were often called, a man to look after the extra cattle, and two or three extra men as reserve to take the place of any man who dropped out.

The wagonmasters usually got \$100 a month while the teamsters were paid about a dollar a day and expenses.

Greenville Hulse, another member of the Old Plainsmen, from Oak Grove, said that the lure of the great plains drew him in his younger days, and he became a plains freighter, making trips to the far west in 1863, 1864, 1865, and 1866. His first trip took him to Denver, Colorado, in the employ of A. & P. Byrum, the wagonmaster of the train being John S. Renick. In 1864 he made a trip to Salt Lake City with William Livesay, having spent the previous winter on the Arkansas River, near Pueblo, Colorado, he returned to Atchison, Kansas and the train was outfitted there. When they arrived at Plumb Creek, on the Platte River, they learned that Indians had captured a train of nine wagons. This caused him and his companions to redouble their vigilance to guard against a surprise attack from the Indians, and they never relaxed their vigilance night or day during the remainder of the trip.

During 1865, he freighted to Denver, Julesburg, and other points in Colorado. In 1866, he became part of an outfit on the Smoky River, which was hauling supplies to the government forts. On the Crazy Woman's Fork on Powder River, Indians stampeded a train of government mules and killed many soldiers. This trouble was due to the negligence and arrogance of an army lieutenant in command of the soldiers. Nine Indians subsequently followed the train with which Hulse was connected as far as Fort Laramie, but did not offer to molest them, riding in on a flag of truce. The year 1866 saw the end of his freighting days, and he then settled down to farming and stock raising.

Alexander Majors of the freighting firm told of some of the happenings on the trail. He said: "I remember once of timing my teamsters when they commenced to yoke their teams after the cattle had been

driven into their corral and allowed to stand long enough to become quiet. I gave the word to the men to commence yoking, and held my watch in my hand while they did so, and in sixteen minutes from the time they commenced, each man had yoked six pairs of oxen and had them hitched to their wagons ready to move. . . .

"The discipline and rules by which my trains were governed were perfect, and as quick as the men learned each one of his place and duty, it became a very pleasant and easy thing for him to do. . . .

"We never left the cattle day or night without a guard of two men, the teamsters taking turns, and arranging it so that each man was on guard two hours out of the twenty-four. . . . This matter they arranged among themselves, and with the wagonmaster. The duty of the wagonmaster was about the same as that of a captain of a steamboat or ship, his commands being implicitly obeyed, for in the early stages of travel upon the plains the men were at all times liable to be attacked by the Indians; therefore the necessity for a perfect harmony of action throughout the entire band. The assistant wagonmaster's duty was to carry out the wagonmaster's instructions, and he would often be at one end of the train while the master was the other, as the train was moving. It was arranged, when possible, that no two trains should ever camp together, as there was not grass and water sufficient for the animals of both; and thus all confusion was avoided.

". . . The rattlesnakes on that road [Santa Fe Trail] in the beginning of the travel, were a great annoyance, often biting the mules and oxen when they were grazing. At first, mules were used altogether for traveling, but they would either die or become useless from the bite of a rattlesnake, and the men would sometimes be sent ahead of the caravan with whips to frighten the snakes out of the pathway, but later on, the ox-teamsters, with their large whips, destroyed them so fast that they ceased to trouble them to any great extent. It has been claimed by men that snakes and prairie dogs, who were also found in great numbers upon the plains, lived in the same

houses, the dog digging the hole and allowing the snake to inhabit it with him, but I do not think this is correct. Men came to this conclusion from seeing the snakes when frightened run into the dog-holes, but I think they did it to get out of the way of danger, and they lived, too, in the houses that had been abandoned by the dogs. It is a fact that the prairie dogs would only live in one hole for about a year, when they would abandon it and dig a new one, leaving the old ones to be taken possession of by the rattlesnakes and prairie owls."

Morgan Boone, was the son of Morgan Boone, who was the son of Daniel Boone, and a great grandson of Daniel Boone, Sr. He was reared in Kansas and in Saline County, Missouri. He started out in life for himself at the age of seventeen. He drove a team for Amazon Hayes to a western fort, in 1868, and returned with a government team. He afterward continued his education at the Lawrence State University, attending during the last term. He afterward engaged in freighting to Indian Territory and Texas.

Napoleon Boone in 1859 went to Colorado, crossing the plains with his father, Daniel Boone (son of Daniel Morgan Boone), on a freighting expedition. He afterward drove a team from Kansas City to Fort Lyon, also from that point to Fort Union, to Albuquerque and to Santa Fe, New Mexico. He also engaged in freighting to Fort Laramie, and from Fort Atchison went to Fort Lyon, Colorado. As assistant wagonmaster for Major Barr & Company, he went to Salt Lake City, thence to Virginia City, Montana, for Al Spottswood. He later returned to Salt Lake City for Mr. Jennings and had charge of the stockades there during the succeeding winter.

Samuel B. Harris made a trip across the plains in 1852 to California with ox teams, reaching Napa Valley after four months travel. There he remained for one year, after which he crossed the Sacramento river to the San Ramon valley, where he continued for six years engaged in farming. In the fall of 1859 he returned to Jackson County.

Charles Raber who had come from Switzerland with his parents in 1847, finally settling in Westport, in 1862 formed a copartnership with

Martin Keck, to do a general freighting business. They continued together making upward of twenty trips across the plains to Utah, New Mexico, Texas, Colorado and other points, until the fall of 1868. The Kansas Pacific Railroad was put through to Denver, and not caring to compete with it, they sold their outfit.

They had an ox called Tom that by actual count made over ten thousand miles in Raber's service.

J. T. Sale was one who went to the gold rush. He was living in Jackson County and in 1850 went to California by ox-team. He mined there until the summer of 1853. He returned to Jackson County the following spring, but took a second trip to California and remained there but a short time when he returned here.

So there were many reasons that men and women crossed the plains in those days. But each played their part in America's history. Let us pause a moment to remember them.

THE CACHES

-MUSEUM NEWS-

Anna Belle Cartwright, Editor

(Please keep sending those newsletters, your important dates, and happenings to Anna Belle Cartwright, SFTA Museums Coordinator, 5317 Charlotte St, Kansas City MO 64110, e-mail <Acartwrgh@ AOL.com>.)

Rites of Springtime

There are many places along the Trail where it is easy to conjure up the sights and sounds of a phantom caravan passing by. The 133-year-old Lanesfield School is one of them. Each spring, when the grass was at least four inches high, it was a time of anticipation for the school children who wanted to watch the ritual of the Santa Fe trade wagons lumbering across the prairie at the edge of their school yard. This was a day for them to remember, with dreams of the life so free, of campfires and far off destinations.

On April 30, the celebration of May Day at the Lanesfield School remembered those young dreamers and their springtime traditions. The afternoon events featured music, a dance around the Maypole where ribbons in the hands of dancers weave fanciful patterns, and the

making of Maybaskets. A "School Marm" was on hand in the one-room stone schoolhouse to recreate lessons, 19th-century style, for interested visitors. Just next to the school grounds is a historical prairie learning site. There is a wheelchair accessible path that leads for 1.5 miles in a loop that winds through authentic prairie grasses, crosses Bull Creek 'neath an ancient hackberry tree, and provides a platform for viewing the Santa Fe Trail. In eastern Kansas, The Lanesfield School/Historical Prairie is just off Highway 56 about 3 miles west of Gardner and well worth driving the few extra miles to see.

Under the Big Tent

Toward the last week of June volunteer workers will converge on Stahl Field in Lyons, KS, to raise the big tent for Chautauqua 2000. Everyone is invited to come and help. Sponsored by the Rice County Historical Society and the Coronado Quivira Museum, the Chautauqua is an evening event held in a large tent wherein five scholars interpret early 20th-century visionary Americans for five evening presentations. Slated for interpretation are Theodore Roosevelt, June 23; Charles Eastman, June 24; Booker T. Washington, June 25; Jane Adams, June 26; Andrew Carnegie, June 27. The evening presentations are only part of the activities for the week. There will be workshops for students young and old, twelve workshops altogether. There will be three breakfasts to allow the public to meet the presenters, musical entertainment before the evening presentations, and other local activities now being planned. For information call (316) 257-3941.

Sales Shop Savvy

Starting a museum gift shop from scratch can be an expensive proposition and often it takes years to build a good inventory. Gift shop professionals recommend special items that are unique to each facility, high standards of quality, and most important, items for sale that reflect the character and purpose of the museum. Marketers remind us that the peak for the average buyer is about \$25.00 per visit, but occasionally a "big spender" will come along. We are encouraged to develop an artist or craftsman's work or reproduce a specific item from the museum col-

lections. All of the features above can be found in many of the Santa Fe Trail corridor museums.

In Great Bend, when the Barton County History Museum decided to start a gift shop in a new 20' x 20' space carved out for that purpose, seed money for an inventory was minimal and so they used what was free: ingenuity, lots of volunteer labor, natural plants, and donations. From the fields came gourds to fashion wren houses, and milkweed pods and devil's claw to create fanciful figures fit for a Christmas tree. From the gardens came flowers for dried bouquets. A large donation of sample Barton County Flour Mills bags turned out to be just the right size to make good hot pads and another donation of half gallon blue glass Mason jars was a winner. One volunteer covered cut-glass vases and glasses with liquid rubber to form molds. These molds in turn could be used for making fat wax candles. With each sale, the shop gradually gains profits and new local products, from locally made clay pots to knitting machine sunflower socks. We wish them well!

The National Frontier Trails Center has been developing and trying out local artists/craftsmen products for as long as its ten-year existence. Some of the best bargains to be found there are hand towels or rag rugs in traditional patterns by area weavers and handmade sun bonnets with matching aprons. In ten years, the shop has enlarged from its original mission to sell trails books (though OCTA and SFTA), but it continues to feature one of the largest quality assortments of any of the many fine book shops along the Santa Fe Trail.

For the ultimate in authentic "Mountain Man era" reproductions, one need look no farther than Bent's Old Fort NHS for beaver felt hats, Sheffield knives, portable bottles of various sizes, lead bars, merchandise bags labeled for flour, sugar, salt, tea, shot, and tobacco plugs. Colorful fourpoint Whitney blankets share shelf space with Rio Grande Mexican blankets. Check out their catalog at <www.nps.gov/beol>. At Fort Union National Monument one can buy a reproduction of an 1850 coin, a Mexican 8 Real found on the site (also available through SFTA Last Chance Store). Silver Reales, comparable to United States dollars,

were minted in Mexico and were legal tender in the U.S. Until the 1850s. Reales were the coinage of the trade and are still occasionally found along the Trail.

A couple of items carried by the Santa Fe Trail Museum at Springer, NM, are of particular note, Historic Trail Maps of Northeastern New Mexico and a set of beautifully illustrated posters of New Mexico wildflowers spring through fall. The colorful posters with field notes, originate with the Native Plant Society of Santa Fe, NM.

In Trinidad, at the History Museum, buyer Vivian Codes strives to keep the book section of the shop updated and in tune with the many-sided aspects of the history complex. Exeriscape gardening, that is gardening by using native plants that tolerate low water use and minimum care, is popular in the History Museum gardens and throughout the whole water-wise states of Colorado and New Mexico. Two titles that investigate the subject are *Native Plants in Dry Areas* written by Denver Water and *Best Plants for New Mexico's Gardens and Landscapes* by Baker H. Morrow. History enthusiasts may enjoy the recently reprinted journal of a Catholic nun's experiences in Trinidad and Santa Fe, *At the End of the Santa Fe Trail*, penned by Sister Segale, with a foreword by Marc Simmons, and *Coal People, Life in Southern Colorado's Company Towns* by Richard J. Clyne.

In future issues there will be more about gift shops as destinations and the marketing of Native American handicrafts.

FROM THE MAILBAG

Jim Garten of Illinois writes, "thank you for your Museum News column in *Wagon Tracks*. You bring many exhibits to our attention that we otherwise wouldn't be aware of." Beverly C. Ryan of Lynchburg, VA, says, "Thank you for your interesting accounts of museum activities and exhibits in your *Wagon Tracks* column, which provides further dimension to the SFTA quarterly."

**PLAN NOW TO ATTEND
SANTA FE TRAIL
RENDEZVOUS 2000
SEPTEMBER 21-23**

SAND CREEK MASSACRE SITE INVESTIGATION CONTINUES

(The following is provided by Benstrup News Service maintained by SFTA Ambassador Paul Benstrup, who says his BNS emphasizes the News and not the BS.)

THE search for the site of the 1864 Sand Creek Massacre in Colorado is concluded but plans for the location remain to be determined. The National Park Service (NPS) conducted seven open meetings in Colorado, Montana, Oklahoma, and Wyoming, inviting public comment on a Special Resources Study on the location of the Sand Creek Massacre site and options on how the site should be managed. The meetings were scheduled during May, after which the Study will be forwarded to Congress for further action.

When Congress passed the Sand Creek National Historic Site Study Act of 1998, it directed the NPS to identify the location and extent of the massacre and identify alternatives for the management, administration, and protection of the area. The NPS, in consultation with the Northern Cheyenne Tribe, the Cheyenne and Arapaho Tribes of Oklahoma, the Northern Arapaho, and the State of Colorado, has completed the report to be submitted to Congress.

The first task, locating the site, was completed last year following several archeological and historical studies of the area. It was determined that the site consisted mainly of an area 5½ miles long and about 2 miles wide along Sand Creek near where a monument sits commemorating the event.

Three management options have been suggested. The first management alternative in the draft report is a "no action alternative" that would leave the site as it is now.

The second alternative recommends the creation of a Sand Creek Memorial on approximately 1,500 acres of land owned by Bill and Tootie Dawson. It would offer limited protection of a small part of the massacre site. A majority of the site, over 9 sections, would remain in private control. Estimates, without formal appraisal, to acquire the property range from \$90,000 to \$450,000. De-

velopment of the site would cost \$1.1 to \$1.5 million.

According to the report, because a majority of the site could not be protected under the second alternative, it would not meet the criteria to become a part of the NPS.

The third alternative is the most comprehensive plan offered. It proposes the creation of a Sand Creek Massacre Historic Site within 12,480 acres. This option would provide the greatest protection for the area according to the report. It would also provide enough land to accommodate administration, maintenance, and housing of employees. Estimated costs of the third alternative range from \$750,000 to \$3.47 million to develop the site.

While the report does not expressly recommend any of the three alternatives it does imply a preference for the third alternative by stressing that it offers the "greatest possible protection for the resources of the Sand Creek Massacre site and its critical viewshed while providing for visitor access and a more thorough interpretation of the event."

The report mentions that the tribes, landowners, and local public officials have agreed that land for the site should only be purchased from willing sellers. Without landowners willing to sell, it is uncertain that a public site would be established.

A member of U. S. Senator Ben Nighthorse Campbell's staff speculated that unless there is a consensus of all the parties involved in the study, including landowners, tribes, and government agencies, it is possible that the only thing accomplished by the study will have been locating the massacre site and that no public park will be created. Campbell was the sponsor of the legislation that mandated the study of the site.

KANSA TRIBE PURCHASES LAND BY COUNCIL GROVE

LAND that was part of the Kaw Reservation from 1846 to 1873 has been purchased by the Kaw Nation of Oklahoma. The 147.5 acreage southeast of Council Grove includes the Unknown Indian Monument dedicated during the 1925 Council Grove Santa Fe Trail Centennial on

land then owned by the late August Haucke.

Last year the Haucke family donated the ruins of the Indian Agency building and 5.5 acres to the Kaw Nation. The recent purchase includes the ruins of three stone houses built for the tribe about 1861.

Kansas is named for the Kansa or Kaw people. The tribe was removed from the state in 1873 and relocated in present Oklahoma.

The Kaw Nation is in the process of planning the use for this land. Current plans include the interpretation of tribal history in a park setting.

TRAIL TROUBADOUR

—Traffic in Verse—

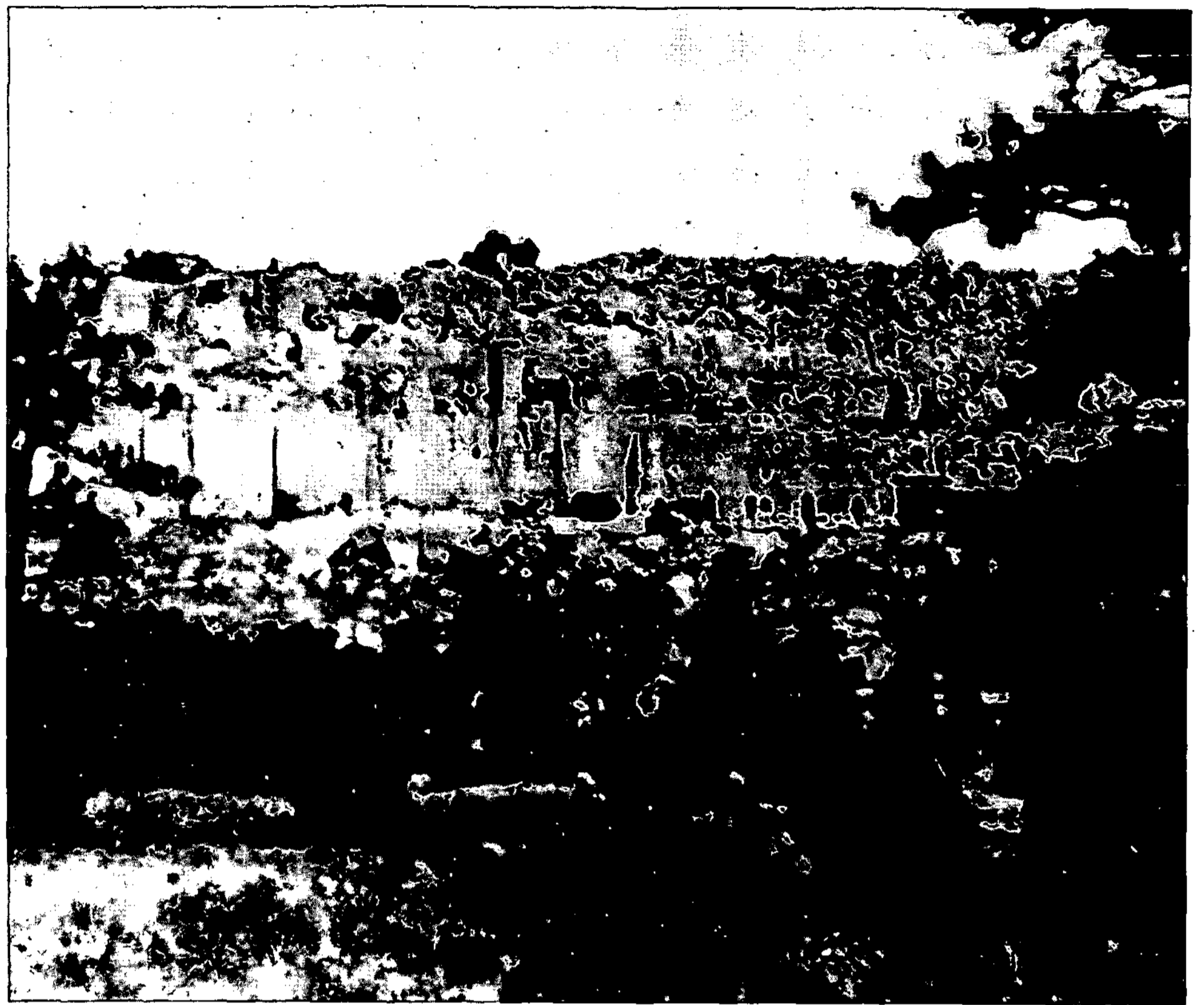
Sandra M. Doe, Editor

This column seeks poetry which addresses the history, realism, romance, and diversity of the Trail and demonstrates authentic emotion, original images, and skill in craftsmanship. Submit poetry, in open or closed form, along with a brief biography to Sandra M. Doe, Dept. of English, Campus Box 32, Metropolitan State College of Denver, PO Box 173362, Denver CO 80217-3362.

The presentation of the series "On the Road to Santa Fe" by Margaret Long continues in this issue. The February 2000 issue published "The Santa Fe Trail. U.S. 50" which ended with the lines "westward bound to Santa Fe" and "La Jornada De Los Muertos, N.M." which took the caravans "Northward bound to Santa Fe." Thus Long traces the points of the compass.

"Puye," goes "Southward bound to Santa Fe" and "Inscription, Rock: Acoma and El Moro" travels "Eastward bound to Santa Fe."

Dr. Margaret Long (1873-1957), a Denver physician specializing in tuberculosis, was awarded the initial prize of the State Historical Society of Colorado for distinguished service, reported the *Denver Post* (Dec. 12, 1943). Walt Wheelock, speaking of her Death Valley volume, *The Shadow of the Arrow*, remarked, "She was a scientist, not a casual scribbler" (*Gentlewomen Adventurers in Death Valley*, Death Valley '49ers, Inc.: Death Valley, CA, 1986, 6). Long's *Enchanted Desert*, a book of



Margaret Long's photograph of "Ruins at Puye," reproduced by permission of Archives, University of Colorado at Boulder Libraries, from Margaret Long Collection, Box 4, Folder 24.

poems, "breathes an affectionate knowledge of sage-brush and mirages," writes Axton Clark who introduces the work.

Wheelock suggested that Mary Austin's *Land of Little Rain* inspired Long's love of the desert, as he exclaims, "Women just didn't do such adventuring." But Long was an adventurer, as well as a scientist, who traveled the length of the Santa Fe Trail and wrote a book about it, *The Santa Fe Trail: Following the Old Historic Pioneer Trails of the Modern Highways*. (Denver: W. H. Kistler Stationery Co., 1954). She was a real pioneer in writing a guide for modern travelers.

It, too, was a scientific effort. The frontispiece to the volume notes: "Carefully measuring the mileage, using old maps, surveyors' notes, local histories, interviewing many men and women who had personal knowledge of the old routes, the author has been able to accurately locate practically all of the early stage stations and landmarks." An intrepid desert adventurer and careful researcher, Dr. Long made it "possible for the modern motorist to relive much of the story" of the Santa Fe Trail. Jack Rittenhouse called

Long's work "an extensive guide."

These poems are transcribed from a manuscript entitled *The Apologia or Deathless Verse Recording Incidents of Motor Wayfaring*. The author's spelling and punctuation have been maintained. The poems and the photograph appear courtesy of the University of Colorado at Boulder Archives, Margaret Long Papers, Box 4, Folder 24 (Poetry 1918-1951).

ON THE ROAD TO SANTA FE

(two in a series of four poems)

by Margaret Long

PUYE

Up the Santa Clara Canyon
Is a narrow, winging way
To the cliffs on pine clad mesas
And the ruins of Puye.
Caves where once a vanished people
Scaled the rocks to aery heights,
Rows of holes where rafters crumbled,
Kivas deep for mystic rites.

Honey combed with rooms so small,
Low arched ceilings over all,
Hearths for centuries extinguished
And the soot upon the wall.

On the Road to Santa Fe
Visions like mirages play,
Where the silent cliffs are standing
And the walls that were Puye.

On the Road to Santa Fe
Where we motored yesterday,
Can't you hear the engine chugging
Southward bound to Santa Fe.

INSCRIPTION ROCK

Acoma and El Moro

In the golden days of romance,
Long ago and far away,
Bold Conquistadores wandered
On the Trail to Santa Fe.
Found the Mesa Encantada
Thru unchartered ways and lone,
And the springs beneath El Moro
Where they carved their names in
stone.

Wand'rs heeding nothing else
But the lure of desert spells,
Cliffs like cities carved in sandstone
Where eternal silence dwells.

On the Road to Santa Fe
Where they traveled yesterday,
Golden dreams and great adventure
Haunt the road to Santa Fe.
On the Road to Santa Fe
Friars and soldiers found the way
To the fabled Seven Cities
Eastward bound to Santa Fe.

LOST HEROES

Only a few Hispanos recorded their Civil War years.

by Marc Simmons

(Simmons kindly granted permission to reprint this item from his syndicated "Trail Dust" column that appeared in the Santa Fe Reporter, May 24, 2000.)

RECENTLY the National Park Service sponsored a history conference at Glorieta that dealt with New Mexico's Civil War campaign of 1862. The Pecos National Historical Park has jurisdiction over the Glorieta Battlefield, often called the "Gettysburg of the West."

A recurring theme of the conference was that native New Mexicans, who had served in volunteer regiments, have never received their just due. The heroes in their ranks, it was claimed, are routinely overlooked. To a degree, that is true, but only up to a point.

In the last couple of decades, intensive research on the war in New Mexico has brought to light much new information on the role of Hispanos. However, since few people any longer read for pleasure, their take remains largely unknown.

A good example is the case of

Manuel Antonio Chaves, whose biography I published in 1973 under the title *The Little Lion of the Southwest*. As Lieutenant-Colonel of the 2nd Regiment, New Mexico Volunteers, he saw action at the bloody battle of Valverde and played a key role later in the Union victory at Glorieta.

Although my book is still in print and although I included a section on Manuel Chaves in my widely used 4th grade social studies textbook, it's hard to meet anyone who has heard of him. A little better known is Major Rafael Chacón, the subject of the late Jacqueline Meketa's book, *Legacy of Honor*.

Most of the evidence for Hispanic heroics comes from the furious fighting at Valverde, February 21, 1862, located on the Rio Grande south of Socorro and near Fort Craig. That's ironic because the older histories used to claim that the Union loss there was caused by the native soldiers who broke and ran.

Some did, from the 2nd Volunteer Regiment, but Manuel Chaves and Colonel Miguel Pino rallied others and joined in the bitter hand-to-hand combat in defense of Captain Alexander McRae's artillery battery. In that fray, every man on both sides was a true hero.

The 1st Volunteer Regiment was located in the center of the Union line and it held steady throughout the battle. The commander, Colonel Kit Carson, yelled orders in Spanish, as that was the only language most of his men understood.

Lieutenant Colonel José Francisco Chaves, second in command, wrote later that the regiment repulsed 10 Texan cavalry charges and captured one cannon. Late in the day an order came to retreat, because McRae's battery had been captured and the Union lines broken.

"Col. Carson, myself and the other officers were dumfounded by this order," Chaves explained. "Until then, we believed our side was winning the battle. We marched off the field in regular formation, as if on dress parade." That doesn't sound like a unit that fled in panic.

Major Chacón confirms what he says. "In our attacks we were full of courage and almost in a frenzy driving the enemy back through blood and fire. The ground was covered

with blood—a spectacle that was horrible."

What this statement tells us is that the native troops performed admirably, when they were well led.

In the midst of the fight, a soldier named Domingo Salazar penetrated the Confederate line, seized a battle flag from its bearer, and escaped back to the Union position. His return must have been greeted with wild cheers, because everywhere such a capture was considered the height of bravado.

After disengagement, Captain James Graydon, head of a separate company of scouts, saw Salazar with his prized flag, pulled rank, and took it from him. Afterward, he presented it to the Departmental Commander, claiming it had been captured by himself and his men.

Captain Louis Felsenthal, head of Salazar's company, was furious when he learned of it. He lodged a protest with the Territorial Adjutant General, demanding that proper credit be given for Salazar's heroics. It was!

Only a few of the Hispanos in their old age recorded their Civil War experiences. Colonel Manuel Chaves died in 1888. His cousin J. Francisco Chaves lived to 1904 when he was assassinated by political foes on his ranch at Pinos Wells. Rafael Chacón, at the urging of his son, wrote down his memoirs before his death in 1925.

Captain James Graydon, by contrast, did not survive the year 1862. A few months after Valverde, he was killed in a shoot-out at Fort Stanton near Lincoln. Today, his grave can be seen in Santa Fe's National Cemetery, across the road from De Vargas Mall.



CONVERSE OF THE PRAIRIES

—BOOK NOTICES—

David Roberts, *A Newer World: Kit Carson, John C. Fremont, and the Claiming of the American West*. New York: Simon & Schuster, 2000. Pp. 320. Maps, illustrations, index. Cloth, \$25.00.

This is a history of the friendship between scout Carson and the army

officer Fremont. The latter's government reports of western exploration became bestsellers and made both men national celebrities. While Roberts's narrative focuses on the Fremont-Carson expeditions (1842-1846), he sketches enough of their personal histories for readers to measure each one's career and character. In general, Carson comes off admirably, but Fremont doesn't.

The book has many strengths. It is beautifully written and grips the reader. Although relying on standard sources, the author manages to pull from them fresh interpretations, and he skillfully compresses complex matters into tight summaries.

On the negative side, one encounters small but irritating errors of fact. Direct citations, even for quotations, are omitted. Moreover, key bibliographical references are missing, and there is little evidence of archival research (contrary to claims on the dust jacket). Still, this is a very worthwhile contribution and deserves serious attention. As a bonus, the volume is handsomely designed.

Fans of the SFT will find much useful background here, and of course, Kit Carson was closely identified with the story of the Trail

—Marc Simmons

Michael L. Tate, *The Frontier Army in the Settlement of the West*. Norman: University of Oklahoma Press, 1999. Pp. xx + 454. Maps, illustrations, notes, bibliography, index. Cloth, \$34.95.

Pointing out that the army spent little time in combat situations, Tate summarizes the nonmilitary contributions of soldiers in the American West. Using secondary sources, he explains the role of the military in exploring, improving transportation (such as building roads and bridges), helping build towns, bringing "civilization" to the frontier (schools, hospitals, and chapels), delivering mail, conducting experiments with agriculture, gathering scientific data, compiling an artistic and cartographic record, publishing reports on the land and people, aiding destitute citizens, assisting with law enforcement, providing business for settlers and entrepreneurs, and even helping defend Indian rights.

The book is exceptionally well

written, and the extensive bibliography (running 65 pages) is worth much of the cost of the volume. There are a few references to the Santa Fe Trail. This important synthesis belongs in the library of every student of the frontier army, for it adds substantial perspective for any study of military history.

COUNCIL TROVE

—DOCUMENTS—

FREIGHTING ON THE SANTA FE TRAIL, 1864

Marc Simmons submitted the following two articles from *The Santa Fe New Mexican*, April 2, 1864, page 2. Each contains interesting Trail details.

The Merchants and Freighters

Have started or are preparing soon to start to the States to prosecute their business. In former years, it would have been considered as a very serious and dangerous enterprise, but now it has become a matter of business, so now crossing the plains from two to four times a year with the "big wagons," and long trains of oxen or mules, make the spring, summer and fall employments of owners and laborers. A correct statement of the number of wagons, oxen and mules employed in this business, would surprise the quiet, house farmer of the States. From Santa Fe to Kansas City or Leavenworth, is over 800 miles. The road, however, is the best natural road, of any thin[g] like similar extent, upon the fact[face] of the earth. It runs, until it reaches Las Vegas, coming this way, one dry vast plain. The laboring Mexicans, generally, like to go trips as teamsters and in other service across the plains. The procuring of such men, this year, is more difficult than usual. This is much owing to so many peons and laborers, having entered the volunteer service. The United States soldier's pay, much exceeds the former prices for Mexican labor, in New Mexico. A large number of peons, have extricated themselves from their thralldom as servants, by going into the United States volunteer regiments. Owners and masters of freight trains, now have to pay a fair price, to obtain Mexican teamsters and herders.

Formerly the sheep in this country were never sheared, except a few had some wool "jerked" away for domestic uses. Now the shearing for wool has become a matter of profit. The wool is taken to the States, in the wagons that are sent for goods. Some trains will not leave until the shearing time shall be

over, so they can carry the wool at a low freight. Thus the traffic of the country continues to enlarge, and the comforts and property of the people to increase.

NOTICE TO FREIGHTERS.

Bridge Completed Across The River At Lawrence.

New Mexican traders and freighters will take notice that the Bridge across the Kansas River, at Lawrence, is completed and ready for use. The rates are below the prices charges [charged] at the Ferry, and together with the saving in time, make it of much importance to the persons who have made arrangements to freight from Leavenworth City.



HOOF PRINTS

—TRAIL TIDBITS—

SFTA member Noel Ary, director of the Kansas Heritage Center at Dodge City, was honored at a retirement reception May 18. When he leaves office this summer his replacement will be SFTA member Jim Sherer. Best wishes to both.

The National Frontier Trails Center, Independence, MO, is seeking a challenge grant from the National Park Service to fund three interpretive markers at the Trail swales on the Bingham-Waggoner grounds near the Center. The proposal includes an audio program for the visually impaired and a painting by Charles Goslin of wagons leaving the village of Independence about 1840.

Friends of the National Frontier Trails Center have donated \$5,000 to help pay for the construction of a walking trail, including a pedestrian bridge, to the swales on the Bingham-Waggoner land. This is in addition to \$20,000 previously obtained from grants for the project.

The Doña Ana County Historical Society's publication, *The Treaty of Guadalupe Hidalgo, 1848: Papers of the Sesquicentennial Symposium*, edited by SFTA member John Porter Bloom, received the Lansing B. Bloom Award for 1999 from the Historical Society of New Mexico. The book is available, \$11.95 plus \$2

shipping, from Yucca Tree Press, 2130 Hixon Dr, Las Cruces NM 88005.

OCTA recently received a donation of stock from Charles W. Martin, Sr., valued at nearly \$200,000 to establish an endowed restricted fund to be used for legal costs incurred in preserving and protecting significant trail sites.

Construction has begun on the new National Historic Trails Center in Casper, WY. A project of the Bureau of Land Management and NHTC Foundation, the museum will feature exhibits and interpretation of the Oregon, Mormon, California, and Pony Express National Historic Trails, along with interpretive displays about Indians in the area and other historic trails. Opening is scheduled for late 2001.

SFTA member Jane Mallinson, Sugar Creek, MO, is included in the 2000 edition of *Who's Who of American Women*. Recognized especially for her historical work and offices held in DAR, Friends of the National Frontier Trails Center, and other organizations, Jane has received many awards, including an Award of Merit from SFTA. Congratulations Jane!

The American Discovery Trail Society recently organized and is seeking members. For more information check the Internet at <www.discoverytrail.org> or call (301) 668-2202. Memberships begin at \$30.

SFTA member Mary Jean Cook's research was published in an article by Tamar Steiber, "Loretto Staircase Mystery Unravels," *New Mexico Magazine*, January 2000. The carpenter who built the circular staircase is identified, but you will have to read the article to find out.

The Wet/Dry Routes Chapter's first printing of David Clapsaddle's *Directory of Santa Fe Trail Sites* is now sold out. A second edition is planned for release in January 2001, with new information included.

New SFTA member René Bergeron, Laval, Quebec, Canada, is the author of a biography of François Xavier Aubry, written in French. For more information, call René at (450)

682-7970.

SFTA member Steve Schmidt, Lakewood, CO, recently purchased a quarter-section of land in Marion County, KS, containing the west end of the Durham Ruts. Schmidt paid a premium for this property in order to preserve the Trail remains. He plans to establish a preservation trust to assure these ruts are preserved indefinitely.

Just as this issue was going to the printer word arrived announcing the death of Joe Stein of Las Vegas, NM. Joe was a decorated veteran of World War II. He and Diana operated a marvelous bookstore, La Galeria de los Artesanos, on the Old Plaza in Las Vegas for more than 50 years, which Diana continues part time. They have been longtime members of SFTA. Sympathy is extended to family and friends.

CAMP TALES

—CHAPTER REPORTS—

Wet/Dry Routes Chapter Webmaster Larry Mix has offered to put all current chapter newsletters on the Wet/Dry Routes Chapter web page. Send him your newsletter by e-mail or on disk (he will not keyboard from your hard copy) to 202 N Gray St, St John KS 67576 <santafetrail@stjohnks.net>.

Cimarron Cutoff

President D. Ray Blakeley
PO Box 222
Clayton NM 88415

The chapter will host a joint meeting of the six western chapters on July 15 and 16 in Clayton NM. Everyone is invited to participate. For more information, contact Sue Richardson at (505) 374-9508.

Texas Panhandle

President Kathy Revett
1227S Bryan
Amarillo TX 79102
(806) 371-9309
<krevett@arn.net>

No report.

Wagonbed Springs

President Jeff Trotman
PO Box 1005
Ulysses KS 67880
(316) 356-1854
<jtkb@pld.com>

No report.

Heart of the Flint Hills

President Donald B. Cress
RR 1 Box 66
Council Grove KS 66846
(316) 767-5826

The quarterly meeting of the chapter was held April 27 at the courthouse meeting room in Council Grove. Floyd Metzger and Earl Wright have been doing GPS mapping along the Trail for the mapping project of John Schumacher.

A tour of Santa Fe Trail sites between Burlingame and Council Grove was planned for Sunday, April 30. Don Schiesser and Joleen Day were tour guides. Their knowledge of the Trail sites was considered a highlight of the SFTA Symposium here last September. Sites visited included Switzler Creek, Dragoon Creek, Havana Stage Station, Private Samuel Hunt's grave, old Wilmington, Benjamin O'Dell Stage Stop, Elm Creek Crossing, William Burch dugout, original town of Allen, Zimmerman Hill, original Agnes City, Bloody Bill Anderson site, Big John Spring, and Fremont Park.

This year's Trail ride will begin June 10, 2000, 7 miles west and 3 miles south of Frankfort. It will be on country roads, with some pasture riding on June 11 if it is dry. June 14 and 15 it will be on the Skyline south of Mill Creek in Wabaunsee County between Paxico and Alta Vista, then end up in the Wah-Shun-Gah Days parade June 17. So saddle Old Baldy and join the fun. For more information contact Don Cress.

End of the Trail

President Tom Steel
691 Callecita Jicarilla
Santa Fe NM 87502
(505) 982-0254
<tomcarly@swcp.com>

On March 18 the chapter had a joint meeting with the Salida del Sol Chapter of the Old Spanish Trail Association, attended by 58 members and guests. Willard Lewis, a member of both organizations, arranged the program. Stephanie Kearny, great-great-granddaughter of Stephen W. Kearny, who wrote an introduction to *Winning the West: General Stephen Watts Kearny's Letter Book, 1846-1847* by Hans von Sachsen-Altenbury and Laura Gabiger, published in 1998, spoke about Kearny's career. During the brief business meeting President Steel made a plea

for volunteers to help Mike Najdowski with the Trail mapping project. Steel also recognized Diane Schaller for revising the membership brochure and for mailing the Walking Tour brochures to state welcoming centers.

On May 28 the chapter celebrated its ten-year anniversary and honored charter members and past presidents. The meeting was held in Joyce Dix Remke's home. Jon Hunner, first alcalde, talked about the organization of the chapter.

Corazon de los Caminos

President Faye Gaines
HC 60 Box 27
Springer, NM 87747
(505) 485-2473

President Faye Gaines welcomed 33 members and guests to the chapter's March 19 meeting at the Santa Clara Café in Wagon Mound, NM. Reports were given by web editor Alma Gregory, historian Jean Hinkle, archivist Michael Olsen, and membership chairman Mary Whitmore. Symposium 2001 coordinator Steve Whitmore reported at length on plans for that event which the chapter will host September 27-30, 2001. Plans are rolling along nicely for the symposium. Tours, a fandango, banquets, old SFT movies, and much more are already lined up.

Patti Olsen, an award-winning teacher of language arts and literature at the Memorial Middle School in Las Vegas, NM, presented the program. Olsen spoke about the grant she received from the national Trails Project, funded by the U.S. Department of Education and the Kansas City, MO, School District. Fort Union National Monument is a community partner in the project. The purpose of the grant is to bring technology into the school systems.

"In this case," Olsen said, "it has to do with the Santa Fe Trail. The goal is to get the kids along the Trail exchanging information with each other about their portion of the Trail."

Olsen demonstrated some the hardware and software she has purchased with the grant money. One CD ROM program has historical maps. On a map of the U.S. in 1861, the user can draw lines and add phenomena along the Trail like tornadoes or buffalo. Another program

shows various Indian groups reenacting events. One episode shows Plains Indians dropping hot stones into a buffalo stomach to boil water for cooking buffalo meat and prairie turnips. Another film clip shows women setting up a buffalo-hide tipi using hammers made from elk antlers. It takes 18 hides to make a tipi.

It was a fascinating presentation of current technology and the inventiveness of sixth-grade students. Olsen is planning a demonstration for Symposium 2001.

About 25 people met at the Folsom Museum, April 9, 2000, for a tour of Folsom and Tollgate Canyon. At the museum Lolly Ming, Bent's Fort chapter member, gave a background history of the Fort Union-Granada Road, once an important part of the Trail network. This alternate route bore heavy civilian traffic as early as 1868 when many Hispanic surnames appeared in freighting records. It was popular with the military from about 1870 until the AT&SF Railroad took over most freighting in 1879. Nancy Robertson introduced John Schumacher (SFTA marker committee chair) and Matt Schulte of Missouri, who are doing the marking of the SFTA in urban areas (like Kansas City), entering everything into the SFTA data base. They are publicizing the Trail route to deter future development, which has already covered a large portion in that area. One hundred sites to be marked have been picked out so far. He asked that local chapters "pinpoint" various routes via GPS and send this information to them.

By car caravan the group then drove a short distance to the site of Madison, on private property and usually closed to the public. One small, crumbling adobe ruin remained and its use was unknown.

Richard Loudon gave a short history of Madison. The area was "discovered" by Madison Emery in 1862. He started a settlement by bringing his family in 1865 and by the 1870s there was a store, saloon, grist mill, and post office (this was moved to Catalpa in 1877). For the lifetime of the wagon route, it was the community center of the whole area. Irrigation ditches were dug and it became a farming area with produce transported to Trinidad and Las Animas.

The group traveled on to the Tollgate ruin on Route 325 where Loudon enlightened the group with some stories about the area. He told the group that Basil (aka Baz, aka. Bill) Metcalf put in the road to Tollgate Canyon by 1873, which was used until around 1878. Metcalf charged 75 cents for big freighting wagons, 40 cents for a small buggy or hack, and 25 cents for a horseback rider. "These charges were about the same as what Uncle Dick Wootton charged at Ratón Pass, but the road was much better," Loudon said. (For more details, see Loudon's article in the May 1997 *Wagon Tracks*.)

On May 21 the chapter visited historic Park Springs Ranch near Anton Chico, NM, hosted by owners Jean and John Brittingham. Some 60 members and guests toured the large ranch house. The ranch comprises 62,273 acres and was originally part of the 1818 Antonio Ortiz Spanish land grant and the 1822 Anton Chico/Preston Beck Mexican land grant. The springs near the Gallinas River attracted Indians and early European travelers.

After touring the house, the participants traveled six miles to the site of Hatch's Ranch which served as a U.S. Army post before and during the first years of the Civil War. Only a few rock walls remain of the ranch/fort today.

The chapter web site has been updated for 2000, including a list of activities. You can find it at <www.nmhu.edu/research/sftrail/corazon.htm> or as a link from the Santa Fe Trail Association web site. The August 20 activity is changed to a visit to Philmont Ranch near Cimarron; meet at the Philmont Museum.

Wet/Dry Routes

President Howard Losey
726 James St
Maize KS 67101
(316) 722-8669
<hlosey@swbell.net>

The chapter met in the beautiful, historic Sts Mary and Martha of Bethany Episcopal Church, Larned, Kansas, on Sunday April 9, 2000. A bountiful carry-in dinner featuring a chapter furnished combination roast pork/roast beef entrée was enjoyed by members and guests.

Items discussed during the business meeting included the following:

Faye Anderson Award committee report, Chuckwagon committee report, marker inspection, June 10 seminar plans, bulk mailing of Traces, judging History Day entries, providing meals at the SFTA Rendezvous, and the chapter's web site. Plans for the August meeting were outlined.

Merlene Baird, president of the local historical society, announced that organization's upcoming events. Ida Yeager was presented an appreciation award for her outstanding six and a half years service as the chapter's secretary/treasurer. A musical program was presented by Bob Sallee of Larned.

Following the dinner and meeting, members were invited to tour The Little Red House. David Clapsaddle is renovating this house to replicate Larned's first building. David has furnished the house with historically accurate period furniture and fixtures. It appears that he will have a first class museum on his hands when it is finished.

Dodge City/Fort Dodge/Cimarron

Ann Warner
10072 120 Rd
Spearville KS 67876
(316) 385-2456

On February 11, 2000, members met at Pepper's Steakhouse. President Kloppenborg introduced new member J. M. Creevey. Kloppenborg suggested that the chapter have more meetings in Gray County. Tentative meeting places are Cimarron for the May 13 meeting, Fort Dodge for the July meeting, Stauth Museum in Montezuma in September, and Dodge City in November. Fred Casterline presented a plaque to outgoing President Kloppenborg. New officers elected are President Ann Warner, Vice-president Dixie Oringderff, Secretary Kathie Bell, Treasurer/Reporter/Historian Richard Dryden, Program Chair David Kloppenborg, and board members Joanne Vogel and Ernie Breeding. Following the business meeting, Tammy Moody, director of Boot Hill Museum, spoke about "Museum Enhancements."

The chapter will sponsor Marna Davis of Abilene, KS, who will give a living-history presentation as Annie Oakley, in the annual Fort Dodge Fourth of July celebration. The reenactment with a "shooting" demon-

stration will take place at Eisenhower Hall, Fort Dodge, on Saturday, July 1, 2000, in the afternoon.

The next meeting was scheduled for May 13 at the First Christian Church at 2:00 p.m., with a program on Indian beadwork presented by Jeremy Cale.

Missouri River Outfitters

President Roger Slusher
1412 South St
Lexington MO 64067
(660) 259-2900

The chapter met on April 30 at the National Frontier Trails Center in Independence, MO. Board member Lou Austin Schumacher shared information on mapping, marking, and developing plans for the Trail corridor in western Missouri. He also explained how the Hickman Mills School District is planning to create curriculum utilizing the Santa Fe Trail, since the Trail crossed the grounds of their administrative complex.

MRO marker committee members have been meeting with members of the Fort Osage Chapter of the DAR regarding sites and signs east of Independence.

Many MRO members attended the April 11 dedication ceremonies of the new signs for the swales at Minor Park and at the site of New Santa Fe. Sponsored in part by Moines from the Kansas City Parks and Recreation Department, the National Park Service, and local resources, the interpretive signs feature art by Charles Goslin.

The chapter donated \$100 to the Cave Spring Association for marking and maintenance of the swales at 85th and Manchester. Local historians have been involved for years in preserving and protecting this Trail vestige. The Arrow Rock Trail trek will be held in July.

Quivira

President Wayne Smith
1635 2nd Rd
Raymond KS 67573-9624
(316) 534-2821

The chapter has not been as silent as reports to *Wagon Tracks* seem to indicate. President Smith has been under treatment for cancer since last October, and getting well again is his top priority. He has resigned from a couple of boards that required considerable time but kept up several

that are less demanding of time and energy.

One project that is finished is the designation of Cow Creek Crossing and Buffalo Bill Mathewson's Well as certified sites on the Santa Fe National Historic Trail (see article on page 1). More signs remain to be erected at these sites.

Other sites that may be eligible for certification include the Ed Miller grave in the Jones Cemetery east of Canton on the Marion-McPherson county line, the Fuller's Ranche site south of Galva, and the Pitts Grove site at the southwest corner of Ellinwood on the Arkansas River. The Quivira Chapter covers the counties of Barton, McPherson, and Rice.

The chapter has submitted a proposal to host the 2005 Symposium in McPherson. The area offers many Trail sites to visit, and McPherson has excellent motel and convention facilities.

Cottonwood Crossing

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

A total of 33 members and guests attended the meeting at Kingfisher Inn Restaurant at Lake Marion in Marion County on February 24. John Dick reported on the chapter project to renew the lettering on the granite DAR markers in the chapter's territory. So far four markers have been relettered by sandblasting a deep cut into the stone. Several other markers need the etching job. The cost to the chapter is \$175 per marker, with half the cost shared by the DAR.

Chapter officers elected are President Dale E. Brooks, Vice-president George Schutte, Secretary Gil Michel, Treasurer Bill Silverstrand, and directors John Dick and John Wiebe. Alfred and Helen Ericson of Emporia presented an interesting program on the SFT marking system.

Bent's Fort

President Mark Mitchell
Comanche National Grassland
1420 E 3rd St
La Junta CO 81050
(719) 384-2181

The first tour of the 2000 season visited Fort Lyon Veterans' Administration Hospital on May 13, tour-

ing the national cemetery, Kit Carson Chapel, and other historic buildings. After lunch they viewed a DAR marker and wagon ruts on private land approximately four miles west of Las Animas. Other tours planned include Trinidad area on June 10 and Bent's New Fort and Old Fort Lyon on July 8.

The chapter has expressed concern over the possible transfer of Fort Lyon VA Hospital to the Colorado State Department of Corrections, fearing the historic resources at the site would be closed to the public. Last report was that the proposed change was "on hold."

HELP WANTED

John Nixon, my great-grandfather, was in the cavalry. His nickname was Apache Jack. We know he traveled the Santa Fe Trail. Can anyone direct us to information about him? Thanks.

Steve Mitchell

<smitchell@integrityonline.com>

I am a descendant of John Carroll Vanpool who took 1500 head of cattle from Saline County, MO, to Sacramento, CA, in April 1853. He also took 150 head of cattle from Omaha, NE, to Colorado, and his brother William Calvin Vanpool died there. I would like to find his gravesite. His name was written Calvin Vanpool. Could you advise me how to find the grave? Thanks so much.

Bonnie Morris Conrad
<Bonashdav@aol.com>

I need help locating an inscription somewhere along the Santa Fe Trail by a Louis Revard (relative to my husband). I can only guess the time might have been between 1850 and 1860. The place is equally vague. The reference came from a footnote in a secondary source to the effect that Edna Ferber, in her *Cimarron*, said there was such an inscription "in New Mexico." Is this a mission impossible? Any help will be appreciated.

Betty Revard
<BJRevard@aol.com>

I hope someone in SFTA can help me. I'm looking for information about a single-room school house called "Prairie Flower" which was lo-

cated at Wilsey, Morris County, KS. My grandfather and all his brothers and sisters attended there. I want to find out what happened to the schoolhouse and possibly obtain a photograph. I sure appreciate any help. Thank you.

Lee Ann Gnagey-Wing
1029 227th Ave NE
Redmond WA 98053

I am seeking information about an ancestor, John Samuel Patton, who was a cabinet maker in Franklin, MO, 1824-1826, and was in Santa Fe, 1827-1828. I believe he traversed the Santa Fe Trail to arrive in Santa Fe. I am seeking any information about travel on the Trail in 1826-1828. I'm interested in any party that went across in that period. Suggestions for sources of information about travel in those years will be most welcome. Thank you.

Jo Bennett Mitchell
1061 Lyons Rd
Ellensburg WA 98926
<mitchell@televar.com>

Have you checked in Louise Barry, Beginning of the West, for those years? It is a good place to start.

Editor

I am searching for information about John C. Bailey, born in Missouri July 20, 1850. It has been passed down through family stories that he was killed by highway men in Colorado, along the Trail near Peoria or Pueblo. I do not know how old he was, if he was married, or what he did for a living. I would appreciate any information anyone can provide.

Bette Deschand
811 NW 18th
Camas WA 98607
(360) 834-3937

NEW SFTA MEMBERS

This list includes new memberships received since the 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.

FAMILY MEMBERSHIPS

Larry & Pat Bost, 52 Cedar Hill Rd NE, Albuquerque NM 87122
Elaine & Jac Coté, 921 Lincoln St, Las Vegas NM 87701

Daniel & Donna Frese, 703 N Washington, Council Grove KS 66846
Don, Mary & Hew Hallock, 701 Church St, Springfield CO 81073
Donna & John Huston, 407 East North St, Marshall MO 65340
Joseph & Therese Janowski, 16 Ensenada Dr, Santa Fe NM 87505
Jarrell & Mary Jones, 608 E 1st St, Newton KS 67114
Jim & Eileen Kowal, 412 S 6th St, Raton NM 87740
Don McCloskey & Florence Gin, PO Box 1164, Las Vegas NM 87701
Irvin & Virginia Schierling, 921 N Anderson, Newton KS 67114
George & Joanne Sprenger, 2805 Eighth, Las Vegas NM 87701
Don & Shirley Tillotson, PO Box 366, Ulysses KS 67880
Tommy Westmoreland, 18410 Rd EE5, Rocky Ford CO 81067
Ed & Janet Wiley, PO Box 27, Follett TX 79034
Rick Wilson, RR 1 Box 198, Marshall MO 65340

INDIVIDUAL MEMBERSHIPS

Beverly Appel, PO Box 1115, Las Vegas NM 87701
René Bergeron, 3280 rue des Châteaup, bureau 122, Laval (Québec) CANADA
Dennis E. Berry, 1781 Roslyn, Denver CO 80220
Preston Dunkin, PO Box 2194, Dumas TX 79029
Steven P. Floray, 273 Cobblestone Trail, Avondale GA 30002
Kelly Hechtman, PO Box 3584, Las Vegas NM 87701
Clark Hitt, PO Box 198, Crowell TX 79227
Judy Johnson, 013 N Sibley St, Buckner MO 64016
Patrick C. King, 1656 Endriss Dr, Martinez CA 94553
Lawrence O. Krouse, 13665 Dutch Hollow, Westmoreland KS 66549
Ray Marchi, PO Box 419, Mora NM 87732
Toni Merelli, 17910 Hwy 96, Ordway CO 81063
Mark Mitchell, PO Box 372, La Junta CO 81050
Paul Moreno, 28872 Escalona Dr, Mission Viejo, CA 92692
Tom Chano Powell, 1503 N River Blvd, Independence MO 64050
Oliver J. Samuel, 1523 W 15th Ave, Emporia KS 66801
Gordon Schmid, 706 E Main, Council Grove KS 66846
Larry D. Short, 16112 E 28th Terr #1916, Independence MO 64055
Amy Sternberg, 1419 Andrew Dr, St Louis MO 63122
Mary E. Vigdor, 103 Catron #28, Santa

Fe NM 87501
 Karen Voepel, PO Box 1510, Lamar CO
 81052
 William F. Wall, 3201 S Norton Ave, Inde-
 pendence MO 64052

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 August, so send information for September and later to arrive by July 20, 2000. Thank you.

June 24-25, 2000: Bullwhacker Days at Mahaffie Farmstead and Stagecoach Stop, Olathe, KS.

July 4, 2000: Old Time Independence Day Celebration, Fort Larned NHS.

July 8, 2000: Bent's Fort Chapter tour to Bent's New Fort and Old Fort Lyon.

July 11, 2000: Cimarron Heritage Center meeting, 8 p.m., program by Antoinette Padgett about conservation of inscriptions.

July 15-16, 2000: Joint Chapter meeting, Clayton, NM, contact Sue Richardson at (505) 374-9508.

Aug. 7-12, 2000: OCTA national convention, Kansas City.

Aug. 20, 2000: Corazon de los Caminos Chapter meeting, Philmont Ranch near Cimarron NM.

Aug. 25, 2000: National Park Service Day with free admission to NPS sites along the Trail.

Sept. 15-17, 2000: National Pony Express Association annual meeting, Carson City, NV, (775) 885-7825.

Sept. 16, 2000: End of the Trail Chapter field trip between Apache Ridge and Cañoncito.

Sept. 17, 2000: Corazon de los Caminos Chapter work day at Fort Union.

Sept. 21-23, 2000: SFT Rendezvous, Larned, Santa Fe Trail Center, and Fort Larned NHS.

Sept. 21-24, 2000: 15th National Trails Symposium, Redding CA, (520) 632-1140.

Oct. 7, 2000: Annual Santa Fe Trail Tour in Cimarron County, OK, sponsored by Cimarron Heritage Center (580) 544-3479.

Oct. 14, 2000: Candlelight Tour, Fort Larned NHS. Reservations required (accepted only after Oct. 1).

Nov. 18, 2000: End of the Trail Chapter meeting, program by David Sandoval on the Mexican Presidential Soldier.

Sept. 27-30, 2001: SFTA Symposium, Las Vegas, NM. Contact Steve Whitmore, 120 Gabaldon Rt, Las Vegas NM 87701, (505) 454-0683.

FROM THE EDITOR

This issue is extremely late, for which there are many excuses no one wants to hear. We can't blame it on a virus but several pages disappeared in the process (some of which may still be missing).

Remember our membership drive of 2000 members in 2000 and do your part to help. Chapters have an incentive to recruit new business members. Individuals are encouraged to solicit all classes of memberships. If every member signed up just one new member, the goal would be

achieved. That doesn't seem like too much to ask of anyone interested in the fascinating heritage of the Trail. Let's all keep working to reach 2000 in 2000.

It is too bad the membership committee recommended against reinstatement of a life membership category, which had been favored by the Organization Task Force. These have worked well for other organizations, such as OCTA, helping build an endowment fund. The life fee has to be sufficient for the annual income from the amount collected to service the membership (for example, if it costs \$20 to service a membership each year and the rate of return on the endowment fund is 5% per annum, then a life membership fee of \$400 or more would be a positive gain since members do not live forever while the endowment continues in perpetuity).

OCTA's current life membership fee is \$750. Some SFTA chapters have a lifetime membership category. The Cimarron Heritage Center, Boise City, OK, has a list of 33 lifetime members in the latest newsletter. The Friends of Arrow Rock has a life membership fee of \$500 and reports in the latest newsletter, "In reality Life Members are the driving force of the Friends of Arrow Rock's program. In 1999 Life Members made up 15% of our membership but contributed 26% of our membership gifts." This matter needs to be given further consideration.

Happy Trails!

—Leo E. Oliva

Santa Fe Trail Association
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 Woodston, KS67675



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