

# Wagon Tracks

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Volume 13

Issue 1 *Wagon Tracks Volume 13, Issue 1 (November 1998)*

Article 1

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1999

## Wagon Tracks. Volume 13, Issue 1 (November, 1998)

Santa Fe Trail Association

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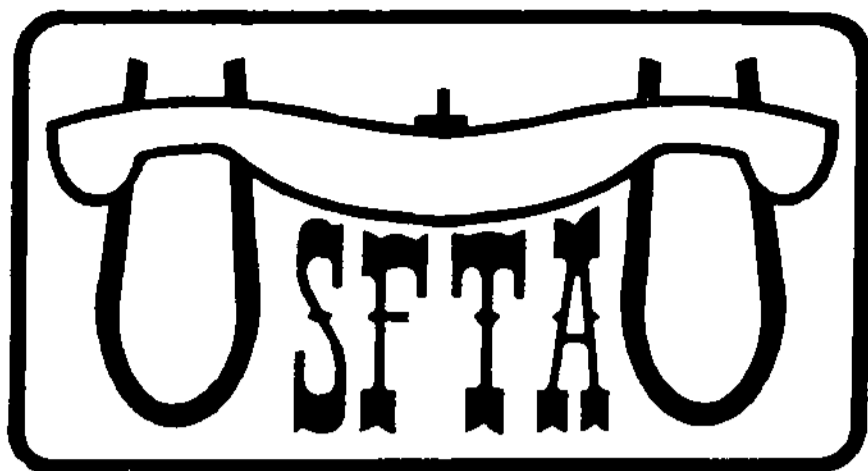
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# WAGON TRACKS

**SANTA FE TRAIL ASSOCIATION QUARTERLY**

VOLUME 13

NOVEMBER 1998

NUMBER 1



## ANNE MALLINSON JOINS BOARD OF DIRECTORS

ANNE Mallinson, Centerview, MO, was elected by the board of directors on September 24 to fill the unexpired term of the late Louis Schumacher, director from Missouri. Anne grew up on a dairy near Independence, MO. She graduated from Central Missouri State University and holds a Master's degree from the University of Missouri-Kansas City. Additional graduate work has been in the field of education and history.

Anne taught creative writing courses at CMSU while a graduate student, and for 21 years has taught a variety of English and reading courses. The secondary school where she teaches, Raytown High School, is on the Santa Fe/Oregon-California trails, and Anne uses that as a springboard to increase student interest in the trails. She also offers trail-related history programs to the elementary schools in the district.

Anne is a charter member of both SFTA and the Oregon-California Trails Association. She is immediate past-president of the Missouri River Outfitters Chapter, and its current

*(continued on page 3)*

## NEW SFTA POSITIONS CREATED AND FILLED

by Margaret Sears

IT was my pleasure to announce two new positions at the September 24 board meeting and fill them. New Mexico Director Faye Gaines is the National Park Service Long Distance Trails Liaison, and Anna Belle Cartwright, recently retired curator at the National Frontier Trails Center in Independence, MO, will direct the Museums Project.

SFTA and the NPS forged a partnership in 1991, but for the most part it exists on paper only. The intent of the present appointment is to develop a coordinated and proactive relationship between the two agen-

*(continued on page 4)*

## 1988 RENDEZVOUS A HARMONIOUS HIT

THE 1998 Santa Fe Trail Rendezvous, "Music and Leisure on the Santa Fe Trail," held at Larned, KS, September 24-27, was an enjoyable and successful event. For the first time SFTA joined with the previous sponsors, the Santa Fe Trail Center and Fort Larned National Historic Site, to generate a well-attended and outstanding meeting.

With over 400 participants from 12 states, this was the best-attended Rendezvous since the program began 20 years ago. The addition of SFTA to the group of sponsoring institutions enabled the event to grow substantially and gave the Association an opportunity to invite its members to workshops, governing board meeting, membership meeting, chapter presidents' breakfast, as well as the excellent programs presented. At the close of each day's schedule of papers, meetings, and other activities, music and dance from three different cultures along the Trail entertained and inspired participants.

On Thursday evening the Wet/Dry Routes Chapter served a zesty dinner of "Old Sütler's Beans," followed with traditional frontier music by the group Black Wolf. Dance preceptors taught members of the audience period dancing on the grounds of the Trail Center.

Friday afternoon and evening included a tour of the site of the Cheyenne and Sioux village destroyed by General Winfield S. Hancock in 1867, which is located on Pawnee Fork 32 miles northwest of Fort Larned. George Elmore, Fort Larned NHS Park Ranger, gave a tour and a review of the history of the site, and Leo E. Oliva, chairman of the Fort Larned Old Guard, introduced the owners of the site, Frank and Leota Klingberg, Carbondale, IL, and ex-

*(continued on page 25)*



SFTA Ambassador Paul F. Bentrup was at the Rendezvous, entertaining everyone, especially the ladies young and not so young. Here he is the center of attention as Jane Mallinson oversees Paul's storytelling to Lauren Schumacher (left), daughter of Mr. and Mrs. John Schumacher, and Christiana Gardner (right), daughter of Mark L. and Katie Gardner. When Paul wasn't entertaining the ladies, he was talking about pigs. His interpretation of the Three Little Pigs is that corporate hog farms represent the Big Bad Wolf.

## PRESIDENT'S COLUMN

WE danced, sang, played baseball, learned the purpose of music in the cultures that girdled the Santa Fe Trail, ate traditional foods, and in so doing created in many minds the best Rendezvous yet. Attendance was 401 from 12 states, including 70 Larned public school children, which may have set a record in those three categories. Under Ruth Peters's expert guidance, all went smoothly and quality was never lacking. So, what is the verdict? Shall SFTA continue to join with the Fort Larned Historical Society (Santa Fe Trail Center) and Fort Larned National Historic Site as sponsors of this fine, fine event? I ask you to register your opinion with me or other SFTA officers or directors.

As for the SFTA events, the board meeting attracted a crowd, committee meetings generated high energy, the chapter presidents said "yes" the breakfast should be a permanent feature, and the membership meeting was a participation affair. Undoubtedly, if SFTA wishes to continue influencing Trail issues, it needs to assemble more frequently than biennially. My personal opinion—Rendezvous is the link for providing the continuity SFTA needs to fulfill its mission.

Perhaps my strongest impression of Rendezvous was the camaraderie and warmth that wafted through the Kansas air, and this aura extended beyond member to member. Guests were drawn into the family circle, and a sharing occurred. How can we account for this? Of course, the Trail itself creates this bond, and as Marc Simmons warned in *Along the Santa Fe Trail* (Albuquerque: University of New Mexico Press, 1986), xx, the Trail "is a malady of mind, a compulsion, a raging addiction . . . [For which] no cure has been discovered." But, was something else feeding the "addiction" at Rendezvous? Yes, I believe the music exerted its influence over all of us, and thrust its power into our midst much as it did within the Hispanic, Indian, and Anglo cultures who shared the Trail—indeed, as it does in *all* cultures. I am left to wonder what the original Trail experience would have been had the people of these diverse cultures shared their music.

By extension, what would the Trail be today *without* SFTA and the National Park Service? Could the land development tide be stemmed? Would any of us have been granted the opportunity to meet one another? Not likely in both instances. Unlike the societies along the Trail which did not seize the bond of music to bring them together so long ago, the lure of the Trail today has brought a somewhat disparate group together to sing, dance, learn, and contribute. We do enjoy being entertained, and entertainment is inherent in each Trail experience. Yet, beyond that is the need within most of us to repay for the joy of that experience.

When you next attend a Trail function, survey the group. How many of those folks would you have met if there were no SFTA to bring us together? Would you be the poorer without the Trail and SFTA? Does the camaraderie inherent in the Trail experience inspire us to give back some measure of that experience? If so, there are many ways you can serve your chapter and SFTA. So, when next you are asked to help or you see an opportunity to volunteer to help, remember how special was the day when you discovered the Trail and all of the wonderful folks who are a part of it.

—Margaret Sears

## SFTA BOARD MEETING

by Ruth Olson Peters

THE SFTA board met at the Santa Fe Trail Center, Larned, KS, on September 24, 1998. All members except Jane Lenz Elder and Mary Gamble were present, and there were a number of guests. Much of the day was spent hearing committee reports. A summary of actions taken follows.

President Sears announced that the application for group 501(c)(3) non-profit status has been submitted to the IRS, with nine chapters included. Two new SFTA awards were approved, the Marc Simmons Writing Award for best articles published in *Wagon Tracks* (one for the best article based on research in primary sources and one for the best edited document not previously published) and a Scholarship Award for best papers submitted by college students (one for undergraduate and one for graduate students).

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

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### Membership Categories

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

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**1999 Symposium Coordinator:** Jim Selby, 200 N Chautauqua, Council Grove KS 66846 (316) 767-6994.

**Publicity Coordinator:** Michael E. Pitel, New Mexico Dept of Tourism, PO Box 20003, Santa Fe NM 87503 (800) 545-2070

### Directors:

Morris Alexander, Oklahoma  
Jane Lenz Elder, At Large  
Faye Gaines, New Mexico  
Mary Gamble, Colorado  
David Hutchison, Oklahoma  
Nancy Lewis, Missouri  
Anne Mallinson, Missouri  
Phil Petersen, Colorado  
Joanne VanCoevern, Kansas  
Dave Webb, At Large  
Stephen Whitmore, New Mexico  
Deanne Wright, Kansas

The Education Committee was authorized to find universities that will offer college credit for teachers attending SFTA events. The Mapping Committee was directed to procure microfiche records from the Bureau of Land Management of the original survey reports that may be used by chapters for the sections of the Trail they cover. These will be available for a nominal charge.

The board directed symposium sponsors to charge higher registration fees for nonmembers than for SFTA members. The board will explore possibilities of holding symposiums and rendezvous in the summer when teachers and families can more easily participate.

The Traveler's Credential program was extended, and a copy will be sent to all members upon payment of 1999 dues. Vice-President Sam Arnold offered a \$200 gift certificate for food and beverage at his restaurant, The Fort, to each membership completing the credential and receiving the Traveler's Certificate before Dec. 31, 1999. The board agreed to launch a membership drive under the slogan "2,000 by 2,000."

SFTA is now on the web at <[www.santafetrail.org](http://www.santafetrail.org)>. Membership rosters are to be available annually after a date set by the editor, by request and payment of a fee to be determined by the editor. These are to include telephone numbers and e-mail addresses.

Jim Selby, coordinator for the Council Grove symposium in 1999, reported that the program is nearly completed. The board will meet September 22, with symposium activities September 23-26.

The board approved the purchase of a general liability insurance policy for SFTA, pending review by an attorney. The SFTA speakers' bureau was reactivated (administrator to be appointed) with a budget of \$1,500 to assist chapters with programs. A balanced budget of \$41,595 was approved for 1999. The board agreed that any profits resulting from a symposium will be split with the sponsoring chapter. The ratio remains to be determined.

Anne Mallinson was elected to fill the vacancy left by the death of Louis Schumacher. The meeting concluded in time for Rendezvous activities.

## DAVID S. MASTERMAN

by Marc Simmons

Dedicated SFTAer and member of the End of the Trail Chapter, David Sloan Masterman, 67, passed away at his Santa Fe home on August 15, 1998, after a long illness. A petroleum geophysicist with Humble Oil Company, he retired to New Mexico in 1982.

According to John Masterman of Kansas City, his brother had a "lifelong interest in the history of the Santa Fe Trail." That sprang from the fact that the Mastermans' maternal great-grandfather, Martin Kritser, brought a freight wagon to Santa Fe in September 1846, following the American occupation during the Mexican War.

Kritser later built a small gabled house at 115 East Walnut in Independence, MO. David's wife Zoe Ann says that new owners of the building are planning appropriate restoration.

David Masterman was considered an authority on the route of the Trail between Cañoncito and the Santa Fe plaza. He conducted many tours, and SFTA President Margaret Sear remembered that he introduced her to the exciting section on Apache Ridge. Dave located a grave on that stretch, and also pinpointed the site of the Rock Corral Stage Station.

I remember him as a true gentleman and scholar, who once guided SFTA Ambassador Les Vilda and myself over wonderful ruts on Santa Fe's east side (ruts now largely lost to development.) David Masterman will be missed!

## JESS CARSON

by Marc Simmons

Jess Carson, 84, of La Junta, CO, died on September 5. He was the father of SFTA member John M. Carson. Both attended the La Junta Symposium in 1993.

Jess Carson was the grandson of famed frontiersman Christopher (Kit) Carson. His father was Charles, Kit's youngest son. He maintained a lifelong interest in the history of his distinguished family.

Born in Higbee, CO, Jess Carson obtained an engineering degree from the Colorado School of Mines and

served with the Corps of Engineers during World War II. Afterward he was employed by the Holly sugar Corporation for 35 years. Burial was in the Carson plot of the Higbee Cemetery.

## ANNE MALLINSON

(continued from page 1)

vice-president. A member of the Daughters of the American Revolution, Anne is active in efforts to preserve, protect, and promote American heritage. Each year she travels some portion of a historic trail by horseback, usually in period clothes and using period tack. She is knowledgeable about wild edibles and often augments the camp's menu by harvesting and cooking plants that grow nearby.

Anne has developed living-history presentations spanning the 1812 period to the wagon-train era, performing music and using props and clothing appropriate to the specific time period. She helped raise funds to keep the George Caleb Bingham sketches in Missouri, helped organize a fur trade symposium at Fort Osage Historic Site in Missouri, and has studied historic trails with a specific emphasis on women's contributions.

She and two other local historians created *Petticoat Pioneers—Women Who Made a Difference*, a 52-minute video on the contributions of 19th-century women, which was released this year. Anne researched, wrote text, edited, helped with filming sessions, and performed music for the project. Additional investigation has led to the creation of an educational program, *Petticoat Pioneers*, which she and Nancy Lewis (elected to the SFTA board in April) have presented to many educational and historical groups.

Anne is a published author and best known to SFTA members for her book, *Mulberries and Prickly Pear*, presenting the story of a horseback trip over the Santa Fe Trail several years ago. She has done public relations work for the Midwestern Beekeepers' Association. She will serve as coordinator for the 2003 SFTA symposium to be held in Independence, MO. She holds membership in numerous historical and professional organizations. Welcome to the board Anne!

## NEW APPOINTMENTS

(continued from page 1)

cies. Central to the Liaison's tasks will be to monitor Santa Fe Trail preservation and to serve as a clearinghouse for issues pertinent to the Santa Fe National Historic Trail. By placing greater focus on the partnership, it is expected that SFTA will become more directly involved specifically in the NPS cost-share program, which provides grants for Trail projects, and site certification, as well as other issues which relate directly to the partnership.

"Project Compadres" is the catchy title Anna Belle has conferred on the Museums Project. The idea came from discussion at the board's planning retreat held in November 1997, during which a strong consensus emerged that ties should be strengthened between SFTA and museums located along the Trail. Anna Belle has organized the project into three phases: (1) data-gathering through a questionnaire to the museums, (2) follow-up visits to museums, and (3) recommended action drawn from the information obtained.

Both positions center on the importance and necessity of partnerships as Trail-preservation strategies. Success will rely on participation from SFTA members and chapters, museums, and NPS. Be on the alert for communications from Anna Belle and Faye.

## MEMBERSHIP DRIVE

by Deanne Wright

(SFTA board member Wright is chairman of the membership committee.)

IN November a membership packet will be sent to current and prospective SFTA members which includes a Santa Fe Trail Traveler's Credential and an offer of a \$200 dinner gift certificate from The Fort Restaurant.

If the Traveler's Credential is filled out according to ten rules enclosed in your membership packet, and if you are a member of the SFTA in 1999, you will receive the gift certificate. Please read the instructions or rules carefully. They are slightly different from the ones for the general public listed in the Traveler's Credential.

For those of you who already have

started stamping a Traveler's Credential, take good care of it and send it to the Santa Fe Trail Center when you have completed it according to the ten rules.

This membership benefit is made through the generosity of Sam Arnold, proprietor of The Fort near Morrison, Colorado, and the innovation of Willard Chilcott and Joy Poole, who designed the Traveler's Credential and Certificate.

## SFTA ON THE WEB

THANKS to SFTA publication chairman Dave Webb, SFTA has a web page on the Internet: <www.santafetrail.org>. It contains information about SFTA, memberships, chapters, and publications. There is a link to the Wet/Dry Routes Chapter home page where more Trail information is available, including the index to *Wagon Tracks*, and order information for SFTA Last Chance Store. A caretaker for the SFTA web page remains to be appointed. Meanwhile take a look at the site.

## WET/DRY ROUTES CHAPTER FUNDS HISTORY DAY AWARD

A \$200 prize to the best entry relative to the Santa Fe Trail by a Kansas student in the National History Day Competition will be awarded by the Wet/Dry Routes Chapter beginning in 1999. The coordinator of the National History Day in Kansas is Joel Walker, Educational Coordinator, Kansas State Historical Society. Walker will be mailing to a large roster of Kansas teachers an announcement of the award and several suggestions for resource topics in keeping with the 1999 National History Day theme: Science, Technology, and Invention in History. Wet/Dry Routes members have volunteered to assist with bibliography and other resources.

## GIFT CERTIFICATES

SFTA Last Chance Store is offering gift certificates which may be used to purchase all items available from the "store." There is, as many know, no store. This service is provided by volunteers Leo and Bonita Oliva from their home. They will make very effort to fill all orders, including gift certificates, needed for Christmas. Need something in a hurry? They will ship & bill. Call 1-888-321-7341.

## FORT LEARNED

### —TEACHERS' TRADING POST—

Karla French, Editor

Ron and I have moved to Wyoming, some distance from the Santa Fe Trail, but we still feel a close attachment to the Trail and SFTA. We made it to Rendezvous and enjoyed the program and seeing everyone there. Our new address is 810 W Maple, Rawlins WY 82301, phone is (307) 324-3976, and e-mail is <kfrench@trib.com>.

The education committee has established goals and objectives reported below. Anyone who has suggestions for the committee is invited to send them to me. Every SFTA member can help identify schools and school libraries along the Trail and encourage SFTA chapters to assist with placing activity books and *Wagon Tracks* in appropriate locations. School teachers are urged to share projects for inclusion in this column. Patti Olsen, Las Vegas, NM, former chairman of the education committee, tells about her classroom project and the larger Trails Project below.

### SFTA Education Goals

#### *Two-Year Goals and Objectives*

1. Design and promote plans to place Dave Webb's *Adventures with the Santa Fe Trail* in all public schools in the Trail states. This has already been done in New Mexico.

2. Design and promote plans to place a free subscription to *Wagon Tracks* in all public school libraries along the Trail. *WT* is now provided to all school and public libraries along the Trail that request them.

3. Continue and enhance teacher education about the SFT during symposiums and other meetings. Locate sources for college credit for recertification for the symposium lectures, workshops, tours, and related programs.

4. Encourage and promote student memberships in SFTA. Explore the possibilities of a student flyer or newsletter in *Wagon Tracks*.

#### *Long-Term Goals*

1. Encourage and promote increased participation in Internet activities among students and adults. Contact schools along the Trail to study and promote their section of

the Trail. Chapters could assist by compiling a list of the appropriate schools and contact persons, both teachers and technology educators. Many schools are connected to the Net, and history and language arts classes could generate the local research and writing for a web site. Explore corporate partnership opportunities for tie-ins.

2. Explore and promote development of a CD-ROM Santa Fe Trail game with an emphasis on economics and cultural exchange. MECC has been asked once to consider this idea but were not interested at that time.

3. Encourage and help develop self-guided tours in local areas in connection with local historical societies.

4. Develop learning tools and activities about the Trail for teachers and other groups, teacher in-service training. Make a list of people qualified to lead in-service training and promote in school districts in the Trail states and at educational workshops and conventions. (National Council for the Social Studies, Kansas Geographic Alliance, state Social Studies Councils, state Reading Associations). Chapters should be able to provide names of educators and opportunities for presentations.

#### Patti Olsen

Over 200 sixth-grade students at Memorial Middle School, Las Vegas, NM, in classes taught by Patti Olsen and Diane Tyrone participated in an art contest in which they illustrated a quotation written by a person who traveled the Santa Fe Trail. Out of the 200 pictures created, twenty drawings were selected for exhibit based upon artistic ability, accuracy of the landscape shown, and attempts to follow the descriptive quotation. The opening of the art exhibition entitled "Children's Visions of the Santa Fe Trail" corresponded with the presence of the Trail Project Conference in Las Vegas. Patti Olsen, Beth Capps, Margaret Lewis, and George Lucero from Memorial Middle School comprise the local team taking part in the project.

Teachers and technology directors from schools located along the Santa Fe Trail from Kansas City to Santa Fe met to further their knowledge of the Trail, to receive further instruc-

tion about the use of technology and the Internet in their classrooms, and to visit SFT sites in the Las Vegas area. These school teams are part of a five-year federally-funded educational challenge grant. The primary goal of the Trails Project is to create a model for integrating technology into the curriculum using the trails of the westward movement as the content area.

## POST OFFICE OAK

### —LETTERS—

Editor:

In the last issue David K. Clapsaddle's article, (pg. 13-14) entitled "Trading Ranches on the Fort Riley-Fort Larned Road, Part III: The Ranch at the Smoky Hill River" (pp. 13-14) caught my eye. I was a bit upset with his final paragraph:

"As to the Smoky Hill Ranch site, Fort Ellsworth was renamed Fort Harker in November of 1866 and moved in the following January one mile north of its original location (present town of Kanopolis, Kansas). In 1996 the Kansas Anthropological Association conducted an excavation at the ranch/fort site. No substantial findings were reported."

I don't know what Clapsaddle's basis is for stating that "no substantial findings were reported." He did not provide a reference for this off-hand comment. To the best of my knowledge, he has not contacted me or anyone else at the Kansas State Historical Society (a cosponsor of the Kansas Archeology Training Program) or at the Kansas Anthropological Association. He apparently also did not contact Robert J. Ziegler, archeologist with the Kansas City District, U. S. Army Corps of Engineers, who helped direct the archeological fieldwork and is currently writing the Fort Ellsworth (14EW26) report.

The report on the field investigations conducted at Fort Harker (14EW310) during the 1996 KATP was issued in 1997 and widely distributed. It is already out of print, but photocopies of the 332-page report can be obtained from the Archeology Office at the cost of 15 cents per page.

There were some substantial findings at Fort Ellsworth during the 1996 KATP. Excavations focused on

two depressions, the presumed locations of two of several dugouts at this site. Fieldwork revealed the remains of an arched-brick bake oven for the post bakery in one of these depressions (Depression 10). The other depression (Depression 13) was determined to have been used as living quarters.

Some of the preliminary results of this project were reported in various sources, such as the *Kansas Anthropological Association Newsletter* (July-Aug. 1996) and in *Kansas Preservation* (Jan.-Feb. 1997). Professional papers describing the results of the investigations at these two Kansas forts were also presented in a symposium at the 1997 Plains Archeology Conference annual meeting in Boulder, CO.

Just thought I should set the record straight.

Marsha K. King  
Special Project Archeologist  
Cultural Resource Division  
Kansas State Historical Society  
6425 SW 6th, Topeka KS 66615

Editor:

Thanks for helping me locate a copy of Franz Huning's book, *Trader on the Santa Fe Trail*. This summer I took Mike Olsen's Santa Fe Trail seminar at New Mexico Highlands University and certainly enjoyed it. I took advantage of the opportunity to work at the wonderful new library on campus there.

I seem to have gotten sidetracked (which is half the fun) from my original intent to produce a very detailed map of the Trail. I intend to write several articles, mostly biographical, relating to Trail personalities. With all this in mind, I have collected almost 1,000 books pertaining to about every imaginable Trail topic.

Thanks for the careful work Bonita and you did on the index. I use it frequently and am grateful to have it. Keep *Wagon Tracks* coming. I'm finding more and more references to it in the literature all the time.

Holly M. Ferguson  
520 W Navajo Rd  
Flagstaff AZ 86001

Good luck with your projects and thanks for the kind words. Please consider submitting articles to WT as you proceed with your Trail writing projects.

Editor

## THE WAGON TONGUE

### —OBSERVATIONS & OPINIONS—

"Americans love the technology of information more than they do the information itself." Author's Guild *Bulletin* (Summer 1995)

Marc Simmons  
PO Box 51  
Cerrillos NM 87010

The Conestoga wagon remarks by David Clapsaddle in the August Wagon Tongue column can't quite go by without a comment from the National Frontier Trails Center in Independence, Missouri. In his observation that certain museums, including this one, have erred in displaying the Conestoga wagon as a Santa Fe Trail freight wagon, Dr. Clapsaddle quoted George Shumway and Howard Frey in their definitive *Conestoga Wagon 1750-1850* (1868): "The covered wagons of the west were not Conestogas."

If the covered wagons of the West were not Conestogas, some of them could very well be first cousins. The Lancaster Pennsylvania Conestogas may have been conceived and styled near the Conestoga River, but they do contain the genes of their English grandmammy and their German granddaddy. They are descendants of the well-crafted English farm-wagon and the heavy lumbering wagon common in Germany in the eighteenth century. Just as the Lancaster Conestoga evolved from its European past, we believe that the evolution continued when wagon makers in Pittsburg, PA, and in Ohio, Michigan, and Missouri modified the Lancaster Conestoga wagon for use in western freighting.

The word "Conestoga" (like "Jello" and "Xerox") has slipped into our contemporary English language with more of a generic than a specific meaning. Note that *Webster's Ninth New Collegiate Dictionary* is either confused or commenting on the changing terminology when it describes the Conestoga as "a broad wheeled covered wagon drawn usually by six horses and used especially for transporting freight across the prairies."

The basic shape of the Conestoga with its swayback and slanted ends fore and aft, appears in too many known pictures related to the Santa

Fe road and in too many written descriptions for there not to be a ring of truth about its heritage. Mark L. Gardner documented the use of these wagons in his article, "Conestogas on the Santa Fe Trail," in his edited collection, *The Mexican Road: Trade, Travel and Confrontation on the Santa Fe Trail* (1989). He provides additional evidence in his new book, *Wagons on the Santa Fe Trail, 1822-1880*, published by the National Park Service (1998).

For the museum curator, the artist, and all who are in the business of creating a visual image of the Santa Fe trader's freight wagons, the resources are slim. Nearly all the wagons over 150 years of age have crumbled away, but miraculously several Lancaster Conestogas still survive. Ours languished away in a barn in Wilkes Barre, PA, for many years, then languished in a barn near St. Louis for the next 20 years.

When this Conestoga came on the market, we were not looking for one to illustrate the Santa Fe trade, but believed that showing one of the genus was the next best thing to showing a non-existent species. In the written text we do not say that the Lancaster Conestoga went to Santa Fe, though the implication is there by its setting, but we do say that some Santa Fe wagons were modeled after the eastern Pennsylvania type.

Anna Belle Cartwright, Curator  
National Frontier Trails Center  
318 West Pacific  
Independence MO 64050

### KRITSER HOUSE SAVED

by Jane Mallinson

(Mallinson, Sugar Creek, MO, is a frequent contributor to WT.)

**SOME** Independence residents are celebrating the sale of the Martin Kritser house, and restoration will begin soon.

The house at 115 E Walnut, near the Independence square, was built in 1847. Martin Kritser was an Independence merchant who made his first trip to Santa Fe in 1846. He lived in the house with his wife and their nine children. This was a typical middle-class home in Independence during Trail days and one of the oldest standing brick residences in town.

The City of Independence saved

the home from demolition in November 1989 and received a Federal Historic Preservation Fund Grant from the State of Missouri for exterior rehabilitation in 1993, through the efforts of local citizens.

The city has stabilized and maintained the house until it was recently purchased by Mr. and Mrs. Robert Hughes, who plan to restore it as a private home. A preservation covenant clause calls for review and approval of work done. Patrick Steele, Independence Preservation Manager, will work with the Hughes.

The Kritser house is on the National Register of Historic Places and has been designated as a local landmark. The National Park Service has recognized it as a SFNHT site.

The preservation of this important Trail-related home is an example of what private citizens can do to preserve our history.

### SCENIC BYWAYS GRANTS

**NEW** Mexico has received \$7.2 million in Scenic Byways grants from the U.S. Department of Transportation, Federal Highway Association. Several of these grants benefit the Santa Fe Trail National Scenic & Historic Byway in the state. Over \$900,000 will go to Trail projects.

A \$355,000 grant to the Citizens Committee for Historic Preservation of Las Vegas was authorized to (1) construct a Santa Fe Trail Interpretive Center in Las Vegas, (2) prepare a pedestrian and bicycle path feasibility study along the Trail in New Mexico, (3) market the Trail in New Mexico through a website, collateral material, and advertising, (4) organize workshops to encourage Trail preservation through the donation of conservation easements, and (5) construct a rest area at Point of Rocks.

A grant of \$259,000 was awarded to construct an interpretive site in Santa Fe commemorating the contributions of the Trail to the culture and economy of Santa Fe. A grant of \$144,800 was awarded to construct an interpretive center for the Trail in the Springer History Museum and to produce an educational video on the Trail. An award of \$210,000 will be used to produce a CD-ROM on the "Centuries of Scenic Byways," which will include the Camino Real, Santa Fe Trail, and Route 66.

## MORE OF THE JOSÉ WATROUS STORY

by Virginia Lee Fisher

*(This is a photographic supplement to Fisher's article, "In Search of José Watrous," Wagon Tracks, XII (Feb. 1998), 6-12, which see. Supt. Harry C. Myers, Fort Union National Monument, deserves special thanks for providing copies of the photographs.)*

**RESEARCH** means *search again*. The missing photographs of Watrous were found lurking in the files of Fort Union National Monument Archives. Fort Union Superintendent

Harry C. Myers kindly furnished prints for reproduction here, to help tell the rest of the story of José Watrous. These add persona to the earlier article.

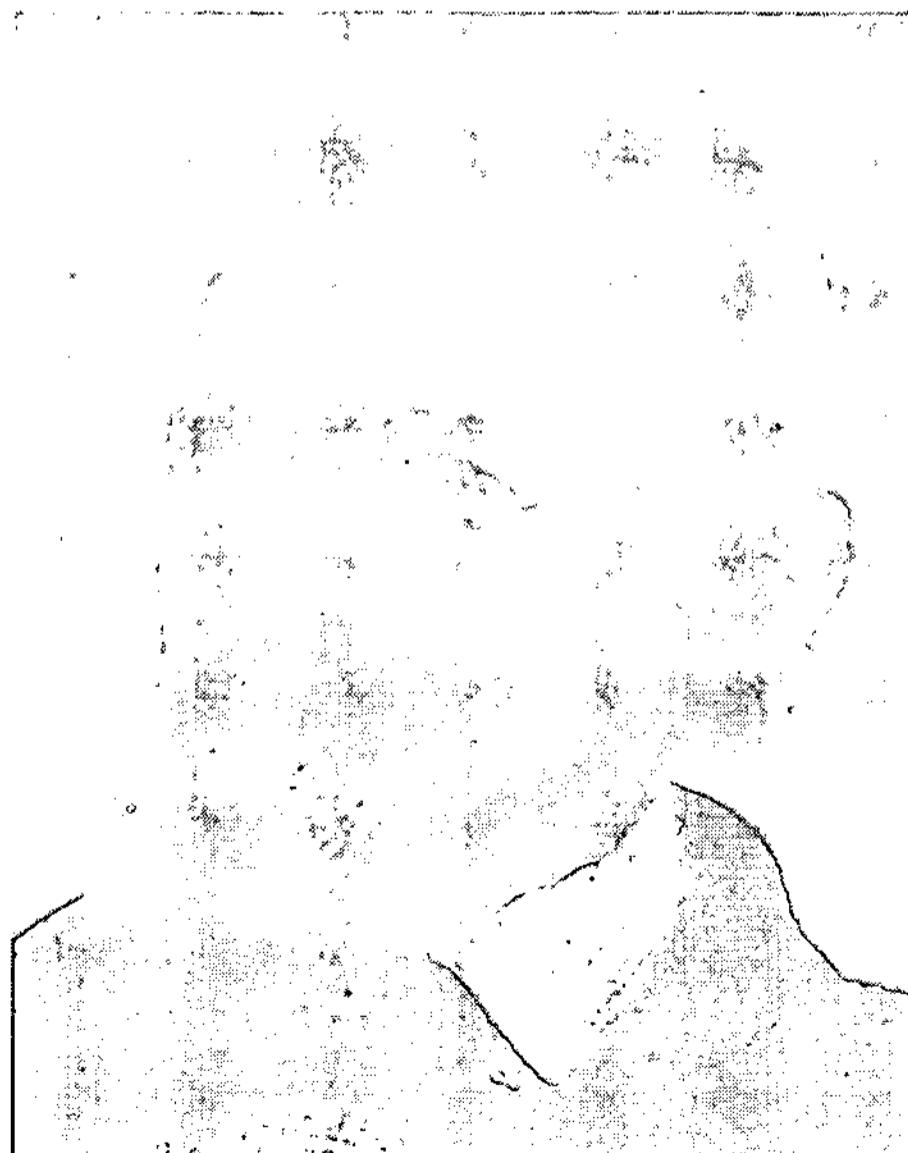
The photographs were probably identified by Carrie Watrous Roulet in 1965, when she reviewed and made notes on a booklet by F. Stanley, *The Watrous New Mexico Story*. Carrie, daughter of José and Louisa, was born in 1869.



José and Louisa Berg Watrous. In 1856 José returned to La Junta from Missouri with his father's wagon train. Traveling with them was the George Berg family. Daughter Louisa Berg was 14 years old. She married José in 1862. In 1870 José and Louisa were listed in the census as married with a one-year-old daughter, Carrie. (CAT 8511 NEG 814, Fort Union National Monument Archives.)



José Watrous, center, with Carl Wildenstein and William Krönig. Wildenstein married Abelina Watrous and Krönig married Louisa Watrous. (CAT 8514 NEG 817, Fort Union NM Archives.)



George Berg, father of Louisa Berg who married José Watrous. Berg traveled west in 1856 to work as a gunsmith at Fort Union. (CAT 8513, NEG 817, Fort Union NM Archives.)

## CONVERSE OF THE PRAIRIES

—BOOK NOTICES—

Gil Rumsey & William S. Worley. *Legacy of the Santa Fe Trail*. Overland Park: Legacy Publications, 1996. Pp. 100. Illustrations. Cloth, \$95 postpaid from Legacy Publications, 7924 Santa Fe Trail Dr, Overland Park KS 66204.

This coffee-table book contains more than 100 Gil Rumsey paintings of scenes along the Santa Fe Trail today, done in commemoration of the 175th anniversary of the Trail. For those who enjoy this sort of thing, the scenes will be of interest. The accompanying text by William Worley leaves much to be desired.

The hoax of 28 Mexicans killed on the Trail in 1844, exposed in WT some time ago, is reported as fact, followed by the statement "That number of Mexican traders killed exceeds the number of U.S. traders . . . killed by Indians over the extent of the Trail era" (p. 4).

After noting that young Kit Carson ran away from his apprenticeship in Franklin to follow the Trail, Worley states "He never came back to his native Missouri" (p. 5). Since Kit was born in Kentucky, that is probably true, but he did return to Missouri.

Where did the Cimarron River cross "the present-day Texas" panhandle (p. 37)? How many ring-neck pheasants were along the Trail (p. 49), since these are a later import from China? How did Dick "Wooten" establish his toll road over Raton Pass in "the 1850s" (p. 54)? How is it that "antelope" are so evasive that "New Mexico natives may go through months or years of travel through the northeastern part of the state without once seeing these beautiful elusive animals" (p. 60)?

Students of Bent's Fort will be surprised and appalled to read that the visit of Kearny's Army of the West to the fort in 1846 "resulted in more destruction to the structure than almost any Indian attack. The fort's abandonment was a direct result of this brief occupation" (p. 69).

This book can only be recommended for the pictures, a number of which are peripheral to the Trail.



Ralph Moody, *Stagecoach West*. 1967—reprint, Lincoln: University of Nebraska Press, 1998. Pp. xvi + 341. Maps, illustrations, bibliography, index. Paper, \$15.00.

This reprint of a classic contains a new introduction by SFTA member Mark L. Gardner. It is still the best single volume on the subject, a pleasure to read, but the sections on the Santa Fe Trail are dated and inadequate. With this book for an overview and background, Trail students should then read Morris F. Taylor's *First Mail West: Stagecoach Lines on the Santa Fe Trail* (1971).

Phil Carson, *Across the Northern Frontier: Spanish Explorations in Colorado*. Boulder: Johnson Books, 1998. Pp. xviii + 254. Maps, illustrations, notes, bibliography, index. Cloth, \$27.50; paper, \$18.00.

Carson, a Colorado journalist with a special interest in the cultural heritage of the Southwest, has written a general history on the modern state of Colorado during the Spanish colonial period. Obviously Colorado was then a part of the isolated, impoverished province of Nueva Mexico, located north of the main settlements. Due to rugged topography and hostile Indians, there was never a Spanish settlement there.

The primary sources for this era are the journals and reports of military and other expeditions. Ulibarri (1706) and Villasur (1720) passed through southeastern Colorado on diplomatic missions. De Vargas (1694), Valverde (1719), and De Anza (1779) ventured into central Colorado. Captain Roque de Madrid, who escaped the Pueblo Revolt in 1680, traveled to the San Juan Mountains while pursuing Navajos in 1705. Rivera (1765) and Dominguez and Escalante (1776) led exploring parties into western Colorado.

Carson believes that the major portion of travel into Colorado was undocumented trade expeditions to the Utes and other Indians, which was well-established by the early 1700s. Laws forbidding this trade are evidence that it was widespread. Spanish trade items were reported among the Mandans and as far north as Canada.

Events in Europe, Spain, Mexico, and the American colonies, plus the

parade of provincial governors who influenced conditions in Nuevo Mexico, round out the historical narrative. The Spanish legacy of Colorado comprises the final chapter.

Most of this information can be found in books on Spanish colonial frontier history, but Carson has focused primarily on Colorado, and has spent seven years researching the topic, retracing routes, and seeking artifacts. He imparts excitement and adventure to this skillfully-written work. A glossary of Spanish words and a chronology are helpful. This book will captivate most general readers with an interest in Colorado.

—Bonita M. Oliva

C. Robert Haywood, *The Merchant Prince of Dodge City: The Life and Times of Robert M. Wright*. Norman: University of Oklahoma Press, 1998. Pp. xviii + 236. Map, illustrations, notes, bibliography, index. Cloth, \$27.95.

Robert Wright was closely associated with the late history of the Santa Fe Trail, and he served for several years as post trader at Fort Dodge. He was engaged in freighting. He was one of the founders and the leading merchant of Dodge City.

This is the definitive biography of a merchant on the Trail whose private life was an intriguing tale too. His story includes much of the history of early Dodge City. For all he did it's a wonder that Dodge City was not named Wright City, but there is a town named Wright a few miles east of Dodge. Highly recommended.

Kenneth L. Holmes, ed., *Covered Wagon Women, Vol. VII: Diaries & Letters from the Western Trails, 1854-1860*. 1987—reprint, Lincoln: University of Nebraska Press, 1998. Pp. 306. Illustrations, index. Paper, \$14.00.

This volume contains eight documents, with an introduction by Shirley A. Leckie. These diaries reveal much about the lives of women on the overland trails, and the entire series is thought-provoking, inexpensive, and highly recommended.

This particular volume is of special interest to Santa Fe Trail students because it includes the letters of Julia Archibald Holmes (1858) of her trip to Colorado over the Trail.

This is good because the little book of Holmes's adventures, *A Bloomer Girl on Pikes Peak*, has long been out of print. An advocate of women's rights and wearer of the bloomer costume, Holmes was the first white woman to climb Pike's Peak. Her letters are sufficient reason to purchase this volume.

David V. Alexander, *Arizona Frontier Military Place Names (1846-1912)*. Yucca Tree Press, 2130 Hilton Dr, Las Cruces NM 88005, 1998. Paper, \$12.95 plus \$2.00 shipping.

The author of this very well-done book claims that it is not only a complete summary of Arizona's old forts and camps but also of battleground sites and geographic features associated with the Indian wars. I don't doubt it.

Most of the place names are listed with county, township and range (and sometimes section number), and elevation. Many are coded to indicate if the exact site is known and, if it is, whether or not it is accessible with difficulty or with ease.

Most descriptions are fleshed out with interesting historical anecdotes, annotated as to source. These tidbits make the book readable and much more than just a list of places.

There are maps and more than two dozen illustrations. As the author states, this book is both for the armchair explorer and those wishing to explore more actively. Happily, the author is currently working on a similar book covering New Mexico.

—E. Donald Kaye

Gregory M. Franzwa, *Covered Wagon Roads to the American West*, a map. Tucson: The Patrice Press, 1998. Folded, \$8.95; flat, \$9.95, plus shipping. Order toll free: 1-800-367-9242.

Maps are one of Greg Franzwa's many areas of expertise, and this is a beauty. This large (23" x 36"), colorful topographical map of the region west of the Mississippi River shows the route of many major trails (mostly those in the National Trails System), but not the Fort Smith Road to New Mexico, Smoky Hill Trail from the Missouri River to Denver, nor the road from San Antonio to El Paso. These were covered wagon roads while the Old Spanish Trail, included, was only a pack trail.

There weren't any covered wagons with Lewis and Clark either, and the Anza Trail seems not to fit the criterion.

It would be more accurate to drop the "covered wagon" from the title and call it "roads" or "trails" to the American West. Then other routes followed by explorers could be included. Why not Coronado? Unfortunately, Franzwa just won't give up the unhistorical designations of "Cimarron Cutoff" and "Mountain Branch" for the Santa Fe Trail and accept the historic names that SFTA has been working hard to promote for at least a decade: the "Cimarron Route" and the "Mountain Route" or "Bent's Fort Route" or even "Raton Route."

Despite these shortcomings, all of which can be corrected in the next printing, this handsome map belongs on the wall of everyone who enjoys maps or has any interest in the American West. Nothing else compares to it.

### FORT DODGE BOOK

**F**ORT Dodge: *Sentry of the Western Plains*, by Leo E. Oliva, was released October 1 by the Kansas State Historical Society. This is the fifth in a series of eight books about Kansas military posts produced by the Kansas Forts Network. Oliva is presently working on Fort Harker, his last book in the series. The books on Forts Leavenworth and Riley are assigned to other writers. Jerry Thomas, Manhattan artist, is creating a special painting for the cover of each book. *Fort Dodge* is available from Last Chance Store for \$10 postpaid.

### ELDERHOSTEL TOUR 1998

**T**HERE were 40 eager participants on the 1998 Elderhostel Trail tour led by Jim Sherer, with Leo E. Oliva as instructor, sponsored by Dodge City Community College, October 11-18, 1998. They traveled by bus from Independence, MO, to Santa Fe, NM, and back, following both major routes of the historic Trail. Along the way they were met by and talked to by SFTA notables Katharine Kelley, Deanne Wright, Ralph Hathaway, Ruth Olson Peters, Pat Heath, Paul Bentrup, Harry Myers, Marc Simmons, Donald Kaye, and Mike Olsen. Next year's tour will be October 10-17.

## Carmel Benavides, An Early Santa Fe Trail Woman

by Mary Jean Cook

*(Mary Jean Cook, Santa Fe, is a charter member of SFTA, a diligent Trail historian, and a frequent contributor to Wagon Tracks. She continues to seek information about Carmel Benavides and, if found, will share it with WT readers.)*

Author's Preface: *This researcher attended the first Robidoux Family Reunion, sponsored by the St. Joseph Historical Society in St. Joseph, Missouri, 6-8 August 1998. Today there are approximately 52 different spellings of the name Robidoux scattered across the U. S., Canada, and Hawaii, with almost as many pronunciations. Facetiously, the wife of one descendent labels her specialty clothing, "Ruby Dew." A future Robidoux family reunion is planned, the group to travel from St. Joseph to California, via Fort Laramie, Fort Uncompahgre, Fort Uintah, and many other places linked with the fur-trading activities and other business endeavors of the various Robidoux brothers.*

*The spelling used in this article is that of Antoine Robidoux's signature found on New Mexico documents. The "x" is clearly visible and not merely a flourish. Benavides is spelled as found in the Archives of the Archdiocese of Santa Fe and the Santa Fe County Deed Records. Names such as Isadore/Isidore and Carmelite/Carmelita varied so greatly that it became virtually impossible to determine a consistent or definitive spelling. While historian Merrill J. Mattes wrote "Black Snake Hills," the early use of "Blacksnake Hills" is employed here, as adopted by present-day St. Joseph historians.*

Acknowledgments: Many people aided this search, and thanks are extended to them: Patricia Kusche, San Marino, CA; Robert S. Stollsteimer, Montrose, CO; Dan Deuter, Fort Uncompahgre, Delta CO; Jacqueline Lewin, Curator of History, St. Joseph Museum, St. Joseph, MO; Anna Belle Cartwright, Curator, National Frontier Trails Center, Independence, MO; Karl and Shirley Robidoux Reinecker, Castaic, CA; Joe Robidoux, El Cajon, CA; Clyde and Mavis Weeks, St. Joseph Historical Society, St. Joseph, MO; and David Snow, Curator of Collections, Palace of the Governors, Santa Fe.

**C**ARMEL Benavides, a Santa Fe native, is now the earliest known Euro-American woman to travel the Santa Fe Trail, although there apparently were others whose names remain unknown (particularly the Spanish women exiled from New Mexico in 1829). Equally significant, she crossed the Trail as many or more times than any other woman in Trail history (Lydia Spencer Lane may have traveled as many times).

Carmel's otherwise unfamiliar name achieves greater historical recognition as Carmel Benavides de Robidoux, the common-law wife of Antoine Robidoux, Southwest voyager, fur trader, Santa Fe merchant and *alcalde* (magistrate), and Mexican War interpreter for General Stephen Watts Kearny.

The life of Carmel Benavides, as a part of the large Robidoux clan, provides insight into the solitary existence of a fur trader/trail merchant's wife from 1828 to 1860. Her unparalleled story presents a broad picture of life and death experienced by a woman who not only traveled the Santa Fe Trail intermittently but also lived for extended periods of time at both ends of it.

The Benavides-Robidoux saga in its entirety spans Arizona, California, Colorado, Kansas, Missouri, Nevada, New Mexico, and Utah. It recounts early Southwest fur trade, fur trading forts, and the eventual death of the fur trade. It reveals other women who crossed the plains. Antoine Robidoux and Carmel had a daughter, an adopted daughter, and an adopted granddaughter who also traveled the Santa Fe Trail. Seldom does one find a more intriguing couple who, with their family, traveled the Trail with relative frequency. Moreover, this far-flung account records cross-cultural family relationships amid the turmoil of financial fortunes made and lost.

Two decades before and after the U. S. Army arrived in New Mexico in 1846, Antoine and Carmel Robidoux encountered Indian skirmishes and harrowing travel on the Trail. In addition to the Santa Fe Trail, Antoine traveled the Great Platte River Road, California-Oregon Trail, Old Spanish Trail, the Gila Trail, and

part of the Chihuahua Trail. Consequently, pursuit of the lively footsteps of Carmel involves tracing the travels she possibly made with Antoine. She may have traveled into the remote fur-trapping areas of present Utah and Colorado during the earliest and sparsely-documented years of these areas.

One historian has suggested that, if Carmel indeed ventured into what later became the state of Utah, she was probably the first white woman in history to have done so—a conjecture not entirely without basis. She could have done so. Her physical stamina and prowess on a horse were well known in New Mexico. A high-spirited woman of strong intellect, Carmel might have found unconventional female travel exciting.

During the late 1830s and early 1840s, Antoine Robidoux established two fur-trading forts, Fort Uintah or Robidoux on a fork of the Uintah River near its junction with the Green River in northeastern Utah, and Fort Uncompahgre on the Gunnison River below the mouth of the Uncompahgre River near present Delta in western Colorado. The exact location of Fort Uncompahgre is yet to be established.

While the “comings and goings of the Robidoux parties during the 1820s and 1830s are perplexing,” they are no less perplexing than those of Carmel Benavides and her daughters. Their journeys between Missouri and New Mexico were undoubtedly determined by the business demands of Antoine. At either terminus of the Trail, Antoine and Carmel enjoyed Robidoux, Barada, Benavides, Baca, and Ortiz family members to support and sustain them during times of illness or emergency. In the Southwest, this Hispanic and Indian family network was known as *compadrazgo*, such as the spiritual affinity supplied by a godparent.

Antoine Robidoux, born September 24, 1794, in Florissant, Missouri (a suburb of St. Louis) and considered to be the most famous of the ubiquitous Robidoux family, made several expeditions into the Southwest during the early 1820s. Joseph Robidoux III, older brother of Antoine, outfitted a trading party to New Mexico as early as 1823. Antoine Robidoux and his brothers

—Joseph III (b. 1783), François (b. 1788), Pierre Isidore (b. 1791), Louis (b. 1796), and Michel (b. 1798)—dominated the highly competitive fur trade in the Southwest until its demise in the early 1840s.

History has recorded the first Robidoux immigrant of French-Spanish origin, who arrived in Canada around 1643, as André, born to Manuel Robidoux of the Saint-Germain parish on the Left Bank of the Seine River in Paris, France, and Catherine Alue of the diocese of Sainte-Marie de Galice, Burgos, Spain. Called “The Spaniard,” dark-skinned André, a year after his arrival in Quebec City, married Jeanne Denote from the Saint-Germain l’Auxerrois parish also in Paris. Noted in their marriage contract was the information that the bride was one of the “*Filles du Roi*” (Daughters of the King), recruited by Bourbon Louis XIV to populate New France (Canada). As such, she was furnished passage and clothing, plus a dowry of 50 *livres* (French currency) should she marry a soldier, 100 *livres* to marry an officer. André Robidoux was listed on the 1666 Quebec census as a sailor and employed by a well-known settler, interpreter, and fur trader by the name of Eustache Lambert.

The Robidoux family had a confusing number of Josephs. Joseph I (grandson of André) and his son Joseph II joined the French-Canadian colony of St. Louis, Missouri, in 1771. Joseph II initiated the Robidoux fur trade in this country. Seventy-two years and one Joseph later in 1843, Joseph III, older brother of Antoine, founded today’s St. Joseph, Missouri, near the Robidoux’s Blacksnake Hills Trading Post on the Missouri River. A perusal of the Robidoux ancestry indicates that Antoine Robidoux descended from several generations either directly or indirectly involved in the leather and/or fur trade of Canada, the U. S., and Mexico.

Carmel Benavides, baptized María de la Cruz Carmen as a two-day-old infant on 22 November 1811, was born to Guadalupe Baca and Pablo Benavides. The eldest of thirteen children, Guadalupe Baca was born to don Juan Domingo Baca y Chávez (the last name being that of his mother) and doña Ana Gertrudis Or-

tiz. Juan Domingo was a *capitán* at the Santa Fe *presidio* and was said to have been killed by the Comanches. Carmel’s uncle, don Francisco Baca y Ortiz, is also described in church baptismal records as “*El Capitan de Castrense*” (*La Castrense*, the military chapel on the south side of Santa Fe’s plaza), and “*El Ciudadano*” (citizen).

Ana María Baca, an aunt of Carmel, was Pedro Bautista Pino’s third wife. The well-known don Pedro Pino represented New Mexico in 1810 at the cortes, the Spanish representative body assembled in Cádiz, Spain, during the Napoleonic occupation to draft a constitution for Spain. He also authored *La Exposición Sucinta y Sencilla de la Provincia del Nuevo México*, a report on early nineteenth-century conditions of New Mexico.

As notable as the Baca family of Carmel appears to be, the Ortiz heritage of her family attracts greater interest. Her maternal grandmother, Ana Gertrudis Ortiz, descended from the wealthy and powerful Ortiz family. A distinguished witness to the Baca-Ortiz marriage in 1782 was New Mexico Governor Juan Bautista de Anza (1778-1788).

The great-grandmother of Carmel was Rosa Bustamante who in 1754 married Antonio José Ortiz. Antonio José, a prominent rancher and merchant of Santa Fe, in 1798 financed the large altar screen seen today in San Miguel Mission on Old Santa Fe Trail in Santa Fe. Ortiz, perhaps the richest man in New Mexico at the time, in 1805 renovated and enlarged the Conquistadora Chapel, the north chapel in present-day St. Francis Cathedral, and in 1807 built Rosario Chapel. The genealogy of Carmel Benavides is indeed an impressive who’s who of early New Mexico history.

Orral Messmore Robidoux’s *Memorial to the Robidoux Brothers*, an account based primarily upon oral history, stated Manuel Armijo and his wife, Trinidad Gabaldón, adopted Carmel. Such adoptions were not always of record. Nevertheless, Gov. Armijo and his wife did serve as godparents in 1828 at the baptism of a son born to Carmel’s uncle, Francisco Baca y Ortiz.

Early documentation of Antoine Robidoux’s presence in New Mexico appears on a permit to enter the In-

dian country, February 19, 1824, signed by Colonel Henry Leavenworth at Fort Atkinson (north of present Omaha, Nebraska). It indicates that Antoine was traveling with sixteen other men listed in an earlier permit signed by Superintendent of Indian Affairs William Clark on December 29, 1823, St. Louis, Missouri. By the fall of 1824, Antoine had made his way from Taos to the Green River in Utah. The 1823 list of sixteen trappers included Charles Beaubien of later Beaubien-Miranda (Maxwell) land grant fame, one of the largest in New Mexico history.

According to his obituary, Antoine had earlier traveled with Colonel Henry Atkinson's 1819 Yellowstone Expedition of 1,100 men. This army, intended to intimidate British fur traders and the Indians, in reality reached no farther than Old Council Bluffs in today's Nebraska. Antoine may have made other trips onto the plains before going to New Mexico.

When he first met Carmel is unknown, but she may have resided near the Santa Fe plaza when he first arrived there. In 1836 Guadalupe Baca was shown as the owner of property at #3 on *Calle del Granero*, a street leading eastward from the plaza where the Santa Fe *presidio* stored its grain supply. Carmel later inherited the *Calle del Granero* property on today's East Palace Avenue, west of Sena Plaza. She sold her seven-room home in 1879 to L. Bradford Prince, who served as New Mexico territorial supreme court justice and governor. The adobe compound with its *placita* and *portal* facing Palace Avenue then became known as Prince Plaza. Today Prince Plaza is the site of the popular Shed Restaurant. Thus, Carmel perhaps grew up only a block from Santa Fe's bustling plaza filled with fur traders and Trail merchants, Antoine Robidoux being one of the earliest.

An "x" rather than her signature on real estate deeds in 1879 indicates that Carmel was not literate though she spoke fluent English, Spanish, and French. Antoine Robidoux also spoke these three languages plus Ute. Christian Stollsteimer, husband of Carmel and Antoine's adopted granddaughter, Amanda, spoke German, English, Spanish, French, and Ute, which illustrates the multilingual environ-

ment of the Robidoux and Stollsteimer households. According to family lore, Spanish was the preferred language in the Stollsteimer home.

Not surprisingly, the name of Carmel Benavides escaped mention in early fur traders' accounts. Because of the remote life led by these men and their absence from home for long periods of time, it was not uncommon for them to keep a "city wife" and one or more "country wives," the latter often taken from different Indian tribes. There is evidence that Antoine Robidoux practiced this custom as well. Not unlike the Hispanic-Anglo marriages in New Mexico by fur traders and Trail merchants, such cross-cultural alliances facilitated doing business in the early Southwest.

It is not known if any children were born to Antoine by an Indian woman. There is at least one suggestive probability. Santa Fe church records attest to the baptism on December 13, 1841, of an unnamed twelve-year-old Ute boy, parents unknown, "belonging to don Antonio Robidoux." Carmen Benavides is listed as a *padrina* or godparent. Possibly the Indian boy was Antoine's son. If so, Carmel surely was cognizant of the fact.

The subject of the common-law wives of the various Robidoux brothers in New Mexico—Antoine, Louis, Isidore, François, and Michel—deserves mention. Briefly stated, Antoine and Louis remained with their common-law Hispanic wives, Carmel Benavides and Guadalupe Garcia, throughout their lifetimes. Isidore, François, and Michel appear to have cohabited with Hispanic women in Taos during the late 1820s and early 1830s, but they did not remain with them. New Mexico Robidoux descendants are found in late nineteenth-century *Rio Arriba* (upper river), according to Rose Trujillo Segura, of Chimayó and Santa Fe, who claims a distant relationship.

While it is possible to trace some but not all of Antoine's footsteps during the 1820s and 1830s as mentioned earlier, Carmel remains difficult to follow. One source vaguely numbers her Santa Fe Trail crossings as "at least six times as far back as 1833." Carmel's travels might have begun even earlier since the year 1828 is designated as the begin-

ning of the Benavides-Robidoux liaison in Santa Fe, their ages 17 and 34 years respectively.

Carmel Benavides may have traveled the Trail with the six unidentified Spanish women in the 1829 wagon train of the *peninsulares* (those born in Spain on the Iberian peninsula) who were expelled from New Mexico eight years following the signing of the Treaty of Córdoba on 24 August 1821 when Mexico rebelled against Spain. Future researchers may eventually uncover some or all of the names of the presently unknown Spanish women in this 1829 caravan.

### Benavides Crossings #1 and #2

An attempt to clarify the statement of "at least six times as far back as 1833," describing the Santa Fe Trail trips ostensibly made by Carmel, brought new facts to light. Erroneously called childless by more than one historian, Carmel gave birth in Missouri to a daughter named "Carmelete," recorded as "about 1830." This birth may have occurred at the Blacksnake Hills Trading Post (later called St. Joseph) or possibly in St. Louis. An eight-year-old girl named Carmen (the names Carmel, Carmen, Carmelete, and Carmelita used interchangeably) was living in the Antoine Robidoux Santa Fe household in 1841, the census giving no place of birth. If this was the same girl who was born in Missouri, her birth occurred either in 1832 or 1833. Thus Carmel was already in Missouri by at least the early 1830s, possibly earlier. When she returned to New Mexico has not been determined, but she was there at the time of the 1841 census. Following the 1841 census, record of the child Carmen (Carmelete) has not been found. The available evidence supports the conclusion that this daughter traveled the Trail at least once.

A girl named Martina Anaya, born in Santa Fe and said to be an orphaned relative of Carmel, was adopted by Antoine Robidoux and Carmel Benavides around 1828. The mother of Martina, María de la Cruz Bustamante, died when Martina was six years old (1827) and her father, Ascencio Anaya, died when she was nine (1828). Martina and Carmel were cousins.

The adopted Martina was listed in

the 1841 Santa Fe census as Martina Robidoux, a 20-year-old servant living in the Robidoux household. According to family history, Martina Anaya was called "Carmelette or Little Carmen." She, too, traveled the Trail at least once. Understandably, there is confusion here because descendants of Martina Anaya today appear to be unaware of the birth of the daughter Carmelete in Missouri in the early 1830s.

#### Benavides Crossings #3 and #4

Carmel's third crossing of the plains apparently occurred sometime in 1841, but the exact dates remain unknown. Carmel and Antoine were in Santa Fe during the spring and summer of 1841 and in town during the census of that year. They returned to Missouri before her fourth trip in the autumn of 1841, when the party encountered a terrible snowstorm in November of that year. En route to Santa Fe, Antoine Robidoux reportedly lost over 100 (another account stated 400) mules and horses which froze to death near Cottonwood Crossing in present Kansas. Joseph Robidoux, Jr., led a rescue party from Blacksnake Hills Trading Post to discover that seven of Robidoux's men had frozen to death as well as a servant girl who slept beside Carmel during the night. The servant girl mentioned obviously was not Martina Anaya, since she married six years later in 1847. When they reached Santa Fe has not been determined.

#### Benavides Crossing #5

Carmel and Martina left Santa Fe for Missouri sometime in 1845, a year prior to the Mexican War. Antoine may or may not have returned to Santa Fe from Colorado and Utah in order to accompany them on the Santa Fe Trail. Most likely he did not, for he was reported to be at Fort Laramie in mid-July 1845, and he arrived in Missouri in early August, according to the *St. Joseph Gazette*. A year earlier, in November 1844, Antoine's younger brother, Louis, and family left Santa Fe for California. The reason for the joint Robidoux departures may be attributed to financial distress due to the declining fur trade, as well as the political unrest. Both brothers were said to be "great friends" of Governor Manuel Armijo, with whom they undoubtedly shared critical U.S.-Mex-

ico information.

In 1843, when Texan brigands threatened Mexicans traveling the Santa Fe Trail, Captain Philip St. George Cooke led two U.S. military escorts (one in the spring and one in the late summer and autumn) to protect the wagon trains. While guarding nine miles of wagons stretched along the Santa Fe Trail during the second escort, he encountered Antoine Robidoux and recorded the following conversation at Cottonwood Fork, September 6, 1843: "This man [Antoine] prays for the annexation of New Mexico, as necessary to develop its mineral riches: he asserts, that he knows districts where, for twenty miles, it is impossible to find a handful of dirt without gold." Cooke inquired of Robidoux, "Why in the world have you not made your fortune collecting it?" Antoine answers, "I sunk," he replied with a true Frenchman's shrug, 'eight thousand dollar.'"

More than likely the investment Robidoux spoke about in 1843 to Cooke was the *Santo Niño* mine of the Sierra del Oso area, south of Santa Fe. An 1828 mine at Taos was mentioned by Orral Messmore Robidoux, but no documents to confirm this can be found. A conveyance dated 1834 reveals that Antoine Robidoux bought the *Santo Niño* from Dolores Jalomo, Ygnacio Ladrón de Guevara, Santiago Abréu, and Marcelino Abréu. Earlier, Antoine had sold his St. Louis property at the northwest corner of Second (Church) and Market Streets, proceeds of the sale perhaps used for the mine investment.

Antoine's return to St. Joseph was surely precipitated in large part by the destruction of Fort Uncompahgre in 1844-1845 by hostile Ute Indians. Fortunately, Antoine survived the fort massacre because he was elsewhere at the time. The conflict, in reality between the Utes and Hispanics, had erupted in September 1844 with the killing of Ute Chief Panasiyave by Governor Armijo and General Mariano Martínez de Lejanza in Santa Fe's Palace of the Governors.

Some ten years later, Robidoux, while in Washington, D.C., confirmed that his Utah trading establishment, Fort Uintah, was subsequently burned by mountaineer Jim

Baker to thwart any future fur trade competition. Antoine's trading days in Utah and Colorado came to a fiery end, and he left New Mexico under a cloud of debt. His powerful fur trade dynasty, built twenty years earlier, collapsed.

From correspondence found in the New Mexico State Archives, Antoine Robidoux suffered serious debt by the early 1840s. In September 1842, Charles Bent in Taos wrote to Spaniard Manuel Alvarez: "I shall visit Santafe so soone as I setle with Robadaux, he goes dawn I expect, to try and get some person to lone him mony payable in St. Louis, he owes a greadeal of mony in the U States I know." Antoine and his brother Louis probably experienced failure in their Santa Fe business as well, a store which was located on or near the plaza, the exact site unknown today.

Stories abound about the gambling habits of Joseph Robidoux III, Antoine's brother. The famous mountain man, Joseph Meek, labeled Antoine Robidoux an "addicted gambler." Among the debts Antoine left behind in Santa Fe was one to the notorious gambler, Gertrudis Barceló, known as La Tules. Her Santa Fe lawyer, W. Z. Angney, informed merchant Manuel Alvarez of the destruction of the papers entrusted to him by "Madam Tule" against Robidoux in a San Francisco fire. Unfortunately, Angney's letter dated 30 January 1852 arrived too late to inform La Tules. The notorious gambler was dead and ostentatiously buried two weeks earlier.

Between April and August of 1841, Antoine, Carmel, and Guadalupe Garcia (common-law wife of Louis Robidoux) were charging purchases to the Giddings & Gentry account at the Santa Fe plaza store of Manuel Alvarez. Among the purchases were *varas* (a *vara* equaling approximately 32 inches) of *lienzo* (linen), *mahón* (nankeen, light cotton goods), *manta* (muslin); *madeg[j]as de seda* (skeins of silk thread), as well as *gamusas* (chamois skins) and a *vela de ceau* (*cera*, wax candle). Only a month earlier, the firm of James M. Giddings & Reuben Gentry purchased a substantial \$385.39 stock of the fabrics mentioned.

In *Commerce of the Prairies*

(1844), Josiah Gregg observed: "Although a fair variety of dry goods, silks, hardware, etc., is to be found in this market [Santa Fe], domestic cottons, both bleached and brown, constitute the great staple, of which nearly equal quantities ought to enter into a 'Santa Fé assortment.' The demand for these goods is such that at least one half of our stocks of merchandise is made up of them. However, although they afford a greater nominal per centum than many other articles, the profits are reduced by their freight and heavy duty. . . . The demand for calicoes is also considerable, but this kind of goods affords much less profit. The quantity in an assortment should be about equal to half that of domestics. Cotton velvets, and drillings (whether bleached, brown or blue, and especially the latter), have also been in much request. But all the coarser cotton goods, whether shirtings, calicoes or drillings, etc., were prohibited by the *Arancel* of 1837; and still continue to be, with some modifications."

Shopping for a trousseau in Missouri rather than in New Mexico meant savings to new brides like Martina Anaya. In St. Joseph, Missouri, the adopted Martina married Isidore Barada on February 15, 1847, according to the records of St. Joseph Cathedral. It was a second marriage for Isidore Barada who in 1845 was elected a trustee on the first town council of St. Joseph. Isidore ran a coffee house and confectionery at the time of the wedding. Martina gave birth to a daughter named Amanda Barada on June 26, 1852. During the intervening five years between 1847 and 1852, she quite possibly had one or more miscarriages. Martina died in 1852 soon after the birth of Amanda.

There were other plans for Carmel's husband that once again required his absence from home. In 1846 Antoine became the interpreter for General Stephen Watts Kearny, traveling with the Army of the West to Santa Fe and on to California. Kearny had obviously learned of Antoine's visit to California in 1837 with his brother Louis. In an 1841 public talk held in Weston (near St. Joseph), Missouri, Robidoux extolled the healthy and germless virtues of the pristine California climate. The

prime purpose of the talk, arranged by John Bidwell, was intended to drum up emigrants to join the Bidwell-Bartleson Expedition.

Kit Carson, Antoine's good friend and fellow mountain man, met the military retinue near the Gila River area. Carson was traveling eastward carrying a dispatch from John C. Frémont, but Robidoux persuaded him to join Kearny's troops and return to California with them. With amazing pluck, Kit somehow escaped without injury in the conflict near San Diego which has been called the most famous and deadly in California history.

At the Battle of San Pasqual, Antoine was seriously wounded, as was General Kearny, and he never fully recovered. Antoine's wound was in the lower back area, the lance point rupturing the lumbar nerve and causing severe trauma with partial and temporary paralysis. Recalling what he thought to be a dying Robidoux at the time, U. S. Army Topographical Engineer William H. Emory wrote: "Don Antonio Robideaux, a thin man of fifty-five years, slept next to me. The loss of blood from his wounds, added to the coldness of the night, 28° Fahrenheit, made me think he would never see daylight, but I was mistaken. He woke me to ask if I did not smell coffee, and expressed the belief that a cup of that beverage would save his life, and that nothing else would. Not knowing there had been any coffee in camp for many days, I supposed a dream had carried him back to the cafés of St. Louis and New Orleans, and it was with some surprise I [found] my cook heating a cup of coffee over a small fire made of wild sage. One of the most agreeable little offices performed in my life, and I believe in the cook's, to whom the coffee belonged, was, to pour this precious draught into the waning body of our friend Robideaux. His warmth returned, and with it hopes of life. In gratitude he gave me, what was then a great rarity, the half of a cake made of brown flour, almost black with dirt, and which had, for greater security, been hidden in the clothes of his Mexican servant, a man who scorned ablutions."

Antoine returned to Missouri where he lived out the remainder of his life on a government pension

granted by a special act of Congress. In one official document, Robidoux expressed his great desire to return to New Mexico, "The climate being [to him] more agreeable and the associates and friends of his early life being there and in the vicinity." After a lifetime of restless adventure, Antoine yearned for quiet repose amid the majesty of the Sangre de Cristo Mountains and the warm fellowship of old friends. In truth, there could not have been many old friends still alive. In 1856, Robidoux claimed that of three hundred hunters and trappers who trapped the Rocky Mountains in the 1820s, only three survived. His final New Mexico wishes never came to pass.

An invalid and blind by 1857, the famous trail blazer Antoine Robidoux died August 29, 1860, in St. Joseph, the town founded by his brother. His gravestone in Mount Olivet Cemetery gives the incorrect year of 1826 as his arrival in New Mexico and an incorrect 1790 for his birth date.

During the years of their St. Joseph residency, Carmel and Antoine witnessed the seemingly crazed immigrants striking out from Missouri on the Great Platte River Road and the California-Oregon Trail. Many wagon trains were outfitted by the Robidoux brothers who by then used their pungent keel boats, which once carried fur pelts, to ferry people across the Missouri River. One source mentioned 20,000 wagons camped at once on the surrounding hillsides of St. Joseph awaiting the grass to green up on the prairies. Still another source dealt with the massive sanitation problems.

In his will, executed on August 22, 1860, a week before his death, sixty-six-year-old Antoine acknowledged Carmel as "his beloved wife," named her the executrix, and affectionately called her "Carmelitta." He also referred to Amanda Barada as his adopted [grand] daughter.

### **Benavides Crossing #6**

Following Antoine's death in August 1860, Carmel Benavides returned to Santa Fe with her adopted granddaughter, Amanda Barada, leaving behind her husband and adopted daughter buried in Missouri. The wagon train in which Carmel and ten-year-old Amanda were

traveling was attacked by Comanche Indians on the Kansas prairie. Family lore tells that once the Indians saw beautiful Amanda, they tenaciously but unsuccessfully attempted to bargain in every manner possible for her.

Upon her return to Santa Fe in the early 1860s, Carmel encountered monumental changes made since her departure in 1845 (provided she did not return in the interim)—French priests replaced the secular New Mexican priests in the mass, the Sisters of Loretto from Kentucky opened a school for girls beside the river on old Santa Fe Trail, American soldiers gambled with U.S. silver dollars, and many more English-speaking women wearing bright-colored sunbonnets, rather than black *rebozos* (shawls), walked the streets.

In 1866 fourteen-year-old Amanda Barada was courted by Christian Frederick Stollsteimer, who later became a Ute Indian agent in Colorado. They were married in Santa Fe's *parroquia* (parish church) in 1867 by Father Pierre Eguillon, vicar-general to Archbishop Jean-Baptiste Lamy. Over the ensuing years, Christian entered into partnership with his neighbor, Colonel Albert Henry Pfeiffer, an earlier Ute agent who, it is said, greatly influenced Christian's sense of justice and fairness toward the Indians. Another partnership included the successful merchant Thomas D. Burns at Arboles, Colorado, on the Old Spanish Trail on the San Juan River.

Following the Stollsteimer marriage, Carmel, Amanda, and Christian moved to Conejos, Colorado, eventually living in the Durango area where Carmel registered her own horse brand on June 5, 1885. She died on January 29, 1888, at age seventy-six years. Though her gravestone has not been found, her burial took place in what later became known as Greenmount Cemetery in Durango.

No likeness of Carmel has yet been uncovered. However, her granddaughter, Amanda, was described by her German husband, Christian Frederick Stollsteimer. He painted a sensitive picture of her in his diary: "My wife is a handsome woman with an amiable disposition, she is naturally intelligent and has

an education. She is of slender figure[,] has a delicate oval face [with] deep black eyes, and beautiful, long, rich, soft, black hair."

Christian Stollsteimer died in Pagosa Springs, Colorado, on April 13, 1906. Amanda died December 13, 1916 in Pasadena, California, after moving there three years earlier to be near a son. The Robidoux-Stollsteimer family history is a compelling Trail history of three generations of women on the Southwest frontier with Hispanic, French, and German roots.

Despite the current research on Carmel Benavides de Robidoux, giving her perhaps only a temporary title as the earliest known Santa Fe woman to travel the Santa Fe Trail, Mary Donoho continues to retain her title as the "first Anglo-American" woman of the Trail. As Marian Meyer has documented, Mary Donoho arrived in Santa Fe with her family in 1833, returning to Missouri in 1837.

Why all this "title" business? It is because such titles define more clearly the specific place in Santa Fe Trail history of feminine travelers as the list of unknown Trail women is narrowed. Nevertheless, relatively little can be discovered about these early women and their movements no matter their title or ethnic background. Thus it becomes even more of a challenge to flesh out their untold stories and to speak for them. We are fortunate in the story of Carmel Benavides. This writer began researching her in 1991, but failed to tap into crucial family resources which recently came to light.

Thanks to a devoted and history-savvy family, it has been possible to discover information on the New Mexico heritage and later life of Carmel Benavides. With additional luck, a diary written by Amanda Barada may yet be found, giving us another important account by a Santa Fe Trail woman. A second diary written by Amanda's husband, Christian Frederick Stollsteimer (a German immigrant), is extant as well. Regrettably, it contains only one small comment concerning his journey on foot across the Platte River Road to Colorado.

Of a youthful Carmel Benavides, biographer Orral Messmore Robi-

doux wrote with Victorian flourish, "There was not a youth within a radius of fifty miles of Santa Fe but would have braved the very jaws of death for a smile from the fair Carmel or a glance of the dark eyes that shone with the splendor of the stars that twinkle in the southern firmament."

The stories of Carmel Benavides, Martina Anaya, and Amanda Barada play an equally significant role along side that of their husbands. Carmel exemplified all that we are apt to associate with early Santa Fe Trail women—courage, spirit, and devotion to family. It is written that "She was fond of dancing and would frequently ride horseback from Santa Fe to Albuquerque, a distance of sixty miles, in one day to attend a ball. . . . She was as brave as beautiful, as her feats of daring were the talk of the country. On several occasions she swam the Rio Grande on horseback when not a man would undertake the feat." Carmel Benavides is a new and fearless Trail heroine, but the details of her exciting adventures are yet to be further researched and discovered if possible.

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## ASBURY COLLEGE STUDENTS HIT THE SANTA FE TRAIL

by James E. Hamilton

(Professor James Hamilton, Asbury College, Wilmore, Kentucky, conducted a study-tour on the Santa Fe Trail in May 1998. Hamilton is a member of SFTA.)

THIS past May nine Asbury College students were introduced to the Santa Fe Trail. It was our third annual month-long trek on what we call the New Mexico Study Tour, but it was our first time to follow the Santa Fe Trail. When advertising our trip to my classes, I told them, "We are going to turn one of the college's 15-seater vans into an old prairie schooner and head out the Santa Fe Trail just like Kit Carson did when he was almost your age."

For those who took the bait there was this extended statement in our syllabus (we gave three hours credit in philosophy and three in history): "This year Asburians will follow in the footsteps of two great Kentuckians, Kit Carson and Susan Shelby Magoffin, by going to New Mexico via the Santa Fe Trail. Carson and Magoffin, perhaps the Trail's best known son and daughter, were both born within 30 miles of Asbury College—Carson in Richmond and Magoffin in Danville. The Beginning-of-the-Trail Monument in New Franklin, Missouri, reads, 'This trail, one of the great highways of the world stretched nearly one thousand miles, from Missouri to New Mexico, from civilization to sundown.' In 1986 Trail historian Marc Simmons wrote 'Now the Santa Fe Trail belongs to the keening wind. It belongs to summer rains and to the fearful snows of winter. It is owned by the prairie dog, the jackrabbit, the rattlesnake. . . And for a brief interval it is mine, by adoption, since I choose to stake my claim to a tiny fragment of its shining history.' And so with us. As we move from New Franklin to Independence to Council Grove to Pawnee Rock, Fort Larned, Bent's Fort, Raton Pass, Rayado, Fort Union and finally to Santa Fe we shall hope, through informed historical imagination, to sense what Simmons calls, 'the aura of magic and enchantment which seems to cling to every blood-stained, dusty, history-laden segment of the trail's thousand-mile length.'"

In addition to the students I was accompanied by my wife and history professor Dr. Glen Spann. We were greatly assisted in planning for our six days on the Trail by Marc Simmons, Anna Belle Cartwright, Ruth Olson Peters, Deanne Wright, and Skip Miller. Before leaving, we all listened to "I Remember the Old, Old Trail," Danita Ross's wonderful reading of selections from Marian Sloan Russell's *Land of Enchantment*.

In Council Grove Deanne Wright gave us a tour of historical sites, especially the Kaw Mission Museum, leaving with us a strong sense of place. Dr. David Clapsaddle treated us to a seven-course meal of fascinating information while taking us through the Santa Fe Trail Center in Larned. A musical presentation by Mark Gardner at Bent's Fort transported us into the atmosphere of camp fires under starry skies at the close of hot, dusty days. At La Junta John Carson became for us his great-grandfather, retelling in autobiographical fashion the life story of the Trail's most famous traveler.

At Rayado we stayed overnight at the Kit Carson Museum, site of the old Maxwell/Carson ranch, with dinner and breakfast prepared by the students under the gracious supervision of Steven Zimmer and his staff. Rod Taylor sang western songs as the setting sun gave place to a thousand stars. Danita Ross met us in Santa Fe and took us for the afternoon to her home, which was for us "the inn at the end of the trail."

Each student was required to keep a reflective journal of the study-tour. Here are a few excerpts from these modern travelers over the old Trail:

"In Independence, MO, we visited the National Frontier Trail Center and learned about many personal testimonies of the travelers of the actual trail. This is what I enjoy most—to read the journals of the kids, men, and women. I can relate much better to their descriptions than to those of history books or tour guides. The journals are rich in character. . .

The style of writing already tells so much of the person. . . . The museum also had several murals (visionary!)



to help us imagine what it looked like on the trail—the white, canvas-covered wagons with large metal and wood wheels carrying loads of supplies, . . . the oxen, mules, and on some occasions horses, worn out from the lack of juicy and green grass and water, or from the burning sun and hardships on the road.” (Solveig, Estonia)

“We circled the wagons at Council Grove for the night.” (Cathy, South Carolina)

“This evening Deanne Wright . . . said that the Santa Fe Trail was a trail of imagination. How true this is. Without imagination one cannot experience this phantom of a monument to American history. Even though the wagons which once blazed through the land we now tread have ceased their moving slowly onward, I firmly believe that the spirit which once gripped these people moving westward is still alive in this land which we are touring. As long as people like Marc Simmons and Deanne Wright continue to care about the heritage which they so wholeheartedly embrace, the spirit that gripped the settlers of yesterday will never die.” (Jeremy, Kentucky)

“I think our best stop, planned or unplanned, was when we looked at the wagon ruts. . . . The ruts had as great an effect on me as seeing Seminary Ridge at Gettysburg—not the monuments but the ridge itself. Commercializing the Santa Fe Trail seems absurdly oxymoronic to me. The whole lure of the trail for me is to feel the wilderness and frontier spirit which provides so much of the folklore that surrounds it. Commercialization removes the mystery that necessarily dwells in the imagination. As my lack of interest in western history attests, I have never felt much pull from such a frontier spirit. The wagon ruts provided a sort of awakening for me along these lines. For the first time I had a personal feeling about this frontier spirit.” (Erich, Illinois)

“One thing is for certain—Dr. David Clapsaddle is in love with the subject of the Santa Fe Trail. . . . For the first time today, I truly used my imagination as it relates to this trip. I stepped into the barracks at Fort Larned and saw the soldiers there. They were all busy, some working in

the mess hall, some were walking around in the bunkhouse. Others walked out the door as I walked in, but oddly enough, I was never noticed there. I heard the sound of those working in the mess hall calling the soldiers to one of two daily meals, but I was never invited to eat at the table. Strange how I could watch it all happen and never be noticed.” (Jeremy, Kentucky)

“Yesterday we went to Bent’s Fort. This was my favorite thus far. What I really enjoyed was seeing how people lived during that time.” (Cathy, South Carolina)

“Listening to Mark Gardner was also a high point. His expert finger-picking sounded wonderful to my ears that had not heard music in a while. Music is one thing that must stick with a society wherever it is, so that we can look beyond ourselves a bit. Even on the difficult journeys of the Santa Fe Trail, the travelers still needed music to tie them in with the rest of society. One of music’s purposes is to link cultures, people, the present to the past, etc.” (Kevin, Kentucky)

“Ah—New Mexico at last! I love this country—the way the flat plains suddenly give way to steep mountains. . . . The vastness of the land overwhelms me. I love the way the morning or evening light shines upon the different folds of the hills—making ever-changing shadows. . . . I love the colors—the bleached brown of the fields and the green of the piñon-covered mountains and the intense blue of the sky. I love the sunset we saw last night—the misty haze directly above the setting sun which produced a flaming pink and orange fire, while the rest of the sky gradually became cloudless and deep blue. I love the vastness of the stars—so many more than back in Kentucky and such a larger view of the sky out here—even with mountains and mesas surrounding on all sides, the sky still seems to be an entire unbroken half-sphere of tiny lights.” (Kevin, Kentucky)

“Today we reached the Philmont Scout Ranch where the Kit Carson Museum is located. . . . I am overpowered by the people’s friendliness and generosity. . . . I am not used to coming across people who serve others for their own enjoyment. Such were

the people of Rayado Ranch—Annette, Nancy, Debbie, Chris, Susan, and their leader Steve Zimmer.” (Solveig, Estonia)

“Everyone pitched in and helped clean up and then Rod Taylor came over and played some wonderful cowboy music. I was struck by how lonely the music sounded and I began to think of home. I have been away from home since January and the songs of longing that Rod sang really spoke to me. The sun set while he was playing and I saw the most beautiful sky I had ever seen. With no city lights to hide the stars, the sky was simply on fire with them. I realized at that point that even in the midst of my loneliness, God was there.” (Chris, New York)

“Arriving in Santa Fe was glorious. We finally arrived at the destination of the Trail. But our excitement was only a fraction of what the travelers of the Trail must have felt—elation, relief, wonder, and exhaustion.” (Cathy, South Carolina)

And so the museums, the natural wonders, the wonderful people, and the Santa Fe Trail itself continue to work on modern travelers something of the magic of long ago.



## HOOF PRINTS

### —TRAIL TIDBITS—

The 1998 Rendezvous was subject of a nice article in the Kansas Humanities Council publication, *Hometown Humanities* (Sept/Oct 1998). The program on music and leisure on the Trail was funded, in part, by the Kansas Humanities Council.

The *Rio Grande Sun*, Española, NM, ran a feature article about the SFTA Rendezvous on September 10, 1998. A summary of the entire program was included, and presentations by northern New Mexico’s Cipriano Vigil, El Rito, NM, and Gil Vigil, Tesuque Pueblo, were highlighted.

SFTA Ambassador Paul F. Bentrup, long certified as the “Fastest Tongue in the West,” set a record at the Fort Larned NHS candlelight

tour, October 10, 1998. The tour guide asked all participants to remain silent, and Bentrup did from 7:30-8:10 p.m. This was so rare that an affidavit was prepared on the spot, signed by five credible witnesses. It will probably never happen again. In fact, keeping quiet for 40 minutes is all that Bentrup has been able to talk about since.

The grand opening of the New Mexico State Library, Archives, and Records Center's new facility was held Saturday, October 17, concluding a three-day program. The address is 1205 Camino Carlos Rey, Santa Fe.

The new Lewis and Clark National Historic Trail Interpretive Center at Great Falls, MT, was dedicated July 4. It cost \$6 million and is operated by the USDA Forest Service. It is arranged so visitors follow the explorers' path and meet the Indians they encountered along the way.

A new guidebook, *Along the Trail with Lewis and Clark*, by Barbara Fifer and Vicky Soderber, is designed to help travelers follow the route of the expedition. It is available for \$17.95, plus shipping, from Montana Magazine, PO Box 5630, Helena MT 59604, (800) 64-1105.

The NPS has published two items of interest to trail organizations: *The Economic Impacts and Uses of Long-Distance Trails and Wayside Exhibit Guidelines: The ABC's of Planning, Design, and Fabrication*. Both are available free of charge from Steve Elkinton, NPS National Center for Recreation and Conservation, 1849 C St, Room 3606, Washington DC 20240, (202) 565-1177 or <steve\_elkinton@nps.gov>.

The Sand Creek Massacre Site Historic Preservation Act was signed into law by President Bill Clinton on October 6, 1998. Introduced by Colorado Senator Ben Nighthorse Campbell, the act calls for determination of the site of the 1864 massacre of Cheyennes and Arapahos and adding the site to the National Park Service. The law provides funds to determine the exact location of the massacre.

Anna Belle Cartwright, curator

and senior member of the staff at the National Frontier Trails Center, Independence, MO, announced her retirement effective October 23. While at the Trails Center she created numerous changing exhibits, oversaw a major expansion of the permanent exhibit gallery, and began the process of building a collection of artifacts. She was also responsible for the Center's education program until recently. In retirement, Cartwright plans to do some volunteer work on a museums partnership program for SFTA and pursue writing a book on William J. Hinchey, whose diary she edited for *Wagon Tracks*. Best wishes in retirement Anna Belle.

Dr. David Sandoval was the keynote speaker at the Cimarron Heritage Center's Living History Days in Boise City, OK. His presentation was "Carros, Caminos, and Chicanos." Dr. Doug Watson, Shawnee, OK, presented a historical characterization of Will Rogers. The event featured hands-on activities for school children from the area. The Elementary Gifted and Talented Program in Boise City co-sponsored the event.

The ninth annual Santa Fe Trail Tour in Cimarron County, OK was scheduled for October 3. This event, begun in 1990 by the Cimarron County Historical Society, has become a tradition continued by the Cimarron Heritage Center.

The Santa Fe Trail Scenic Byway was recently designated a National Scenic Byway by the Federal Highway Administration. It is one of about 50 such roads in the nation. The new designation will have the possibility of more federal funding during the next six years.

The Cimarron Heritage Center, Boise City, OK, was recently awarded a \$5000 grant to help cover the cost of drilling a well and installing a working windmill at the center, to be part of an educational exhibit. A dug-out will be added to the outdoor exhibit area soon.

Dr. Merlene Lyman, Fort Hays State University professor of interior design and a member of the Fort Larned Historical Society board, has volunteered to be the editor of the

Society's newsletter Trail Ruts 2.

Participants at the recent Rendezvous may have missed one of the structures on the grounds of the Santa Fe Trail Center. The sod house was destroyed by a storm June 28. Fortunately no artifacts were destroyed and no historic buildings sustained major damage from the storm. Cognizant that sod houses were not intended to be permanent structures, the Center plans to rebuild.

Beverly Howell has assumed the duties of educational director at the Santa Fe Trail Center. She will implement existing museum programs, develop new educational activities, work with museum docents, and expand the museum's outreach program. She previously taught English and art. The new gift shop assistant at the Center is Debby Gore. Debby also maintains a part-time position at the Jordaan Memorial Library in Larned.

Larry and Carolyn Mix have redesigned the Wet/Dry Routes Home Page on the Internet, making it more attractive and easier to access. The newest addition to this site is the complete *Wagon Tracks Index, Vols. I-X*. Larry reports that the site is visited about one thousand times per month and e-mail has been received from several foreign countries. The address is <<http://www.stjohnks.net/papagram/wdrindex/wdrindex.html>>.

The USDA Forest Service has begun a feasibility study of the Great Western Trail, from Mexico to Canada through Arizona, Utah, Idaho, and Montana, for consideration as a component of the National Trails System. For more information contact Dale Hom at (208) 737-3208.

New maps depicting four segments of the Natchez Trace National Scenic Trail can be obtained from the National Park Service, 2680 Natchez Trace Parkway, Tupelo MS 38801, (601) 680-4014.

The Continental Divide Trail Society has published a revised guidebook to the southern Colorado sections and a new guide to the northern New Mexico segments of the CDTS. Both are available from

CDTS, 3704 N Charles St #601, Baltimore MD 21218, (410) 235-9610.

The Palace of the Governors in Santa Fe is preparing a special exhibition, "Pioneer Jews of New Mexico, 1821-1881," to open in June 2000. This is the result of a challenge gift from Susan and Felix Warburg of San Francisco. Matching funds are required. This will be the first exhibit to explore the origins, roles, and impact of early Jewish pioneers on the history of New Mexico. For more information contact Museum of New Mexico Foundation, PO Box 2065, Santa Fe NM 87504-2065.

"The Washita Symposium: Past, Present, and Future" is scheduled for November 12-14 at Cheyenne, OK. The program includes tours of Fort Supply and the Washita Battlefield National Historic Site. Several panels will discuss the past and present, and Superintendent Sarah Craighead will discuss the future.

Harold and Cornelia Arens, Holland, Michigan, appear to be the first to complete the SFTA Traveler's Credential and receive the Traveler's Certificate. They were participants in the Elderhostel tour of the Trail in October and obtained their certificates at Arrow Rock, Missouri, following the tour.

SFTA charter member W. Earl Givens, formerly of Las Vegas, NV, died at his new home in Brighton, MI, September 13, 1998. He was 79. Sympathy is extended to his widow, Mary, also a charter member of SFTA.

## TRAIL TROUBADOUR

### —TRAFFICE IN VERSE—

Sandra M. Doe, Editor

Quality poetry that demonstrates authentic emotion, original images, and skill in craftsmanship is solicited for this column. Poetry in open or closed form which addresses the history, realism, romance, and diversity of the Trail should be sent to Sandra M. Doe, Dept. of English, Campus Box 32, Metropolitan State College of Denver, PO Box 173362, Denver CO 80217-3362.

California poet Patricia Wellingham-Jones returns to *Wagon Tracks*

with two poems. She is coeditor of an anthology of Northern California Poets entitled *River Voices: Poets of Butte, Shasta, Tehama, and Trinity Counties*.

"At Home in Santa Fe, 1850" embraces a collective voice for the women of Santa Fe, imagining what the "stranger" might experience: "mud hovels" and unsavory smells; still, traditional hospitality comes forth, "and you, stranger, are welcome." "Santa Fe Trail Today" acknowledges the mysterious pull of the Trail, and the poet longs for the romantic "stars" only to be disappointed. Still, there is something to be felt in the "vastness."

### AT HOME IN SANTA FE, 1850

We keep our windows shuttered,  
our doors closed against  
the stench of offal  
in the streets.

In our courtyards  
the earth is baked hard,  
we do daily chores and  
cherish the few flowers that  
relieve our interior air.

Our houses may look like  
mud hovels to you strangers.  
To us, raising our children,  
feeding our men in  
white-washed rooms with  
cool windows set deep,

with the bright weavings from  
our fathers' flocks of sheep  
and our sisters  
near at hand,

to us our homes  
are lovely  
and you, stranger,  
are welcome.

### SANTA FE TRAIL TODAY

My feet  
follow their feet.  
I breathe the dust,  
search for stars.  
City lights  
fill the prairies,  
shopping malls  
in endless creep.  
Still, there are places  
where, at dawn,  
I feel those present  
before the traders.  
Wind sweeps  
through vastness,  
we are all,  
the many generations,  
here.

## CHARLES W. FRIBLEY'S TRAIL DIARY AND LETTERS, 1857-1859, PART II

edited by David L. Richards



THE introduction to Fribley's Trail diary and letters appeared in the last issue, with the text of the diary. His letters are reproduced below. These were either published in the *Muncy Luminary* or provided to the editor by Robert W. Fribley.

### LETTERS

April 29, 1857, "Squatters Camp No. 1 on Coon Creek, Douglas county, Kansas ter.," from the *Muncy Luminary*, May 19, 1857:

Mr. [W. P. I.] Painter [editor]:

It was the request of many of my friends at or previous to the time of my departure from Pennsylvania, that I should write, and as they expressed it, tell them all about Kansas. Now this is a task which I have not the presumption to undertake. Nor am I able under present circumstances, to accommodate each one of them in any reasonable length of time with a private letter. Consequently, as they are all readers of the *Luminary*, and if not they should be, I shall address them through its columns, giving as fair a statement of things as is possible for me to do.

Two weeks travel, by Rail Road and Steamboat, brought me to Parkville, a small town situated on the North East bank of the Missouri River, eighteen miles below Leavenworth and twelve miles above Kansas City. This is decidedly the best place for Kansas Emigrants to ship to, and especially for those going south of the Kaw or Kansas River. It is surrounded by the most fertile and thickly settled portion of upper Mis-

souri and horses, cattle, hogs, wagons, provisions, board, etc can be had here as cheap as at any other point this side of St Louis.

I have now spent over a month among the Missourians, the Delaware, Kaw and Shawnee Indians, and the squatter sovereign of Kansas and am at present included [in the] list of the latter. The most of the country through which I have traveled in [is] included in the Delaware and Shawnee reserves, which together with the reserves of the other Indian tribes, are said to embrace the finest portions of the Territory. The land is all a rolling prairie with the exception of the river bottoms, which are alluvials similar to those on the Missouri, but not so great extent – These are usually well timbered with Cottonwood, walnut, elm, hack berry and sycamores. Timber is found only on the creeks and rivers; that on the creeks is principally oak, and in places of fine quality, though not great in quantity. The scarcity of timber, however, will not prove as a great an obstacle here, as in other portions of the great Mississippi Valley, from the fact that we have an abundance of white lime and sand stone rock, finely adapted to building and fencing; and yet this is far from being what Pennsylvanians term a stony country. As has been before stated, the country is all undulating or rolling, so much so that few sections of prairie are found unbroken by divides or ridges, of moderate elevation. The rocks appear in the sides of these divides and on the tops of the narrow ones, while the land between them, and on the tops of the broad ones, is of the finest quality and entirely free from rock.

Stock, grain, provisions, board, etc., are exceedingly high in the territory at present. The Lecompton prices stated nearly thus, and are on the ascending scale: Flour, six dollars per hundred, corn, two dollars per bushel, bacon, twenty cents per pound, eggs, thirty cents per dozen, while butter is seldom heard of, and board is eight dollars per week, and one fifty per day. Wages are good, but there is not much demand for labor as there is little doing. Freight from Qanders [Quindaro?] to Lawrence, a distance of about 30 miles is one dollar per hundred. Claims are selling from five dollars to five thousand cash. The Land Office opened on the 20th inst. The Delaware Trust lands will be in market on the 22d of June, when that portion of them not squatted on will be sold under the hammer. Since the fourth instant, the weather has been exceedingly, and almost incessantly cold, frequently freezing three inches of ice on water standing in open air.

On arriving in Lecompton on the 3 of

April, I found our old friend Col. [Jerome] Kunkel,<sup>35</sup> of Fairfield, partially engaged as Governor of Kansas. Though not filling the Executive chair, he said he had occupied the Gubernatorial bed since the resignation of Gov. [John W.] Geary.<sup>36</sup> The Col. looks well and says he feels better, and has enjoyed greater health here, than in Pennsylvania, at any time subsequent to his return from the Mexican Campaign.

The most of the settlers of this portion of Douglas county are from Pennsylvania and at least one fourth of the inhabitants of Lecompton are from the "Old Keystone" State, among whom are Messrs. William and Dr. Samuel Logan, Brothers in-law of Gov. Geary. Gentlemen well worthy of a still closer relation to that inestimable, heroic and patriotic Statesmen, John W. Geary.

Muncy is also represented here, and be it said to her honor, as she is in every other section of the Western continent. General [William] Brindle<sup>37</sup> and Lady [Mrs. Brindle, whose maiden name was Wynkoop], friend Harry [Petriken?]<sup>38</sup> and Mr. [Edward W.] Wyncoop [Wynkoop] of Philadelphia, are here and enjoying good health. Last Thursday night was spent, in company with Col. Kunkel, Harry and John, at the Marshall Hotel, at Marshall. This place is situated on the great thoroughfare between the States and the boundless west at the crossing of the Lecompton and Bloomington road, equally distant from these two places, twelve miles west of Lawrence and eighteen east of Topeka. It will be the principle place of business between the four above named points, and deserves the attention of every Eastern man coming west to start in business. Geographically it is in the center of the United States; and bids as fair to become the Capital of the U.S. in 1857 as any other town or city west of the Alleghanies.

The travel to Kansas, from Kansas, and in Kansas is truly immense. The boats when coming up the river are all literally jammed with passengers and on their return they take with them hundreds of disappointed adventurers, who came expecting to see the whole country from the Missouri shore; while the different roads through the territory are thronged with coaches, foot men (carpet sack infantry) and Emigrant Trains.

[Territorial] Secretary [Frederick P.] Stanton<sup>39</sup> is now here at the head of the Executive Department, awaiting the arrival of Gov. [Robert J.] Walker.<sup>40</sup> Their policy as made known by Mr. Stanton in his Address, at the reception dinner given on the 16th, is to enforce the law at whatever hazard of expense it may incur, and to pardon all those who have committed crimes and mis-

demeanors previous to the opening of their Administration; and to commence anew. This does not, nor will not, by far, render general satisfaction.

Truly yours

Chas. W. FRIBLEY

**February 28, 1858**, Lecompton, Kansas Territory, from the Robert W. Fibley Collection:

My Dear sister Lissie,

Your letter so long looked for arrived some time ago and I would have answered it sooner but, I had to go away about the time I received it. You say you were waiting for me to write to you before you would write to me. Now this is rather a poor excuse for I have written to you all more than a hundred times I believe, and when I write to one I write to all and ask you all to answer it. Don't think that because I direct my letter to Father and Mother, they are not for you too.

As I have not heard from home for some time I have come to the conclusion that [brother] John is on his way for Kansas again, and am now looking for him every day. We will be very glad to see John back here again, Jerrem. wants him badly to get here to take charge of the Ferry. As I told you in some of my former letters I had my likeness taken, and was going to send it Home with Harry Petrikin but he was at home before I knew that He had started so that I did not get to send it as I desired, and you will not get till Jerrem. Goes Home which will be in May or perhaps the latter part of April. . . .

. . . Next week I expect to go out on a survey, and will be gone about eight days. I only got [home?] [from?] surveying one town last thursday. Times are getting verry good now in Kansas, Provisions are becoming quite cheap, and money a little more plenty.

We have come to the conclusion here that Kansas will be admitted under the Lecompton swindle if it is and the Free State men who were elected on the 4th of January do not get their certificates of election, there will certainly be warm times. But at present good order prevails throughout the Territory. There are a great many persons coming into the territory now, and we expect a great many more when the Navigation opens. There is a Boat lying at Kansas City Now waiting for the ice to run out of the Kansas River so that it can come up. It was built for the Kansas River Trade and draws nine inches of water when it is light, and is to carry sixty tons on fourteen inches of water. The Boat is called The Minnie Belle. . . .

Verry Truly from your Brother  
Charlie.

P.S.

. . . To night we are in Our Cabin. Jer-

rem and the other boys are telling stories about the Indians. The weather has been very changable during the past month. The river has been frozen over and the people have all got their ice houses filled. But last week we had a fe[?] and the river is now clear of ice. But to day the weather is quite cool again.

**August 19 & 23, 1858**, from the Robert W. Fribley Collection:

Council Grove, Kansas

Indian Nation

August 19, 1858

My Dear Parents, Sisters and brothers:

I am happy to announce our safe arrival at this place on the 16th. We left Sante Fe on the 2d Inst, making the trip of six hundred and seventy five miles in fourteen days, including one days detention from break down and the loss of a mule. We had very pleasant weather all the time, saw no Indians except four Utahs, who came to our camp at Okato [Ocate Creek], thirty miles east of Ft. Union in New Mexico. From the Big Arkansas River 90 miles east, the plains were thronged with buffaloes, thousands came within gun shot of our wagons each day. At one place we felt apprehensive that they would rush through our camp at night and stampede our mules but we were not troubled.

The trip has been vastly more pleasant than I had anticipated not withstanding my mate was, in the full sense of the term, a border ruffian, and the most disagreeable man I ever had anything to do with. In profanity, blackguardism and blasphemy he approached perfection more nearly than any other man I ever saw. Pittsburg Section boatmen would sink into insignificance in his presence. I would like this business of travelling with the mails if they would pay the old wages, which were fourty dollars for hands and sixty for conductors, but now they are paying thirty for hands and forty-five for conductors, hence I think I shall not go any farther. I would like to go one trip to California on Lieut. Beach's Road, but they say they are not paying any better wages on that Road, so that I am not in there either. We expected to have been in Independence by or before this time, but orders were left for us to remain here till the mail comes up from there. It will be here tomorrow and then we will go on in. I am writing this so as to have it ready to mail to you as soon as, I put into the States. I have not heard from any of you for two months and it appears to be as many years.

. . . Oh! that I could see you all and be with you if but for a few days or hours. But rested assured that if I am blessed with life and a continuence of

health I will be with you next Nov. one year. . . .

. . . I have noticed two modes by which an independent fortune may be acquired, one of which would require some considerable capital to start, the other not so much. New Mexico is the greatest sheep raising country on the continent. Sheep and goats are the stock and wealth of New Mexico. And yet there is not a blanket or yard of cloth manufactured in the territory by machinery. The demand for woolen goods is great and it is partially supplied at enormous cost from the States. Wool sells from six to twenty cents per lb by the hundred ton. It is the principle export from the Territory. It is sent to the Eastern States, manufactured and sent back. The mountain streams afford ample power, and labor is cheaper than in any other portion of the western continent. I can see no reason why a company could not do well to try an enterprise of this character. Besides their trade need not be confined to New Mexico alone. There is Sonora and Chiwawa anaton[?] Arizona country to be supplied. At present their surplus stock of sheep are being driven to California. Besides these, there are a great many driven from other portions to California. On our way down from Mexico we met a drove of ten thousand for California, these were from Missouri. A Mexican came in with us as a passenger, Francisco Charves [Chávez], who talks some of starting a manufacturing enterprise upon a large scale but he was not certain as to how it would result. He is a smart, enterprising fellow, was splendidly educated in the States, had a fine fortune left him to which he made some fine acquisitions in the stock business in California. If you should see some of our Pennsylvania manufacturers you might call their attention to the subject. The machinery can be freighted from Kansas City to Sante Fe or Albuquerque for from seven to ten dollars per hundred. The Mexicans will freight the cheapest and with the greatest expedition. See Rich or Hillyard and H. T. Gray. This country is better suited to M. A. Gray than is Lock Haven at present, at least such is my opinion.

As for the second business. You are not aware I suppose that in Boston they put up boiled and roast beef in small tin cans and sell them all over the continent. But it is true that they do. In Sante Fe these cans, which hold two pounds of beef, sell for one dollar each. Before we left Sante Fe M. A. Purves bought about sixty cans and we had splendid roast and boiled beef all the way down. Now it is a fact that within two hundred and fifty miles of the Missouri border thousands of buffalo can be

taken every year and cooked and canned up and sent all over the world. Here they can be sent East and West and North and South. All that is wanted is the cans. The buffalo are ready. With a capital of three to ten thousand a company could make a fortune in a year or two. Who in the States would not buy a can of boiled buffalo meat just for the novelty of the thing? The tin could be bought and taken to where it would be wanted and there made up by a tinsmith and sealed right in the camp. If I had two thousand dollars and a couple of others with the same amount would join me I would risk it at any rate.

Independence, [Missouri], August 23

We arrived here all safe and sound today and to my great disappointment I find that my letters have been sent on the road and I have missed them all. I scarcely know what to do, not hearing from any of you in so long and now not knowing when I shall again hear. I am not going to Sante Fe again [but he did]. I shall remain here a few days, about a week, and then I do not know which way I shall go, perhaps to Illinois and perchance to Albuquerque New Mexico, the latter is doubtful. There is some sickness here at present. I am heavier than ever I was before. The only letter I received here one from our unfortunate friend Oscar McKilvery from that melancholy place the insane asylum. Oscar writes a good letter. His account of his troubles brought tears to my eyes. Poor fellow. I hope to hear of his recovery soon. My love to all. Write to Johns and I will have him forward my letters to me. I will write soon again.

Yours

Chas. W. Fribley

**December 22, 1858**, Independence, Missouri, from the *Muncy Luminary*, January 23, 1859.

Mr. Painter,

During the last six months of our pilgrimage in the "Great West" we have crossed the "Great American Desert" four times, within the same period we have been placed in frequent intercourse with the people of different portions of Upper Missouri, and by virtue of supposition, that the people of the West Branch Valley, are yet in one respect as they were in days gone by, viz always willing at least to hear from the West, we are led to knock for the admission of another communication to the columns of the *Luminary*.

On first coming to the Western Country, we purposed contributing regularly to the *Luminary*, but owing to the variety of our occupations, and the active and unsettled nature of most of th[illegible] we found it impossible, even to keep up with our private corre-

spondence, but here-after we hope to be able to carry out our former project.

We were one of a company of four that left Independence on the fifth of July, with the first weekly mail that ever crossed the Plains to New Mexico, and reached Santa Fe on the 24th, making the trip through in less than twenty days, not withstanding, we were detained two days by high water at one place, and our progress greatly impeded throughout the entire trip by rains and muddy roads. Our return trip was made in about sixteen days travel, though the time specified in the "Schedule", in which the mail is to be carried from Independence to Santa Fe, and conversely, is twenty days. A mail route has been established between Santa Fe, in New Mexico, and Stockton, in California, via Albuquerque and Fort Tejon. This route connects with the two routes from Missouri to New Mexico, one from Independence to Santa Fe, the other from Neosho to Albuquerque. The "Schedule Time" between Independence and Stockton is sixty days. The route from Neosho to Stockton is called the central or thirty-fifth parallel route. The overland mails, however, are carried through with much greater dispatch on both the Northern and on the Southern route, on the former running from St. Joseph via Salt Lake to San Francisco in thirty days, and on the southern route from St. Louis to San Francisco in 25 days. The difference of time and travel in the central and southern routes, may be summed up, and explained in the familiar old saying that "money makes the mare go". As is generally understood the central and southern routes were established principally for the purpose of testing the practicability of a Pacific Rail Road, and to ascertain the comparative advantages of the two routes, but it is very evident that they have been dealt with in terms of vast inequality.

There is reason to apprehend that the mails upon the Plains have been intercepted by the Indians. The mail due here last Sunday morning has not arrived here yet to-day, (Wednesday). There is greater cause for alarm, than the mere fact of their being behind time. The mail that arrived last week bro't the rumor that the mail from Neosho, en route for Albuquerque, was destroyed. This route lays through to Camanche country, and they have expressed a determination that a road shall not pass through it. If this rumor is true it is highly probable that the mail on the Santa Fe route has shared the same fate. Lieut. Beale, of Chester County, Pa, was in charge of the Company. He was surveying and establishing the road. They were also escorted

by a company of U. S. Troops.

We had thought to give in this article a general account of the Santa Fe road, the country through which it passes and of what we saw of New Mexico; but; as doubtless a deep interest is felt by many to know as near as possible, the truth relative to the gold diggings in Western Kansas, we will defer that for the present and take up this.

On the 14th of July, at Turkey Creek, over three hundred miles west of Independence, we met the first company that we saw returning from Pikes peak. The party consisted of seven men. They said that they had thoroughly prospected the country - that they found some gold, but that it was very fine and scarce. They said that they had lost one year's time, their outfit, and their labor, and had found no gold. Several of them had been to California, and represented themselves as being experienced miners.

When returning in August, we passed three or four trains at Walnut Creek, over 200 miles from Independence. Their statements were but a repetition of those received from the party that we met in July. We have seen different persons in different places who have been to the "New Eldorado", but we have never seen any gold nor have we seen any person that has seen any considerable quantity from there. We will give you an extract from a letter that appeared recently in the "Warsaw Democrat," of this state. The writer says - "Well, I have been to the famous Pikes Peak Gold mines. There is no doubt about gold being there, and while I was in the mines, I made from one to three dollars per day [2 or 3 words illegible]. But this is no money in this country - it takes all a man can make in a day to buy his supper at night. The snow is four feet deep here, and you fellows from the States that come out here to spend the winter, will have a good time playing "freeze out". I said that it took all a fellow can make in a day to buy his supper at night, and here is proof; flour is selling for 75 cents per lb, butter at \$1 per lb; and eggs from three to four bits per dozen, and the mines are full of sharpers, thieves, blacklegs and speculators. You see a white man has a poor show for a chance in such a crowd. I am in doubt about these mines ever paying much, say from one to three dollars per day. In the last four years I have travelled over this country as much as any other American, and have found fine particles of Gold in almost every place I prospected, and yet it can't be found in quantities sufficient to justify a fellow to stick down his peg and go in."

This letter is dated Fort Union, New Mexico, Oct. 19, 1858. But notwith-

standing all the unfavorable reports, and the sad experience of hundreds who have visited the mines, and have returned, the papers published in upper Missouri and Eastern Kansas, are filled to over-flowing with the most flattering accounts of new discoveries being made, and large fortunes being dug from the earth in a few days. Farmers, Mechanics, Editors, Traders, Blacklegs, Rumsellers and thieves labor harmoniously to raise and sustain an excitement.

On our return from Mexico, in October, we met numbers of trains and hundreds of persons, en route for Pikes Peak, the most of whom will not get through till next spring. Large companies are camped on all the creeks between Council Grove and the Arkansas River, that afford any timber. They will remain here till spring.

Great preparations are being made here for the Pikes Peak emigration in the spring. Large lots of mules, cattle and wagons are being collected to supply the demand. Stage lines are about to be formed, running from the mines to Eastern Kansas. Several lines are already advertised

We do not offer any advice, but merely state the facts as they appear to us, after and protracted observation.

Yours C.W.F.

**January 22, 1859**, Independence, Missouri, from the *Muncy Luminary*, Feb. 22, 1859:

When the old year "Shoved off its mortal coil" and the new took up the march of time, we found ourself in the city of Richmond, the county seat of Ray County Missouri. Richmond is situated six miles north of the Missouri River, and fifty miles East of the western boundary of the state, and is surrounded by an extremely beautiful country, which is greatly rolling and variagated by broad farms surveying tracts of the primeval forrest, and thrifty fruit orchards, the soil is unsurpassed by any portion of the state and the atmosphere is as pure as that which faces the snowy summits of the Sierra Nevada, or the golden crest of Pikes Peak. For around all this beauty and congeniality, there is a very apparent effect of some retarding cause that operates very materially against the growth and improvement of the country. That cause is as apparent as the effect, and is written all over the country in characters of living darkness. Richmond has been a town for the last forty years, and today she is in the rear of Leavenworth, Gundaal [Quindaro?], Wyandott, Lawrence, Topeka and a number of others, all towns of less than four years growth, and with but few exceptions not pos-

sessing near the material advantages that she does. But Richmond and circumjacent country, by no means constitute an isolated case, the same is true of every town and vicinity in the state.

It is here that we have a practical illustration of the great want of economy, that attends the workings of the institution of slavery in this Latitude, to say nothing of its other various tendencies of a doubtful character. The negro acquires such prominence, in all slave states that he is looked upon as the grand pre-requisite, and prime essential to happiness, respectability and prosperity. And all this must necessarily follow, where negroes and not real estate and virtue are made the scale of estimating both wealth and merit. Farmers in this country generally live in poor houses and their farms are poorly fenced.

They purchase negroes instead of building barns, cribs and stables, in the summer their crops are exposed on account of breechy stock and poor fences. In the winter the crops are all required to keep the stock alive, horses, mules, cattle, sheep, hogs, all being exposed, without shelter, to the beating storms and driving prairie winds. Voluntary labor is comparatively cheap, a hand that will perform as much labor as two negroes that will cost from one thousand to fifteen hundred dollars per month - Money is readily loaned with approved security, at rates of interest varying from ten to twenty per cent. But the [slave?] must be fed, clothed, sheltered, for whom taxes must be paid and drivers provided, and who is liable to run off, to be stolen, to die, to kill, perhaps his master, and be hung is the stern inflexible necessity.

It is the custom here, and the same is said to prevail in all slave states to collect, on the first of January, all the slaves that are at that time for sale or hire at the county seat of the county in which they are owned, where they are placed upon the block for sale or hire as the case may be, to the highest bidder. On the 1st inst., we saw quite a number sold at Richmond and a still larger number hired. All that were sold brought exorbitant prices - a girl fourteen years old, of medium size, sold for thirteen hundred and sixty dollars, a boy still younger was run up to near twelve hundred dollars. The wages of those that were hired, ranged from twenty five to two hundred and fifty dollars per year, besides clothes, taxes, etc. Here was a scene, which to a person that had never seen a similar one, was strikingly impressive. A large crowd, perhaps one half of the whole male population of Ray county, had

assembled in the street and in the yard in front of the Courthouse. Auctioneers were stationed on the court house steps, on the fence and in wagons in the streets by whom negroes for hire, and negroes, horses, mules and cattle for sale were cried off at the same time, constituting a medley resembling in some respects, that which many may remember to have heard in the neighborhood of the show ground at the time that "Barnum's Humbug" visited the West Branch Valley, attended by Gen. Tom Thumb, the "Baby Elephant" and many other wonders of nature.

Several of those that were placed upon the block bore prominent indication that a liberal flow of white man's blood coursed through their veins; and it is by no means a rare thing to see slaves in this country with straight light hair and complexion as fair as that of their owner's. Yet in the face of all this, few places can be found where the people are more clamorous in their denunciations against the negro lovers and amalgamationists of the North than they are here, while whatever there may unfortunately be of that sentiment in the North, it is very certain that it is little more than theoretical, when compared with the high degree of practice to which it is carried here.

C.W.F.

**February 25, 1859**, Independence, Missouri, from the *Muncy Luminary*, March 22, 1859:

The Pikes Peak excitement is still running high, and from present indications it is but reasonable to anticipate a general exodus from the Upper Missouri in the spring. Great numbers in all the border counties are preparing to start for the modern Ophir at the earliest practical period. It is reported that a party has started, or is to start in a few days from Kansas City. It is by no means impossible to go through at this season of the year, but the trip must be made with mules, and a large supply of feed for them will be necessary. To depend upon grass for cattle, will not be safe till from the first to the middle of May.

For those of your readers who may feel inclined to seek their fortunes amongst the Spanish Peaks, and as getting there is a matter of primary consideration, we will give a brief account of something more than half the road from Kansas City to Pikes Peak, having travelled this much of it four times during the past year, it and the Sante Fe road being coincident, for a distance of over four hundred miles. From Kansas City the course of the road is Southwesterly, leading over undulating prairies of eastern Kansas, which extends in that direction about two hundred miles, it then enters the

eastern border of the Great Desert - Keeping nearly the same general bearing, it crosses the northern tributaries of the Arkansas and strikes that stream at the "big bend", thence with a more westerly bearing, in some places following its northern bank, at others leaving it several miles to the south, to the crossing twenty miles above Ft. Atkinson, and about four hundred miles from Kansas City. From this point, the Pike Peak route continues its course along the northern bank of the river, and the Sante Fe route crosses, taking a more southerly course.

The Sante Fe road is said to be the best natural wagon road on the continent, and its eastern half is unquestionable the best; for though it crosses several creeks, generally not bridged, that have bold banks on either side, and a large number of sloughs, which, though narrow, are difficult to cross in wet weather, owing to the light and mellow nature of the prairie soil, it is for the most part abundantly supplied with water, wood and grass, which more than counteract the adverse tendency of a little mud. A considerable portion of the other half of the road is characterized by scarcity of grass and water and by deep sand.

West Port, four miles from Kansas City is the first point of importance on the road. It is in Missouri, but built close to the line of Kansas. Sixteen miles from West Port is Olathe, the county seat of Johnson county, Kansas Territory. This is a flourishing town of less than two years growth. It contains two or three good hotels, as many stores, several good private dwellings and a corresponding number of offices, shops, etc. Next in their order are Gardner, McKamish and Black Jack. Near the latter place, H. Clay Pate of West Port Star of Empire, was defeated in the campaign of fifty-six, by "Old John Brown."<sup>41</sup>

Passing several other towns which cannot be seen for want of houses, we reach Burlingame, which is situated on the west bank of Switzler's Creek, and is about eighty-five miles from Kansas City. Council Grove, the next notable point is situated on the west bank of the Neosho, near fifty miles from Burlingame, in the best portion of the Kaw Indian Reservation. It contains several stores, shops and dwellings and an Indian Mission,<sup>42</sup> which does not appear to be in a very flourishing condition as there is little here except the building and the superintendent. The Kaws prefer the pursuit of Buffalo to literary pursuits. Several fine farms have been opened during the past two or three years, and last year a fine crop of corn was raised, which was being sold last fall for from forty to fifty cents per

bushel but it is in all probability up to one dollar by this time. Council Grove has been for several years a principal point of rendezvous for emigrants, hunters, trappers, traders and other adventurers before starting out on the plains. Hundreds who have fallen victims of the red man's ire and treachery, burning with a high hope, have been gazed for the last time upon a landscape smiling in light of civilization. Fifteen miles from Council Grove, at Diamond Spring, one of the most beautiful fountains that ever gushed from the earth, is Hall & Porter's U. States Mail Station, a large hotel, several stores and a Blacksmith's Shop, will be opened here in the Spring. Twelve miles from Diamond Spring is the Lost Spring, also a celebrated camping point. Sixteen miles further is Cottonwood Creek, a western tributary of the Neosho. This place affords water, wood and grass in abundance, and a Grocery designed to minister to the spiritual wants of travelers, opens its portals to a heterogeneous patronage. Here, the face of the country begins to assume a more regular appearance, the soil becomes more sandy and the coarse prairie grass is to a considerable extent superseded by Buffalo grass.

West of the creek a few hundred yards, rises a range of low sand hills, extending North West and South East, beyond which a level plain stretches out on either hand as far as the eye can reach. We are now within the limits of one of the greatest, if not the greatest Buffalo ranges in the world. From the Cottonwood two hundred and fifty miles west, they roam in such immense numbers that thousands can be seen at a single view. Day after day in traveling through this country, we have seen it darkened on every side by these huge animals and often on their near approach yielding to impulse of that propensity said to be governed by the bump of destructiveness. We have dispatched the leaden messengers of death amongst them from the breech of Sharp's Rifle, and the cylinder of Colts Revolver, not always however with sanguinary effect. Their principal food is Buffalo grass, which is short, fine and stiff, and grows thinly upon the ground. Its height seldom exceeds three inches, it grows up and leans over, the top curling downward. Where it is short and very thick, it is as elastic under foot as a Brussels carpet. In the summer months of a wet season it has a bluish cast, but it generally presents a bleached and almost lifeless appearance. It is greatly relished by all kinds of stock and they stand travel well, even when fed upon nothing else, if they can get this in any considerable quan-

ties. We found it growing in all parts of the country east of the mountains, and west of the Cottonwood and in all the valleys of New Mexico that we visited.

Leaving the Cottonwood and crossing the Turkey Creeks, big and little, and running respectively, we reach the Little Arkansas forty miles distant. This is the first principle northern branch of the Big Arkansas, which like Cow Creek, Walnut Creek and Pawnee Fork, has a deep, long and narrow channel, with but little fall, and though it drains a large scope of country, during the greater portion of the time it contains little or no running water, but during heavy storms and frequently for a day or two afterwards it is impassable. An effort was made last summer to bridge this stream, but the [missing word?] finding themselves too weak to bring that enterprise to a successful issue, invested their funds in a grocery which now does its share to give character to the place. Forty miles from the Little Arkansas, at the mouth of Walnut Creek, is Allison's trading post. This is the last settled point on the road to Sante Fe till we reach Ft. Union, and the last on the road to Pikes Peak till we arrive at Bent's Fort. From Allison's it is twenty-five miles to Pawnee Fork, which is one of the principal northern branches of the Arkansas, and passes through the heart of Buffalo country. This has been the scene of more Indian fights than any other point on the road. Travelers have always been more or less annoyed at this place, and when the tribes are hostile to each other, here is generally the seat of war. The tribes frequenting these parts, Camanches, Chiennes, Arapahoes, Apaches, Pawnees, Kaws, Kiowas, Delewares, Shawnees and Potawatomes. From this point there are two roads, one called the river and the other the dry route, the former keeping along the river bank, the latter taking a direct course over the table land, which in dry weather is entirely destitute of water, strikes the river again forty-five miles [from?] Pawnee Fork. From the upper end of the dry route it is twenty-five miles to the crossing.

The Arkansas like the Kaw, the Missouri and the Platte, is characterized by a shallow channel and sandy-bed. There is no timber along its banks except here and there a dwarfish Cottonwood, and frequently not one of these can be seen for a distance of thirty miles. At the different points at which we have seen it, within a space of near two hundred miles along its course, it presents one and the same general appearance. Its channel is about three hundred yards wide, and reduced to a common level would not be over five feet; below the common level of the

floor of the valley embraced between the ranges of sand hills which extend along either side, distant from each other from one to two miles. In some places its course is through the middle of the valley, at others it runs to one side. These sand hills have a perpendicular height of from twenty to fifty feet above the surface of the water in the river, which is about the height of the general face of the country. The sand is about the only impediment in crossing the stream, the water seldom being so high as to make it impassable, while in dry seasons it contains no running water at all. At such times it is necessary for travelers to dig for water for themselves and their stock. This is done by digging an oblong hole to the necessary depth, and sinking a wagon box, in which the water raises and its sides prevent the sand from filling in. The bottoms along the Arkansas generally supply a good growth of grass.

C.W.F.

**June 6, 1859**, Independence, Missouri, from the *Muncy Luminary*, June 21, 1859:

In our last communication, which we regret to say is of so old a date as to be almost out of our own remembrance, we left your readers at the crossing of the Arkansas river more than midway from the States to the Spanish Peaks. With feelings of penitence[?] we now return to them at the same point, after our protracted absence, and ask them to take a position with us upon the sand hills on the north side of the river a few rods from where it is crossed by the great Sante Fe Trail.

From our natural and commanding observatory we propose now taking a glance at some of the features of the commerce of the Plains, and noting some of its leading peculiarities. Before me the turbid waters of the Arkansas flow quietly onward over their broad shallow sandy bed, dotted here and there with a small island, covered with rushes, flags and tall grass, and weeds.

The eye readily traces the regular meanderings of the stream for several miles eastward, to a point where it takes a more than ordinary northward bearing, a further view of the stream being intercepted by the rising ground on the north. The sand hills, as they are termed, being the place of descent or transition, from the high plateau or tableland, to the low level river bottom, rise up in beautiful regularity, east and west from us on one side and in the same direction in front of us on the other. The sun is at the meridian. The deep blue dome above is as clear and bright, as it was before, "there went up a mist from earth and watered the whole face of the ground." A gentle



breeze, cooled by the snows resting on the summit of the most elevated members of the Rocky Mountain range, floats down from the North West, causing the almost vertical rays of the sun to effect a very agreeable and comfortable sensation. Nothing is heard but the incessant barking of the prairie dogs seated next to the door of his subterranean mansion or the grating hollow notes of the sand hill crane, sailing high aloft in the buoyant, bracing atmosphere. All around the view is bounded by the horizon. Looking eastward, our attention is attracted by a cloud of dust looming up and floating off to the south east. As Indians and Buffalo naturally occupy a prominent place in the minds of persons sojourning in or traveling through this part of the country, we with one accord agree that it is a band of Indians or a herd of Buffalo. But after a more deliberate survey of facts and circumstances; considering as the dust appears to rise on the line of the road leading to the States, perhaps it is occasioned by a train moving westward, bound for Pike's Peak, New Mexico Arizona, Chawawa, Sonora or California. After a few moments close observation, the correctness of our last supposition is confirmed, by the dim outlines of a Sante Fe Wagon (as all the largest sized freight wagons are called in this country) appearing in the less dense portion of the dust; another and another appears until the whole train of from fifty to seventy wagons is in sight stretching back over the prairie to the distance of a mile. On its near approach we recognize it as one of Major's and Russell's trains en route for Fort Union, freighted with supplies for the military dept. of New Mexico. They have finished their morning drive, and are now camping on the bank of the river where they will cook, eat, and some of them per chance sleep, before crossing over. The lead wagon turns off from the road a few rods and halts, the others file out to the right and left alternately, the fore end of each wagon is brought up near the hind end of the one preceding it, leaving a small gap which is closed up with chains after the teams are unyoked. Thus a whole train is drawn up and an enclosure made of a circular or elliptical form which is an effective fortification in case of an attack by Indians. In forming the enclosure, the teams are all turned outward so that the poles or tongues of the wagons are on the outside. After forming, the teams are unyoked and kept together by herders, while grazing. Before starting all the cattle are driven in the enclosure when the yokes are put on them, and the teams driven around to the respective wagons, each team is in charge of a

driver, who is subject to the general direction of the Wagon Master and his assistant. Each team is attended by several extra hands who drive the loose cattle that are taken along to supply any wants that may arise from loss of stock by death or any other cause.

The hands are divided into messes of from five to eight men each. A guard is kept over the stock all the time day and night. The wagons are drawn by six yoke of cattle each, and carry from five to seven thousand pounds, they are usually wooden axled, but some with iron axles have been introduced within the past two years. They are not much different from the common lumber or farm wagon, except in size, being much larger. These teams when traveling average from ten to twenty miles per day.

Now for the crossing. The boys have taken their short cake, coffee, bacon and buffalo hump, the teams are all in line again, each whip is tied with a new cracker, and to the tune of "hall off your boots and roll up your breeches," the lead wagon rolls in. But alas for a sandy foundation: the floods come, the loaded wheels descend and in spite buck skin, moral suasion, encouragement, abuse, hard pulling and harder swearing all combined, the Prairie Ship comes to a state of rest. The team is now increased to eleven yoke, which starts the load, but the "powers that be" are found still to be deficient. Another addition of five yoke makes a team of forty-two head of cattle which takes out the load on the south side of the river. Thus by the dint of muscular force the whole train is taken over, but it is frequently necessary to put thirty yoke or sixty head of cattle to one wagon to pull it through, and yet it seldom occurs that water ever enters the bodies of the wagons, the water being quite shallow, but the sand is so coarse and loose that the wheels sink to the hub and cattle and everything else sinks down in a similar manner so that they have no purchase, and consequently are unable to effect anything at pulling.

After travelling four or five miles along the south bank of the river, our friends will again be compelled to double their teams to pull up over the sand hills a distance of one mile, We will now leave them to follow the even tenor of their way and to experience an example showing by actual demonstration that one extreme sometimes at least, if not generally, follows another. They will now have a piece of hard dry level road sixty miles in extent, passing through a belt of high level country laying between the Arkansas and the Cimmaron rivers, on which, unless there have been heavy rains within the past

few weeks, or they are fortunate enough to have a rain soon, or before they get over, neither of which conditions is probable, they will have no water except what they take from the Arkansas in their kegs, jugs, kettles, canteens and gourds, till they reach the lower Cimarron spring.

The plan usually adopted in crossing here in the dryest seasons, is to rest the teams a day or two at the river; they then drive out four or five miles, till they are over the sand and then return with their stock again to the river where they are watered and allowed to feed again on the fresh grass along the bottoms, they then start with the teams in the evening and travel with all possible dispatch, camping as few times as possible till they reach the Cimarron, which is generally accomplished in one day and two nights.

From our observations we would suppose that the trade is about equally divided between the Mexican and the Americans, but it is not all carried on with cattle. There are a great many large mule trains in use. They travel more rapidly, having lighter wagons with teams of from six to twelve head of mules each. The freight on goods from the States to Sante Fe is from seven to ten dollars per hundred. The Mexicans can and usually do freight cheaper than the Americans, from the fact that they hire their hands at from three to ten dollars per month and victual them on the cheapest kind of provisions, while the Americans are compelled to pay twenty-five to forty dollars for common hands, and furnish them with good provisions besides.

C.W. F.

#### NOTES

35. Jerome Kunkel was born in Lycoming County, Pennsylvania, in 1827. During the Mexican War he served in the 2<sup>nd</sup> Pennsylvania Volunteer Infantry. After the war he served on the staff of at least three Pennsylvania governors, with the rank of lieutenant-colonel. He came to Kansas Territory in 1856 and settled at the town of Rising Sun, which was later moved to Medina. He served in the first state legislature of Kansas in 1861 and later served two more terms after the Civil War, during which he rose from the rank of private to captain in the 11<sup>th</sup> Kansas Volunteers. He was one of the founders of the town of Medina. In 1880 he left Kansas and moved to Pecos, New Mexico.
36. John White Geary, 1819-1873, was a native of Pennsylvania. He was a civil engineer. When the Mexican War began in 1846 he became lieutenant-colonel of the 2<sup>nd</sup> Pennsylvania Volunteer Infantry. He commanded his regiment at the Battle of Chapultepec. For this service he was promoted to colonel and appointed the first commander of Mexico City. In 1849 he was appointed the first

postmaster of San Francisco, and he served as the first American alcalde of that city, becoming mayor in 1850. He returned to Pennsylvania in 1852. In 1856 he was appointed territorial governor of Kansas and served from Sept. 9, 1856, to March 12, 1857. He again returned to Pennsylvania. When the Civil War began he raised and commanded the 28<sup>th</sup> Pennsylvania Volunteers. He led troops in many battles, including Cedar Mountain, Chancellorsville, Gettysburg, and Lookout Mountain, and he rose to the rank of brigadier general of volunteers and, in 1865, was awarded brevet rank of major general. He was elected governor of Pennsylvania in 1866 and held that office until 1873. He died two weeks after his tenure as governor.

37. William Brindle served as lieutenant-colonel of the 2<sup>nd</sup> Pennsylvania Volunteer Infantry during the Mexican War. He was a friend of John Geary. Brindle was receiver at the land office in Leocompton in 1857.
38. Harry Petriken (or Petrikin in Fibley's letters) was a friend of Brindle, Wynkoop, and Fibley.
39. Frederick P. Stanton, native of Virginia, became territorial secretary in 1857 and served as acting governor of Kansas Territory during portions of April and May and again in November and December 1857.
40. Robert John Walker, 1801-1869, was a native of Pennsylvania. He was a lawyer who practiced in Pennsylvania and Mississippi before being elected to the U.S. Senate from Mississippi. He was secretary of the treasury during the administration of President James K. Polk. He served as territorial governor of Kansas from May 27 to Nov. 16, 1857.
41. The "Battle of Black Jack," June 2, 1856, saw freestate forces led by John Brown defeat a proslavery posse led by Henry Clay Pate. Pate was a Missouri newspaperman who set out with 25 men to capture Brown but, instead, found his party captured by Brown. Federal troops were called out to restore order, and they secured the release of Pate's party. The engagement at Black Jack has been called the first battle of the Civil War.
42. Kaw Methodist Mission was opened at Council Grove in 1851, and classes for Indian children were conducted there until 1854. The mission building was used as a school for white children for several more years, and it also served as a public meeting place and meeting house for Methodists. It is now Kaw Mission State Historic Site, 500 N Mission, Council Grove, KS.

## BUSINESS MEMBERSHIPS

SFTA plans to solicit and promote business memberships (currently \$40 per year) by listing them in a *Wagon Tracks* directory and encouraging Trail travelers to patronize them. A sign for them to show in their window will identify them as SFTA members and publicize the Trail and SFTA.

## RENDEZVOUS 1998

(continued from page 1)

plained the Old Guard's project to purchase the site, preserve and interpret it for the public, and when possible to donate it to the National Park Service to become part of Fort Larned NHS. After a Plains Indian meal of buffalo stew, a group of Kiowa singers and dancers performed.

Saturday evening, after a day of papers and the SFTA membership meeting, a Mexican dinner was served at Fort Larned NHS. This was followed by a program of Hispanic music and a Fandango, led by Dr. Cipriano Vigil and his musicians. Members of the audience, many of whom were in period dress, participated in the Fandango with instructions from Dr. Vigil and his group.

Other featured activities included an old-time baseball game and a Sunday morning worship service. The baseball game was played after the Saturday noon meal of hotdogs (what else?), according to the rules of 1862 as explained by two members of the Colorado Vintage Baseball Association, who were dressed in period uniforms. The audience chose up sides and played the game with period equipment such as a very soft baseball and heavy bats and, of course, no gloves. Except for an aching back or two, everyone had a good time. Did anybody keep score?

The Sunday morning worship service was held at the Sibley Campsite in Larned, which has been purchased and interpreted by a group led by David Clapsaddle. The service was led by Richard Graves, pastor of Grace Lutheran Church in Larned. A short talk was given by Ross Marshall.

Special thanks are extended to Ruth Olson Peters and staff at the Santa Fe Trail Center and to Superintendent Steve Linderer and staff at Fort Larned NHS for arranging this excellent Rendezvous. SFTA President Margaret Sears and immediate Past-President Ross Marshall, who made the arrangements for SFTA participation in the Rendezvous during his term of office, ably represented SFTA in planning the program. The Wet/Dry Routes Chapter and the Fort Larned Old Guard provided valuable assistance. Thanks, too, to everyone who came

and participated in the many activities. No doubt about it, a good time was had by all.

## CAMP TALES

### —CHAPTER REPORTS—

#### Cimarron Cutoff

President Helen C. Brown  
PO Box 1400  
Elkhart KS 67950  
(316) 697-4597

The quarterly meeting was held October 24 at the Morton County Historical Museum in Elkhart, KS.

The chapter will host a Santa Fe Trail mapping seminar conducted by Phil Petersen, SFTA mapping chairman, on Saturday, November 14.

#### Texas Panhandle

President Kathy Revett  
1227 S Bryan  
Amarillo TX 79102  
(806) 371-9309

The chapter scheduled two fall meetings. A joint meeting with the Corazon de los Caminos chapter was scheduled October 3 in Tucumcari, NM. Len Slesick, a retired meteorologist in Amarillo, TX, presented a program on Fort Bascom. This site is reported to have been bulldozed recently.

A field trip to the Texas Tech Library Southwest Collection has been rescheduled for November 8. Clint and Siva Chamber will serve refreshments after the meeting.

#### Wagonbed Springs

President Jeff Trotman  
PO Box 1005  
Ulysses KS 67880  
(316) 356-1854

The quarterly meeting was scheduled for October 8 in Hugoton, KS. The chapter is planning to participate in the mapping workshop November 14, with the Cimarron Cutoff chapter.

#### Heart of the Flint Hills

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

The chapter met October 8 at the Burlingame Rodeo Building. Reports were given on the symposium plans. Steve Dodson gave an interesting talk about McGee's Tavern and Hostelry that was established on 110 Mile Creek in 1854. Frye McGee was a slave owner and involved in the

slave traffic.

Doris Cress gave a report on the activities at the Rendezvous in Larned. It was also reported that the new cedar shingle roof was completed on the Stone Barn at Fremont Park. A committee was appointed to begin the restoration of the wall at the Wilmington school house.

Directors elected for three years were Al Bunting, Osage County, Lois DeWitt, Lyon County, and Don Cress, Morris County.

A video was shown of the 1998 Santa Fe Trail Ride. The next meeting will be January 21, 1999, in Council Grove.

### End of the Trail

President George Donoho Bayless  
PO Box 156  
Chama NM 87520  
(888) 368-4868

On September 19 thirteen members accompanied by six guests and five members of the Corazon de los Caminos and Bent's Fort chapters attended an outing to the Dorsey Mansion and Point of Rocks on the Cimarron Route of the Trail, and concluded the day by visiting the Santa Fe Trail Museum in Springer, NM.

Our thanks to Mike Taylor, museum board member and SFTA member, for arranging for the museum to be open and to the docent who gave the tour.

Dorsey Mansion is a log and masonry Victorian mansion built by Stephen W. Dorsey. The log structure was completed in 1880 and the stone castle structure was completed in 1886. It then was an elegant mansion of 36 rooms and 10,000 square feet.

SFT travelers did not use the Dorsey Mansion as a landmark, but they left their mark with ruts that cross the property not far away. Point of Rocks was an important landmark on the Trail. A spring made this an important campsite area not only for Trail travelers, but for people as long as 10,000 years ago. Tipi rings testify that Plains Indians camped nearby.

Camping there now are Pete and Faye Gaines who welcome visitors to their land. Faye has submitted a grant proposal to the Scenic Byway Program to provide toilet facilities at the site. It was a worthwhile outing,

and participants are to be congratulated as most drove over 300 miles to attend.

Our next event is November 21, when Louann Jordan, curator at Los Golindrinas and chapter member will enlighten us on the Moorish influence in New Mexico.

### Corazon de los Caminos

President Steve Whitmore  
120 Gabaldon Rt  
Las Vegas NM 87701  
(505) 454-0683

The chapter turned out in force in August to take measure of old Fort Union. Twenty-five members and guests (two from New Jersey) commanded by Superintendent Harry Myers and armed with tapes and clipboards, fanned out among the ruins to gather information that the Park Service will use to protect the structures from time and weather. We got to see the original First Fort at close hand and the remains of the great corrals that housed the traffic coming in over the Santa Fe Trail. Thanks to Harry and Chief Ranger Jim Hooyboer for arranging this fine event and to the Southwest Parks and Monuments Association for providing the tasty lunch.

In September a trip to Charette Lakes and the Ocate Crossing, led by Harry Myers, was another splendid event. The joint meeting with the Texas Panhandle Chapter at Tucumcari early in October included two excellent talks, one by Len Slesick on Fort Bascom, and the other on historic trails in the Panhandle by Alvin Lynn. Slesick showed a slide of a child's grave at Fort Bascom, most likely that for Richard and Marion Russell's first child, Hattie Eliza. Thanks to Kathy Revett of the Texas Panhandle Chapter for arranging this meeting.

The November meeting is planned at Wagon Mound with a talk by Fred Friedman on "The Santa Fe Trail and the Santa Fe Railway: A Transition in National Growth." Friedman is Chief of Rail and Intermodal Planning for the New Mexico State Highway & Transportation Department.

The chapter held a planning meeting for symposium 2001 on October 28 and assigned various functions to particular members. There are still a few positions to fill and volunteers are welcome. Steve Whitmore will serve as coordinator.

### Wet/Dry Routes

President Rusti Gardner  
801 Vernon Dr  
Larned KS 67550

The chapter met for its summer meeting at the Quivira National Wildlife Refuge Visitors Center on August 16, 1998. Reports were given on the 1998 seminar about the survey of the Trail, the marking project, and plans for the 1999 seminar which will be about trading ranches on the Trail. Reports were also given about the web site operated by Larry and Carolyn Mix and the chuck wagon dinner to be served at the Rendezvous.

Members voted to amend the constitution by adding another officer, the immediate past-president, to serve in an advisory capacity. Also approved was the purchase of a plaque for the marking program and a \$200.00 award to be given annually for the best entry relevant to the Santa Fe Trail by Kansas students in the National History Day Competition.

The fall meeting was scheduled for October 4 in Offerle, KS. David Clapsaddle's presentation "Burying Private Easley" told of the burial of a 1st Illinois infantryman who died at the Pawnee Fork crossing in 1847.

Plans for the 3rd annual seminar, "Trading Ranches on the Santa Fe Trail," June 5, 1999, are in progress. Speakers will include Michael Olson, Las Vegas, NM, William Chalfant, Hutchinson, KS, Leo Oliva, Woodston, KS, and David Clapsaddle, Larned, KS. The location will be at Fort Dodge.

The sign directing the public to Duncan's Crossing on the Fort Hays/Fort Dodge Road which was damaged by vandals, has been repainted and replaced. Thanks to Rusti and Jack Gardner for their superb restoration, and to David Clapsaddle and Leonard Aufdemberge for resetting the sign.

One of the chapter's limestone posts, one mile east of Fort Larned NHS, was broken off at ground level during a tornadic storm last spring and will be reset in the near future.

Other limestone posts which have long awaited placement in the Fort Dodge area have been set. Highway construction had prevented the installation of new markers and the re-

setting of others for a two years.

Four additional markers are ready and awaiting placement on the Fort Hays/Fort Dodge Road.

### **Dodge City/Fort Dodge**

David Kloppenborg  
PO Box 441  
Bucklin KS 67834  
(316) 826-3537

On September 29 chapter members gathered at the Dodge City Public Library to hear Donald J. Blakeslee speak on "Sacred Places: Indian Shrines on the Great Plains."

On October 18 the chapter sponsored a trolley-car guided tour to northeast Ford county including the Sawlog area of the Fort Hays/Fort Dodge Road and other historical sites.

Dave Webb, SFTA director, presented a program "Women on the Santa Fe Trail" following a noon lunch at the Gunsmoke Restaurant in Dodge City on November 6. The chapter cohosted an autograph party for Leo Oliva's new book on Fort Dodge at Fort Dodge on November 7.

### **Missouri River Outfitters**

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

The next chapter meeting will be November 19, 1998, at the National Frontier Trails Center in Independence, MO, at 7:00 p.m. Sponsored in part by the Missouri Humanities, Katie Armitage will present "Julia Louisa Lovejoy: Early Settler of the Midwest."

The annual holiday gathering will be December 6 at 2:00 p.m. at the home of Roger and Sandy Slusher in Lexington.

Topper, Lou Jr., and John Schumacher are organizing a work day for the mapping committee to peruse the late Lou Schumacher's extensive research.

Congratulations to new MRO member Anna Belle Cartwright on her recent retirement from the National Frontier Trails Center. Anna Belle says she can now spend more time on the museum project for the SFTA and on further research with the Hinchey diary and sketches.

For more information regarding membership or meetings, contact Anne Mallinson at 816-230-7228.

### **Quivira**

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

The midsummer tour was held August 30 when twenty-eight chapter members went to Kanopolis to view the location of Fort Ellsworth and the remaining buildings of Fort Harker. Janell Cook, director of the Coronado Quivira Museum in Lyons and former director of the Ellsworth County Historical Museums at Ellsworth and Kanopolis, led the group.

Fort Ellsworth was located on the Smoky Hill River on the Fort Riley-Fort Larned Road, an important part of the Santa Fe Trail network. When the location was flooded the fort was moved approximately one mile northeast to be renamed Fort Harker. Fort Ellsworth was built of mud and wood huts. Fort Harker was built of stone quarried from the nearby sandstone hills.

There are four remaining buildings, the guardhouse and one junior officers' quarters are property of the Ellsworth County Historical Society, and the other officers' quarters and the commanding officer's home are private property. Fort Harker was a quartermaster depot supplying military posts in Kansas and the Southwest when the railroad was laid to Ellsworth. When the railroad reached Ellsworth the military supplies were then sent from Fort Harker to the Santa Fe Trail at the Walnut Crossing. Fort Harker was officially closed in 1872.

The Coronado Quivira Museum in Lyons recently became the home of the provisions box from the ill-fated Don Antonio Chávez trip in 1843. The box is now on display in an expanded Santa Fe Trail exhibit. Museum hours are 9:00 am-5:00 pm Monday through Saturday, and 1:00 to 5:00 pm Sunday. Closed on major holidays.

Pat Hall and Carol Near have been named chapter program and tour cochairmen and are working on the program for the next year.

### **Cottonwood Crossing**

President Vernon Lohrentz  
205 Beverly  
Newton KS 67114  
(316) 284-2095

No report.

### **Bent's Fort Chapter**

President Lolly Ming  
1841 County Rd DD  
Pritchett CO 81064  
(719) 523-6968

A tour of Picture Canyon on September 27 completed the chapter's summer tour calendar. The weather was beautiful and a large crowd, including many nonmembers, attended this interesting tour of rock art sites, homesteads, and an old cemetery. Jamie Kingsbury was tour leader. Even though Jamie and Lolly took the wrong road a couple of times, it is believed that everyone found their way back out of the canyon in time to get to work Monday morning.

The August tour to the Trinidad area was also well attended. Richard Loudon led the group to Trail sites in the Hoehne area. Then it was on to the Wootton Ranch to hear the history of the ranch from Katherine Berg and have a picnic lunch. The tour then returned to Trinidad for museum visits and a walking tour of the downtown area led by Willard Loudon.

This was a successful tour season for the chapter. A special thank you is extended to land owners, tour leaders, the tour committee, and to LaDonna Hutton who handled the publicity for the tours.

The chapter newsletter has a new editor. Kellie Vap accepted the job beginning with the next issue. Lolly Ming, who has been the editor for the past two years, and those who have assisted her, deserve the chapter's gratitude for a job well done. Thanks, Lolly. The November meeting will be held in the newly renovated railroad depot in Holly, CO. Speakers will present the histories of Holly, Trail City, and Amity and a tour of local sites is planned.

### **HELP WANTED**

Enclosed is a poor photo (not reproduced) of a felt wall hanging found in the effects of an elderly lady in Boise City, OK. The piece is shaped like an animal skin, 33 inches high and 23 inches wide, and it was once framed at the edges. The top reads "Old Santa Fe Trail" and bottom reads "B.B. Association 1914." The picture in the middle shows an Indian with peace pipe in

front of a large fire with a tipi in the background. We can find no information about this organization or its location. Can anyone help identify this article? Thank you.

Morris Alexander  
PO Box 220  
Boise City OK 73933

### 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

Dr. & Mrs. Don E. Alberts, 6324 Beaver Ct, Rio Rancho NM 87124  
Irvin J. & Kellyn Drayer, 1606 H. G. Mosley Prkwy, Longview TX 75604  
Deborah & Jon Lawrence, 44 Harvey Ct, Irvine CA 92612  
Howard & Joyce Losey, 726 James St, Maize KS 67101  
Vernon & Janice Stockslager, 706 Ryan Ln, Greencastle PA 17225

#### INDIVIDUAL MEMBERSHIPS

David Dary, 1113 Robinhood Lane, Norman OK 73072  
William Feyerharm, 5495 Pheasant Ridge Rd, Manhattan KS 66502  
Harriet Freiburger, PO Box 775063, Steamboat Springs CO 80477  
Joe Glotzbach, c/o USD No. 417 High School, 129 Hockaday, Council Grove KS 66846  
Kevin Hays, 11363 Amanda Lane #159, Dallas TX 75238  
Ester M. Jarvis, 1422 SW 32nd St, Topeka KS 66611  
Gary J. Oline, 34 Crepe Myrtle, Little Rock AR 72209  
Ernest Orahood, 311 W 14th St, La Junta

CO 81050

Dr. Frank Purdie, 2117 64 Ave Ct, Greeley CO 80634  
Cindy Ella Rogers, 17110 Ebel Rd, Wamego KS 66547  
William E. Rogers, 19911 S Valley Pride Rd, Pretty Prairie KS 67570  
John G. Schumacher, 901 Laurel Dr, Rolla MO 65401  
Louis Austin Schumacher, 5904 E Bannister Rd, Kansas City MO 64134  
Don L. Terhune, 1139 Village Dr, Manhattan KS 66503  
Michael Wolf, 150 West End Ave Apt. 2F, New York NY 10023

### 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 February, so send information for March and later to arrive by January 20, 1999. Thank you.

**Nov. 19, 1998:** 7:30 p.m., National Frontier Trails Center, Independence MO, Katie Armitage will speak on "Julia Louisa Lovejoy: Early Settler of the Midwest."

**Nov. 21, 1998:** End of the Trail Chapter meeting, program by Louann Jordan on "Moorish Influence in New Mexico." Contact Meredith Mayo (505) 983-7874.

**Dec. 6, 1998:** Missouri River Outfitters Chapter meeting, 2 p.m., at home of Roger & Sandy Slusher in Lexington MO.

**Jan. 3, 1999:** Wet/Dry Routes Chapter meeting, 2:00 pm, City Hall meeting room, Kinsley, KS.

**Jan. 21, 1999:** Heart of the Flint Hills Chapter meeting, Council Grove KS.

**April 24, 1999:** Fort Larned Old Guard annual meeting, program about Cheyenne and Sioux village on Pawnee Fork.

**June 5, 1999:** Wet/Dry Routes Chapter Seminar, "Trading Ranches on the Santa Fe Trail," at Fort Dodge KS.

**June 5, 1999:** National Trails Day. For planning materials contact American Hiking Society, 1422 Fenwick Ln, Silver Spring MD 20910.

**Sept. 23-26, 1999:** SFTA Symposium, Council Grove KS. Contact Jim Selby, 200 N Chautauqua, Council Grove KS 66846 (316) 767-6994.

### IRS APPROVES GROUP STATUS

ON November 4, 1998, the IRS approved the SFTA application for group exemption from federal income taxes. The tax-exempt status has been granted to all nine chapters that requested it. New chapters may be added. Each chapter will be responsible for following the IRS rules for 501(c)(3) organizations. Individuals who donate to SFTA or the chapters may deduct those contributions to the extent allowed by law. Thanks to SFTA member Britt Colle, McPherson, KS, for overseeing the application for this exempt status.

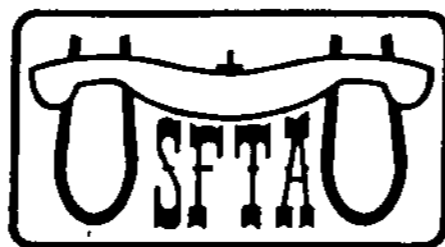
### FROM THE EDITOR

The Rendezvous was an unqualified success, and the sponsors deserve special thanks. The officers and directors are working hard for SFTA, to keep it running and strong. Your membership is vital, and the Trail deserves your support.

Happy Holidays!

—Leo E. Oliva

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



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