

# Wagon Tracks

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## Wagon Tracks. Volume 1, Issue 1 (November, 1986)

Santa Fe Trail Association

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# WAGON TRACKS

## SANTA FE TRAIL COUNCIL NEWSLETTER

VOLUME 1

NOVEMBER 1986

NUMBER 1

### TRINIDAD SYMPOSIUM

For more than a year the Colorado Historical Society worked vigorously to put together a meaningful and spirited trail symposium, which was held this past September in Trinidad. Barbara Sudler and Marianne Lorenz with their staff in Denver and Joy Poole in Trinidad can take pride that the event proved a major success. More than 230 people registered officially, and an additional undetermined number attended portions of the program.

Highlights of the three-day gathering included an inspiring keynote address by Marc Simmons on poetry of the trail, a major address by prominent western author David Lavender, a session in honor of the late trail scholar Morris Taylor, a lecture on trail women—Indian, Hispanic and Anglo—by Dr. Sandra Myres, and a series of fine panels. A slide lecture presented by Jere Krakow was so warmly received on Saturday night, while some participants were away at Bent's Fort, that he has been invited back next year. Weather proved perfect throughout, particularly for an open-air lunch at the Baca-Bloom complex on Friday. Those who stayed over on Sunday for the train ride through Raton Pass were richly rewarded.

Special thanks is owed to President Tom Sullivan and everyone at Trinidad State Junior College, the host institution. Additional funding and support were provided by the Colorado Endowment for the Humanities, the Ballantine Family Charitable Fund, the American Association of University Women and the Trinidad Historical Society.

Not to be forgotten are Sam Arnold, for exercising his pioneer culinary skills at Bent's Fort, the A. R. Mitchell Memorial Museum and Gallery for hosting an outstanding reception, the book exhibitors, the Raton residents who met the Sunday train and served as tour guides, and everyone else

### "The Santa Fe Trail lives on!"

*Marc Simmons  
Keynote Address, 1986 Symposium*

who pitched in so generously.

For many participants, the symposium was the first event of its kind they had attended. While a few hitches developed along the way, most people agreed that the gathering offered a wonderful opportunity to learn about the trail, meet others who shared their interests and in the bargain have a good time. The three days came to an end with everyone looking forward to Hutchinson in 1987.

An important outcome for the future of the trail, and for those who are interested in preserving, protecting and promoting its physical remains, extensive history and fascinating lore, was the organization of the Santa Fe Trail Council. See President Simmons's column on page 2 for details.



### AWARDS CEREMONY

A highlight of the Trinidad get-together was an awards ceremony held at the conclusion of the Council's first business meeting. The eight recipients were singled out for their exceptional service and outstanding contributions to the Santa Fe Trail. By focusing attention on their accomplishments, the Council hoped to encourage others to work for the preservation of the trail and to learn more about its history.

The honorees who received handsome plaques were archaeologist Earl Monger, Larned, KS; William Wheatley, Clayton, NM; Katharine B. Kelley and the late Amelia J. Betts, Baldwin City, KS; Alta B. Page, Albuquerque, NM; Gregory Franzwa, Gerald, MO; Ralph Hathaway, Chase, KS; and Paul Bentrup, Deerfield, KS.

(continued on page 2)

### SANTA FE TRAIL BILL

Early in 1986 the Oregon-California Trail Association (OCTA) initiated efforts to introduce a congressional bill that would bring the Santa Fe Trail under jurisdiction of the National Park Service by including it within the National Historic Trails system. In April OCTA paid the expenses of a delegation to lobby in Washington on behalf of such a bill. Participating were President Tom Hunt, Vice-President Barbara Magerl, and Board Member Greg Franzwa for OCTA, and Marc Simmons and Sylvia Mooney for the soon-to-be-formed Santa Fe Trail Council.

Rep. Bill Richardson (D-NM) agreed to sponsor the bill, and seventeen co-sponsors, mostly from trail states, were soon added. Colorado Rep. Hank Brown was among the strongest advocates. A snag developed during hearings as several ranchers expressed fears that the bill would open the way for a loss of some of their land. That concern brought a compromise prohibiting the federal government from acquiring property for the trail without the owner's approval. Subsequently, the bill passed the House with bipartisan support.

In the Senate the bill was co-sponsored by all ten senators representing the five trail states, with Senator Nancy Kassebaum (R-KS) taking the lead. The measure seemed to be moving toward final passage when it got caught in the Public Lands Subcommittee. OCTA initiated a letter and phone campaign to move it out, but the Senate recessed before that could happen. However, the Subcommittee Chairman Malcolm Wallop (R-WY) has promised that the bill will be the first order of business when Congress reconvenes. Chances for passage remain excellent. We owe a large debt of thanks to OCTA!



## PRESIDENT'S COLUMN

During the first trail symposium in Trinidad, September 12-13, 1986, I assisted in organizing the new Santa Fe Trail Council and agreed to serve as provisional president until the first formal meeting of the Executive Board to be held at the Hutchinson symposium in 1987. At that time the bylaws will be adopted and the Council will be fully operational. Also the first regular election of officers will take place.

In the meanwhile, an organization is in place, programs are being developed, and the initial issue of *Wagon Tracks*, with a solicitation for memberships has been distributed. We are fortunate that distinguished trail scholar Dr. Leo E. Oliva has kindly consented to assume the dual responsibilities of editor and publisher of this newsletter.

The Executive Board, which now has final authority in setting Council policies, consists of two representatives from each of the five trail states, plus seven at-large members. They are: from Missouri, Mark L. Gardner and Sylvia Mooney; from Kansas, Leo E. Oliva and Ruth Olson (Secretary); from Oklahoma, Bill Pitts and Daniel Muldoon; from Colorado, Joy Poole (Executive Vice-President) and David A. Sandoval; from New Mexico, Marc Simmons (President) and Dan Murphy; and at-large, John Tarabino (Treasurer), Leslie Wildesen, Michael E. Duncan, Jere L. Krakow, Barbara Peirce (1987 Symposium Coordinator), Adrian Bustamante, and Michael E. Pitel (Publicity Coordinator).

Both the Trinidad Symposium and the progress of the Santa Fe Trail Bill in Congress have focused the national spotlight on the trail (see accompanying stories on each). Press coverage has been wide and intensive. Even the *New York Times* ran a feature on the trail, though it managed to misspell "Santa Fe" in the headline. Interest seems to be at an all-time high, which means that the Council has entered the picture at the right moment.

We need to build our membership as quickly as possible. The officers and board are still wrestling with some nettlesome problems of administration and procedure, but these should be ironed out soon. I ought to add too that I have taken to heart a number of criticisms over the "railroading"

procedures I used in Trinidad to bring the Council into being. I can only say that I took the steps necessary to get us launched and that all business in the future will be conducted according to the bylaws and the accepted rules of order.

Let us all work together to build a sound and exciting Council—one that will benefit the Santa Fe Trail.

—Marc Simmons

## HUTCHINSON SYMPOSIUM

The Council has elected to hold a trail symposium every two years, in odd-numbered years. Since the first symposium occurred in an even year, 1986, it was decided that the next one should be in 1987 (September 25-27) to place us on our regular schedule. The symposium following that will be in 1989, probably at a trail city in New Mexico.

The 1987 Symposium is scheduled for Hutchinson, Kansas and is under the direction of Barbara Peirce. Hutchinson Community College will serve as host institution, with the support of co-sponsors, the Hutchinson Public Library, Reno County Historical Museum, Dillon Outdoor Education Center and the Kansas Cosmosphere. A letter from HCC President James H. Stringer, extending an advance welcome to the symposium, was read at the first general business meeting in Trinidad.

Barbara is well along in planning a lively program that will differ in several respects from the first symposium. However, those planning to attend can look forward to our standard lectures, panels and tours. But be prepared for some surprises, also.

In even-numbered years, ardent trail buffs will still have a conference they can attend—the Santa Fe Trail Center's Rendezvous in Larned. Begun in 1980, this biennial gathering held in late March always draws an enthusiastic crowd.

## AWARDS CEREMONY

(continued from page 1)

The event received good press coverage and reflected favorably upon the new Council. Some of the recipients were the subject of a lengthy story by their local papers. For example, the *Great Bend Tribune* published a fine write-up on the work of Earl Mon-

ger, and columnist Howard Bryan of the *Albuquerque Tribune* gave a good account of Mrs. Alta B. Page's generous 110-acre donation of the Boggsville, CO site to the Pioneer Historical Society of Bent County.

Members should begin thinking of worthy individuals for next year's awards. Nominations can be sent to the president.

(Note: As this issue of *WT* was going to press, word was received of the death of Earl Monger of Larned.)

## MEMBERSHIPS

An application for membership in the Santa Fe Trail Council is enclosed with this first issue of *Wagon Tracks*. Dues paid now will cover the calendar year of 1987. By joining you will help get the Council on solid footing and will be supporting the programs to benefit the trail that it is trying to develop. Every person who joins is encouraged to try and sign up at least one additional new member.

Specific benefits to members at this point include a membership card, subscription to *Wagon Tracks*, annual roster of members, and all mailings from the Council, including advance announcement of the Symposium and preregistration materials. We hope to expand the benefits as the Council continues to take shape.

*Wagon Tracks* is the official publication of the Santa Fe Trail Council, a non-profit organization incorporated under the laws of the State of Colorado. Letters are welcome, but they become the property of *WT* and may be edited or abridged at the editor's discretion. All rights reserved. Inquiries can be directed to the appropriate addresses below. Annual subscriptions are obtained through membership in the Council, whose dues are fixed per calendar year. Checks should be made payable to the Santa Fe Trail Council and sent to the treasurer.

### Membership Categories

Benefactor	\$1,000
Life	\$500
Institutional	\$100/year
Corporate	\$100/year
Patron	\$100/year
Supporting	\$50/year
Family	\$15/year
Individual	\$10/year

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JOIN OUR SISTER ORGANIZATION  
**THE OREGON-CALIFORNIA TRAIL ASSOCIATION**  
 and receive the handsome quarterly  
**OVERLAND JOURNAL**  
 which includes material on the Santa Fe Trail  
 Inquiries: OCTA, Box 42, Gerald, MO 63037  
 (Watch for story on OCTA in next WT)

### MARKER FUND

During the first symposium more than \$280 was raised toward the establishment of a marker fund. The money came from the raffle of trail books held during the business meeting. Those making donations for the raffle included Jack D. Rittenhouse, Marc Simmons, Allan Maybee, Leo and Bonita Oliva, the University of New Mexico Press and the Kansas Heritage Center.

As the fund grows, a committee will be named to review trail sites in need of markers. According to Greg Franzwa, the Oregon-California Trail Association recently set aside \$2,000 to place new markers at gravesites along western trails. This sort of project can make a very positive and visible contribution.

### DRAGOON CREEK SITES

Trail buff Daniel Swick of Burlingame, KS hopes to see access improved to important sites near the Dragoon Creek Crossing. In this vicinity, one of several branches from Fort Leavenworth joined the main Santa Fe Trail.

Besides the Crossing, points of interest here include the ruins of the Havana Stage Station, Pvt. Samuel Hunt's grave, trail ruts, and a DAR marker. Together, they probably merit declaration as the Dragoon Creek Complex. Persons interested in these sites should contact Swick at RR 1-H, Box 66, Burlingame, KS 66413. Incidentally, he informs us that a cavalry sabre was once plowed up near the Hunt grave.

### GIRL SCOUTS TO TAKE TRAIL WALK

A nationwide celebration in 1987 will mark the 75th anniversary of the Girl Scouts, Inc. To help commemorate the event, councils in Missouri and Kansas will sponsor a program called "Discover the Santa Fe Trail." According to Evelyn Bartlow, Volunteer Santa Fe Trail Coordi-

nator for Jackson County, Missouri, Girl Scout troops and their families will be encouraged to walk sections of the trail anytime during 1987.

What has been designated as the "Major Trail Walk" will take place June 6-14. Participants will then go to Fort Larned for a special celebration on June 20. Planning assistance has been provided by noted trail scholar Pauline Fowler of Independence and by Barbara Magerl, Overland Park, who is vice-president of the Oregon-California Trails Association. Information is available from Mrs. Bartlow, 54 Woodbridge Lane, Kansas City, MO 64145.

### GOLD RUSH

Maryruth Greenwood who writes for the *Hugoton Hermes* on the Cimarron Cutoff did a story recently about the "Lost Frenchmen's Gold" at Flag Spring." Such old tales about buried treasure are usually more myth than fact, but they form an interesting part of local folklore.

In this case quite a few people in southwestern Kansas took the yarn as gospel truth. Indeed, three residents of Hugoton loaded up picks and shovels and wandered down to Flag Spring in the Oklahoma panhandle. Returning home they announced discovery of the treasure and displayed ingots alleged to be of pure gold and worth millions. The news created a sensation and the IRS was said to be sending in a man to claim the government's share.

No one is saying straight out that the whole thing was a hoax, but folks living along that section of the trail now seem to have come to that conclusion.



### POST OFFICE OAK -LETTERS-

[The following is an extract from a letter addressed to the Colorado Endowment for the Humanities, which provided a significant portion of the funding for the Trinidad Symposium.]

Greetings:

I speak for many people who may not have the opportunity to write and thank you for helping make the symposium possible. Your timing was excellent. This is one of those subjects of enormous importance in which interest seems to wax and wane over generations. For several years now those of us dedicated to the trail have noticed increasing attendance at lectures, better sales of books, etc., with an upswing of interest. The symposium took this tide at the full and capitalized on it. The formation of the Council, especially, which this symposium facilitated, may have made the gains permanent. Your money was well spent, with benefits that will be visible in years not yet numbered.

Dan Murphy  
National Park Service  
Santa Fe, NM

. . . . .

A letter from Mable Sutton of Pueblo, CO poses a question for the Council. She writes: "I need some assistance in identifying a site along the Santa Fe Trail. Our family history indicates that a John Burland was buried at Rock Corral on the trail when he was killed coming home from the Mexican War.

"I have been unable to locate this campsite in any of the readings I have done. If you can assist me in identifying this area, I would greatly appreciate it."

Marc Simmons answers: "The Rock Corral was the last stop on the trail about ten miles southeast of Santa Fe, in the vicinity of today's Lamy Junction. It is first mentioned in a soldier's diary of 1847. Another soldier in 1858 stated: 'The Rock Corral is a humbug being about 15 ft. square and two ft. high.' That description would suggest the enclosure was then in ruins. John Udell on his way to California in 1859 says there was a fork in the road at the Rock Corral, the left hand turning south toward Albuquerque and the right continuing on to Santa Fe.

"Some time later the Rock Corral Stage Station was built at the

site. At least one passenger in the 1870s reports that his coach's horses were changed there. A story in the *Weekly New Mexican*, May 18, 1878, declared that the station had burned. It may have been rebuilt, but if so it would have been abandoned early in 1880 with the arrival of the railroad."

Anyone with more information on this site is asked to communicate with Simmons or Oliva.



## CONVERSE OF THE PRAIRIES —BOOK NOTICES—

David Dary, *Entrepreneurs of the Old West*. New York: Alfred A. Knopf, 1986. Pp. xi, 368. Illus., index. \$22.95.

Distinguished author, Professor of Journalism at the University of Kansas, and friend of the Santa Fe Trail, David Dary is best known for his prize-winning *Buffalo Book* and *Cowboy Culture*. This new work is a skillfully drawn portrait of the adventurous entrepreneurs who brought capitalism to the nineteenth-century American West.

Those interested in the Santa Fe Trail will discover much of value, beginning in Chapter 2, "Over the Road to Santa Fe." The section on "Military Posts and Freighters" also contains useful insights on Southwestern commerce, and there is good coverage of the Bents. According to one reviewer, Dary's purpose is to explain "what happened when eastern business methods collided with western individualism." This book is highly recommended.

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C. Robert Haywood, *Trails South: The Wagon-Road Economy in the Dodge City-Panhandle Region*. Norman: University of Oklahoma Press, 1986. Pp. xv, 312. Notes, bibliography, illus., index. \$19.95.

After the Santa Fe Trail was superseded by the railroad, freighting trails branched out to open new regions. Haywood considers the history and significance of three such trails running south from Dodge City to the Oklahoma and Texas panhandles during the 1870s and 1880s: Dodge City-Fort Supply Trail, Tascosa-Dodge City Trail, and the

Jones and Plummer Trail. While these trails had particular histories, they shared much in common with other freighting routes throughout the West.

One can learn much here about freighting and stagecoaching businesses and the entrepreneurs who made wheels turn, about the men who handled teams and drove stages and the equipment they used, and about the characters who operated road stations and how they succeeded or failed. Serious trail buffs and scholars will welcome this reliable account of hitherto little-known roads and the economic region that developed around them.

• • • • •

Marc Simmons, *Following the Santa Fe Trail: A Guide for Modern Travelers*. New revised edition. Santa Fe: Ancient City Press, 1986. Pp. xviii, 214. Maps, illus., index. Paper, \$12.95.

Since Simmons's first edition of this remarkable guidebook was printed in 1984, anyone interested in following a portion or all of the road to Santa Fe could find nothing comparable for directions or succinct historical explanations about numerous important sites, landmarks, ruts, markers, monuments, and museums. Based on careful research in records and actual visits to the places described, the book is an inspiration as well as a guide, containing recommended readings, travel tips, and fascinating tidbits along with the detailed instructions of how to get from one point to another.

This new edition is considerably expanded, with more maps and illustrations, more detailed directions, and corrective revisions. Readers will appreciate that this edition is typeset instead of typescript and welcome the addition of an index. Anyone traveling the trail will find this guide invaluable in seeking contact with places where history happened, and those who have the first edition are advised to place it on the shelf and buy this one to read and carry along that enchanted route. For those who want to make that trip and cannot, the next best thing will be to study this book along with some of Simmons's recommendations for further reading.



## COUNCIL TROVE

### —DOCUMENTS—

#### UNCLE DICK'S TOLL ROAD

Ex-mountain man and trail freighter Uncle Dick Wootton applied to the Colorado legislature in the winter of 1865 for a charter authorizing him to construct a toll road on the Santa Fe Trail between Trinidad and the New Mexico line. The result was an act, passed just before the legislature adjourned, which is printed below. Joy Poole discovered it in the *Session Law of Colorado, 1865*, p. 117, and furnished us a copy.

#### AN ACT

##### TO INCORPORATE THE TRINIDAD, RATOON [RATON] MOUNTAIN ROAD.

Be it enacted by the Council and House of Representatives of Colorado Territory:

Sec. 1. That Richard L. Wootton, his legal associates and successors, are hereby constituted and declared a body politic and corporate, by the name and style of "The Trinidad and Ratoon Mountain Wagon Road Company," and by that name shall be capable of making contracts, of suing and being sued, impleading and being impleaded, in all matters whatsoever, in all courts of law and equity in this territory, and may have and use a common seal which may be altered at pleasure, which corporation hereby created shall continue for the term of ten years.

Sec. 2. Said company shall have power to construct a wagon road from Trinidad, upon the Purgatory [Purgatoire] river, in Huerfano county, thence to some point upon the southern line of the Territory of Colorado, through and over the Ratoon [Raton] Mountains by way of, or as near as possible to the old route known as the Santa Fe and Bent's Old Fort road, and said company shall have power to make and afterwards to alter all needful rules and regulations for the government of said company.

Sec. 3. Said company shall have power to collect such tolls as may be fixed by the county commissioners of Huerfano county, and any person who shall pass the gate or gates on said road and shall neglect or refuse to pay the toll, authorized to be taken by said commissioners, shall forfeit and pay twenty-five dollars, to be recovered by an action of debt by said corporators.

Sec. 4. The county commissioners of Huerfano county or any one of them shall be authorized to examine said road at any time, and if they or any one of them deem the road in bad condition they or he shall give the owners thereof written notice of the facts so considered, when if not prepared in

thirty days, or a reasonable time, the charter shall be null and of no effect, and no person shall be liable to pay toll thereon.

Sec. 5. All fines accruing under the provisions of this act shall be paid into the county treasury for the use of common schools of this territory.

Sec. 6. This act shall take effect and be in force from and after its passage.

Approved February 10th, 1865.

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## WHICH WAY TO SANTA FE?

On May 24, 1846, Dr. Frederick A. Wislizenus of St. Louis recorded the following observation, *Memoir of a Tour to Northern Mexico . . . in 1846 and 1847*, printed in *Sen. Misc. Doc. No. 26*, 30th Cong., 1st Sess.:

This morning we passed the road to Oregon, that leaves, about eight miles from Round Grove, the Santa Fe road, and turns to the right towards the Kansas [river]. A way post had been put there, marked: "Road to Oregon."

Either that sign post was gone a few weeks later or a group of soldiers took another branch of the trail, for Lucian J. Eastin, a soldier in the Cole County Infantry which left Fort Leavenworth on June 29, declared in a letter dated July 14, 1846, to the *Platte Argus* and reprinted in the *Missouri Democrat* at Fayette, MO, September 2, 1846:

. . . We took the Oregon road, instead of that to Santa Fe and went twelve miles before we discovered our error. In returning two of the wagons broke down, by which we were detained two days.

July 4th. We at last got fairly on the Santa Fe route. . . .

• • • • •

## DESIGNATING THE SANTA FE TRAIL AS A NATIONAL HISTORIC TRAIL

The following excerpts regarding House Bill 4794 are from the *Congressional Record*, September 16, 1986, H6914-H6916:

### SECTION 1. DESIGNATION.

(a) Designation.—Section 5(a) of the National Trails System Act (16 U.S.C. 1244(a)) is amended by adding the following new paragraph at the end thereof:

"(14) The Santa Fe National Historic Trail, a trail of approximately 950 miles from a point near Old Franklin, Missouri, through Kansas, Oklahoma, and Colorado to Santa Fe, New Mexico, as generally depicted on a map entitled "The Santa Fe Trail" contained in the Final Report of the Secretary of the Interior pursuant to subsection (b) of this section, dated July 1976.

The map shall be on file and available for public inspection in the office of the Director of the National Park Service, Washington, District of Columbia. The trail shall be administered by the Secretary of the Interior. No lands or interests therein outside the exterior boundaries of any federally administered area may be acquired by the Federal Government for the Santa Fe Trail except with the consent of the owner thereof. Before acquiring any easement or entering into any cooperative agreement with a private landowner with respect to the trail, the Secretary shall notify the landowner of the potential liability, if any, for injury to the public resulting from physical conditions which may be on the landowner's land. The United States shall not be held liable by reason of such notice or failure to provide such notice to the landowner. So that significant route segments and sites recognized as associated with the Santa Fe Trail may be distinguished by suitable markers, the Secretary of the Interior is authorized to accept the donation of suitable markers for placement at appropriate locations".

Remarks of Bruce Vento (MN), chairman of the Subcommittee on National Parks and Recreation:

The designation of the Santa Fe Trail as a national historic trail is worthy of our support. From 1822 to 1880, the trail, extending some 950 miles from Missouri to Santa Fe, NM, was one of America's most important commercial routes, established to expedite trade with the Spanish of the Southwest. It also served as a major military and governmental link with the newly acquired territories of the Southwestern United States.

Many historic sites associated with the Old West are found along the Santa Fe Trail, with five of these sites now units of the National Park System. Today because of development and the weathering process, much of the actual trail is obliterated, with only small scattered segments remaining where the original trail ruts can be seen. Nevertheless, the Santa Fe Trail provides significant historical and interpretative value to present and future generations interested in this unique piece of Americana.

Remarks of Bill Richardson (NM):

Mr. Speaker, there is great public interest and involvement in this legislation. Just this past weekend more than 230 historians, librarians, and history buffs from communities along the trail gathered for a 3-day seminar at Trinidad State Junior College in Colorado. One of the interesting conclusions that surfaced at this weekend seminar is that historical accounts of the trail do not give enough importance to the role of Hispanic merchants who traveled East from Santa Fe

to purchase goods from merchants in Missouri and the East. It is especially appropriate for me to share this with my colleagues today as we celebrate Hispanic Heritage Week.

Remarks of Hank Brown (CO):

It has been over 100 years since the steam engine brought the Santa Fe Trail to an end. However, many sites of historic significance remain today. The designation of the Santa Fe Trail as a historic trail would help to retain that history and would aid modern travelers in locating areas of historic significance. . . .

Mr. Speaker, the Santa Fe Trail is the story of America and her commerce. H.R. 4794 would enable us to preserve this important element of American history while protecting the rights of those people who continue to earn their living along the trail. It is a delicate balance, but one that is achieved through this legislation. I urge my colleagues to support its passage.

Action taken:

The question was taken . . . and the bill, as amended, was passed.



## BENT REUNION PLANNED

The "Bent Descendants Celebration Committee" in conjunction with Bent's Old Fort Historical Association has announced plans for a Bent descendants' reunion at Bent's Fort in the summer of 1987. The purpose is to pay tribute to the legacy of William Bent and his Cheyenne wives Owl Woman and Yellow Woman by acknowledging and honoring the descendants of Mr. Bent and these Cheyenne women.

Four of the five children of William Bent (Mary was the exception) married and lived among their maternal Cheyenne people. These four were Robert, George, Julia, and Charles. Many contemporary Cheyenne, Arapaho, and Kiowa tribal enrollees possessing Bent blood are from the families of George's seven children and the children of his sister, Julia Gurrier. A composite listing of families descended from William Bent includes many of the Bushyheads, Harrisons, Bents, Pratts, Whitebirds, Bringing Goods, Bears, Whites, Kaulaitys, and Geimusaddles. The oldest surviving descendant of William

Bent is the 91-year-old daughter of George Bent and Standing Out Woman, Lucy Bent Littleman of Weatherford, OK.

Celebration plans include a weekend of activities: introductions of Bent descendants, lectures by historians, Cheyenne drummers and singers with accompanying dances and giveaways, a trade fair with demonstrations by Native American craftsmen, food booths, and dedication of a monument or plaque honoring the Bent family.

Many descendants of the Bents have agreed to attend. The committee is seeking contributions to help carry out the planned program. Anyone desiring further information or willing to help should contact Craig Moore, Chairman, Bent Descendants Celebration Committee, Bent's Old Fort Historical Association, La Junta, CO 81050-9523.

### TRAIL CALENDAR

Everyone is invited to send notices for this section; provide location, date(s), time(s) and activity. Remember this is a quarterly. The next issue should appear in February so send information for March and later. Thank you.

Jan. 25, 1987: Santa Fe Trail Center, Larned, KS, Kansas Day Celebration and Open House

Sept. 25-27, 1987: Hutchinson Community College, Hutchinson, KS, Santa Fe Trail Council Symposium

### FROM THE EDITOR

Welcome to the first issue of *Wagon Tracks*. Please join the SFT Council and make sure you receive subsequent releases. Show this copy to your friends and invite them to join too. The Council intends for this to be a quarterly publication and to carry all types of information relating to the Santa Fe Trail as well as Council activities. Your letters, news items, suggestions, questions and comments are solicited. If there is anything you think should be brought to our attention, please do so. Just remember there is limited space (future newsletters will probably be only four pages). We must reserve the right to decide what will be used and to edit as necessary.

Regular features are planned for every issue, including the president's and editor's columns, letters, book notices, documents and a calendar of upcoming events. The staff at every institution and persons in charge of special events along the trail are requested to send dates and relevant information for the calendar.

Beginning with the next issue, a series on museums along the trail is planned, with one museum featured in each newsletter. The staff at the Santa Fe Trail Center near Larned has agreed to launch this project with a report on that institution.

If space permits an attempt will be made to include a listing of new members in each newsletter, although the anticipated response to this initial appeal may preclude that. In any case an an-

nual roster of members will be distributed as well.

Happy trails!

—Leo E. Oliva

### SANTA FE TRAIL TOUR

August 7-16, 1987

Enjoy a guided tour of the Santa Fe Trail from Fort Osage, MO to Santa Fe, following the Cimarron Route and returning via the Mountain Route, with first-class accommodations along the way. The tour begins and ends at the Kansas Museum of History in Topeka. Co-sponsors include the Kansas State Historical Society, Santa Fe Trail Center, and Kansas Heritage Center. Price is \$425 for the nine-day trip, with a \$30 discount for those taking it for college credit. Children accompanying two adults may go for \$195. College credit, 1-3 hours undergraduate or graduate, is available through Fort Hays State University. For further information, contact:

### HERITAGE TOURS

P. O. Box 1  
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WE WANT YOU!



JOIN  
THE  
SANTA  
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COUNCIL NOW.

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600 Prospect  
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