

Wagon Tracks

Volume 31

Issue 3 *Wagon Tracks* Volume 31, Issue 3 (May 2017)

Article 1

2017

Wagon Tracks. Volume 31, Issue 3 (May, 2017)

Santa Fe Trail Association

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WAGON TRACKS

Quarterly Publication of the Santa Fe Trail Association

volume 31 ♦ number 3 May 2017



Report to Congress 1825 ♦ page 12

Symposium: America's First Highway of Internat. Commerce ♦ page 18

Charles Trumbull Hayden, SFT Merchant and Freightier ♦ page 24

On The Cover: Eastern Plains of New Mexico

Watercolor by Doug Holdred

"We were encamped at noon when a murky cloud issued from behind the mountains and, after hovering over us gave vent to one of those tremendous peals of thunder making the elements tremble, and leaving us so stunned that some seconds elapsed before each man was able to convince himself that he had not been struck by lightning. The thunderbolt had skipped over a dozen wagons and lighted upon the caballada, which was grazing nearby. It was not unusual to find an ox laying lifeless from the stroke, while his mate stood uninjured by his side under the same yoke."

Josiah Gregg, on the eastern plains of New Mexico 1831

In searching the list of past articles printed in *Wagon Tracks*, I did not find anything written about the weather along the Santa Fe Trail. I challenge someone to research and write an article about the weather and how it impacted Trail travelers. Do you find evidence of drier years, flooding? What delays did the weather cause? Did anyone see a tornado? If you know of a book or article about this, please let us know.

Ruth Friesen, *Wagon Tracks* editor

* * * * *

Thanks to my faithful *Wagon Tracks* proofreaders: Steve Schmidt, John Bloom, and Robin Marshment Henry. They track the commas, missing citation pieces, and "oxen-yolks" that might mar the correctness of the texts.

Thanks also to the discerning editorial board: Michael Olsen, Susan Calafate Boyle, Tim Zwink, and Leo Oliva. Their impartial review of articles helps maintain *Wagon Tracks*' esteemed research standards.

About the Santa Fe Trail Association

The mission of the Santa Fe Trail Association is to protect and preserve the Santa Fe Trail and to promote awareness of the historical legacy associated with it.

Follow us online at www.santafetrail.org,
Facebook, Twitter, Pinterest and YouTube



Wagon Tracks, the official publication of the Santa Fe Trail Association (SFTA), publishes well-researched and documented peer-reviewed articles relating to the Santa Fe Trail. Wagon Tracks is published in February, May, August, and November. Deadlines are the 10th of the month prior to publication. Queries are welcome. Complete submission guidelines are posted at www.santafetrail.org. Although the entire issue of Wagon Tracks is copyrighted in the name of the Santa Fe Trail Association, copyright to each article remains in the author's name. Articles may be edited or abridged at the editor's discretion.

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WAGON TRACKS (ISSN 1547-7703) is the official publication of the Santa Fe Trail Association, a nonprofit organization incorporated under the laws of the State of Colorado.

WAGON TRACKS

Quarterly of the Santa Fe Trail Association

volume 31 ♦ number 3 May 2017

Low-profile sign at Point of Rocks, New Mexico, with Faye Gaines. See signage article by Joanne VanCoevern on page 5. Photos: Joanne VanCoevern



Contents

- | | | | |
|----------|-----------------------------------|----|---|
| 2 | On the Cover: | 23 | Designation of SFT as National Historic Trail |
| 4 | President: As I See It | 31 | Junior Wagon Master Program Enchants |
| 5 | Joanne's Jottings | 32 | Chapter Reports |
| 7, 9, 17 | Trail News | 33 | Membership Information |
| 8 | SFTA Board of Director Candidates | 36 | Calendar |

10

SFTA/NPS: A
30-Year Partnership

By Frank Norris

12

Answers to Certain
Queries Upon the
Origin, Present State,
and Future Prospect of
Trade Between Missouri
and the Internal Prov-
inces of Mexico: Report
to Congress 1825

18

Symposium 2017
"The Santa Fe Trail:
America's First Highway
of International
Commerce"

24

Charles Trumbull
Hayden (1825-1900):
Santa Fe Trail Merchant
and Freighter

By Joy Poole

President's Corner *by Larry Justice*

As I See It



"If you invest in something a little more expensive with longevity, you'll use it more." Nina Garcia

You received this copy of *Wagon Tracks* as a member of the Santa Fe Trail Association. Sometime in the past thirty years, you chose to become a member of the SFTA and you paid your annual membership dues. Allow me to share a consideration for changing our perspective for the future.

The quote above emphasizes my point. The membership dues each of us pays to the SFTA and our local chapters are an investment. Now, the investment is not expensive, but it **IS** an investment in the longevity of the Santa Fe Trail legacy. It is an investment in preserving the path entrepreneurs followed with commodities between Santa Fe and nineteenth-century United States. Our membership dues assist in the education of children, young adults, and senior citizens. Our membership dues, coupled with funding from the National Park Service, permit us to mark the Trail with helpful signage, informative kiosks, and our award-winning periodical.

As I stated at the SFTA board meeting in Salina, I am genuinely concerned about federal funding. Certainly, I agree with Ross Marshall

that the congressional offices "on the Hill" in Washington like the Trail system's impact across our nation. But we have a new administration, and talk of federal cutbacks in various areas could impact the trails and the task of preserving, protecting, and promoting the legacy of the Santa Fe Trail for years and decades to come.

Therefore, let me recommend a change in philosophy. Consider your membership dues as an **INVESTMENT** in preserving, promoting, and protecting the Trail. Paying our membership dues creates a situation which someone might consider "Paid in Full" for another year. But making an investment each year could encourage folks to invest more financially and more frequently.

The question continues to pervade our organization, "What happens if federal funding is cut back?"

The obvious answer means cutbacks in SFTA activities, potentially losing our manager's position, inability to replace signage and kiosks, lack of educational materials and promotional information, etc. And the other obvious answer means strong consideration for significantly increasing membership dues. However, encouraging investments means a greater ownership of the SFTA by our membership. In addition, considering our respective memberships as personal investments should help us encourage corporate investments in the SFTA in matching contributions to valued projects.

The late Steve Jobs once stated: *"I think money is a wonderful thing because it enables you to do things. It enables you to invest in ideas that don't have a short-term payback."*

Finally, we are nearing the middle of 2017. That means we are at the doorstep of the 2017 Olathe Symposium, turning into the neighborhood of the

2019 St. Louis Symposium, and at the foothill of the 2021-22 Bicentennial at Bent's Old Fort and La Junta, Colorado. Mark your calendars. **You do not want to miss any one of these events nor the Rendezvous events in Larned in 2018 and 2020.** ♦

Welcome New Members We Are Glad to Have You!

By Marcia Fox, Membership Chair

As of March 24, 2017, the Santa Fe Trail Association has 511 members: 36 of these are new to the Association. We welcome **Jim Turner and Sara Yeager** from Arizona; **John Norton, Kathryn Adams, Betsy Denney, Ray Jenkins, Jeff and Heather Reed, John and Karen Wedding** from Colorado; **Ronald Ory** from Illinois; **William Anderson, Dr. Steve Cauble, Kyler Coupal, Jocelyn Dickerson, Jan Elder, Mark Hecht, R. W. and Cathy Lucas, Jessie Myers, Dennis and Joan Sangster, Pauline Schneider, Billy and John Stewart, Tim and Carol Tyner, Joan Balderston, and Steve Banman** from Kansas; **Barry Cardwell, Bonnie and Teresa Cole, Timothy Coles and family, and Nancy Karaff-Homan** from Missouri; **Amy Sommer** from New Jersey; **Patricia French Barger and Zachary Stalberg** from New Mexico; **Tom Davis** from Nevada; **Bob Blasing, Linda Minns, and Conrad Odell** from Oklahoma; **Stephen Anendroth, Lance Wilson**, along with **Jim and Donna Pomajevich** from Washington, to the Santa Fe National Historic Trail Association.

This year marks the thirtieth anniversary of the National Historic Trail recognition of the Santa Fe Trail. In

that historic year, 1987, the members who joined the Association became Charter Members. Of that illustrious group of people who considered preserving the heritage and history of the trail there are 53 still working to ensure that it endures forever. Those charter members who have renewed their membership as of March are: Larry Black, Jeff Bransford, Bill & Susan Bunyan, Robert & Coralie Button, Alice Clapsaddle, Barbara Clark, Britt & Linda Colle, Mary Conrad, Mary Jean Cook, Mary Cottom, Austin David Crusie, Garry Cundiff, Christine Day, William Drews, Gerald & Marcia Faust, Richard Forry, Marcia & Ron Fox, Ron & Karla French, Betsy Crawford & Michael Gore, Dr. & Mrs. Thomas B. Hall III, Charles Hawk, Star & Ed Jones, Harold & Joan Kachel, Kearney County Historical Society, Donald Kistler, Terry Koenig, Lee & Dorothy Kroh, Mahaffie Stagecoach Stop & Farm, Anne Mallinson, Gene Martin, Carol Near, Leo & Bonita Oliva, Pamela Parsons, Linda & Bruce Peters, Reed & Ruth Peters, Michael Pitel, Joy Poole, Susan Richardson, David Sandoval, Santa Fe Trail Center, Dennis & Gladys Schneider, Gerald Schultz, Martha Scranton, Marc Simmons, Art Siverling, John Stadler, Clinton & Delaine Stalker, John Stratton, Phil & Carolyn Virden, Dave Webb, Dale Wedel, Robert Yarmer, Tim & Ann Zwink.

To all members, whether those faithful charter members or someone who recently joined, please extend the opportunity to your friends and acquaintances to make an investment in the preservation of this National Historic Trail. We need the help of all members to meet one of SFTA's Strategic Goals—raising membership by 10% this year. That means we need 59 more members than we had in 2016. To reach that goal we need to recruit **140** more members. It will take all of us working together to reach this goal.

Joanne's Jottings by Joanne VanCoevern, Association Manager

In the February 2017 issue of *Wagon Tracks*, I started to highlight the various goals and projects undertaken by the SFTA for the "Decade for the National Trails: 2008-2018" initiative created by the Partnership for the National Trails System (PNTS) and American Trails. That article highlighted the progress made on kiosks along the length of the SFNHT. In this article, I will focus on wayside exhibits and signage, part of our effort to increase public awareness of the Santa Fe Trail, which is Goal 1 of the Decades Goals.

Wayside Exhibits: The majority of the wayside exhibits along the Santa Fe National Historic Trail (SFNHT) have been created in cooperation with the National Park Service (NPS), using very strict guidelines and procedures for their development. Any exhibit created by the NPS will feature the familiar black band at the top, with the name of the site, the SFNHT logo, and a list of any partners who helped create the exhibit.

Currently, we are using two very specific types of wayside exhibits developed with the NPS along the SFNHT: the upright orientation wayside and the low profile wayside. There is a very distinct difference in the purpose of these two types of interpretation as laid out by the National Park Service

standards. The upright orientation wayside style is used at the SFNHT kiosks, as well as other Santa Fe Trail sites. Most often, these uprights are designed to introduce the visitor to a larger area or a theme, and may provide additional information to direct a visitor's attention to a broader area of information rather than a specific landscape feature within view. These exhibits are meant to be a part of a wayfinding system that may also include signs, brochures, and other media (such as the SFNHT Media Tour at www.safe.oncell.com).

Another popular style of exhibit that you will find along the SFNHT is the low-profile wayside exhibit. See photo of Point of Rocks on page 3. These are generally designed to direct a visitor's attention to a specific landscape feature within view; you can read the exhibit, look up and visualize the information you have read. The exhibits on the SFNHT generally include historic and/or modern images of a

continued next page



NPS has strict guidelines for its signs.

The upright orientation wayside style is used at the SFNHT kiosks, as well as other Santa Fe Trail sites.

Joanne's Jottings, cont.

specific feature or event, a map to help put the visitor in perspective to their surroundings, a general message about what the visitor is looking at, and actual quotes from people who were at this site and wrote about their impressions.

In addition to the waysides created in partnership with the NPS, waysides have also been created by some of the SFTA chapters. Included with these are the "storyboards" created by the Dodge City/Fort Dodge/Cimarron Chapter and placed at the Caches, Point of Rocks, Chilton Park, and Mulberry Creek, and the panels placed by the Wet/Dry Routes Chapter at the Melgares campsite and at Ash Creek Crossing.

SFTA volunteers served on the planning committee responsible for creating exhibits placed by Scenic Byways in northeast New Mexico. Funded through the New Mexico Department of Transportation, 15 exhibit panels have been installed in 11 locations throughout northeast New Mexico, and a brochure is available in information centers along the route.

These exhibits can be found at the Santa Fe Visitor Information Center, the church in San Miguel del Vado, Kearny's Gap, the railroad station in Las Vegas, near the Watrous House in Watrous, Wagon Mound, Spring-

er, at the Point of Rocks turnoff from Highway 56 near Grenville on the east side of Clayton, and at the New Mexico Visitor Center in Raton.

In addition to the exhibits that have been placed at the kiosks and the NM Scenic Byways exhibits mentioned above, over 40 wayside exhibits have been placed so far by the SFTA, our chapters, and the NPS during the PNTS Decade Challenge. NPS is currently working on a Connect Trails to Parks project in the Cimarron Grasslands that will include wayside exhibits and signage. During FY 2017, we will be working on an exhibit to be placed at Ralph's Ruts, and consideration is being given to an upright orientation wayside exhibit to be placed at the site of the Kaw Treaty with the Sibley Survey party in 1825, south of McPherson, Kansas.

Signage: Along with the creation of interpretive wayside exhibits, the NPS, the SFTA, and its chapters are working cooperatively to install a family of roadway signs designed specifically for the Santa Fe National Historic Trail to create a unique opportunity for visitors to explore and learn about the Trail. The various signs that can be used include the following:

- Auto Tour Route signs that guide the traveler along all-weather roads that more or less follow the historic route of the trail;

- Local Tour Route signs that direct the traveler over varied terrain following local low speed, rural, and even dirt roads. They access a number of historic trail sites or segments in a small geographic area;
- Crossing signs that alert you to locations where the historic trail crossed a modern road;
- Original Route signs that inform travelers that they are on roads well documented as being the original trail; and
- Historic Site Identification signs that alert the traveler to historic trail sites or segments.

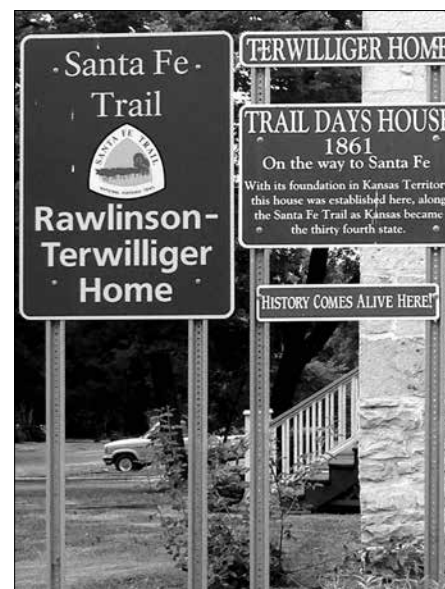
Most recently a new sign has been added to the above family of signs, a Historic Route sign that informs travelers that they are on a road that aligns with documented usage of Santa Fe Trail travel. In addition, a family of pedestrian signs has been created, intended for usage on recreational trails that align with the SFNHT.

All chapters of the SFTA have worked cooperatively with the NPS to create sign plans, obtain permissions from the local authorities to place the signs, and, in some cases, help with the installation. ♦



The Wet/Dry Routes Chapter placed this panel at the Ash Creek Crossing, left.

A Historic Site Identification sign alerts the traveler to historic trail sites or segment, right.



Partnership for the National Trails System

by Ross Marshall, SFTA Representative to PNTS

This will be a little different article than in past years. One reason is that it will be my last article. The second reason is that I was not able to go to Washington, D.C., in February because I came down with a severe case of upper respiratory virus a couple of days before I was to go, which knocked me down for a week or longer. My first miss in 20 years!

The opportunity of helping to form PNTS over 20 years ago and then representing SFTA to PNTS for 20 years has been one of the most rewarding experiences of my life. But there comes a time in the latter stages of everyone's life that you have to be realistic in how much you can still do effectively.

50th anniversary of the National Trails System Act

In 1968, Congress passed the NTSA which created the National Trails System. Two National Scenic Trails were included in that legislation: the Appalachian and the Pacific Crest NHTs. But it was 1978 before an amendment was passed allowing Historic Trails to be admitted. The Santa Fe NHT was admitted in 1987. When PNTS began in 1991, there were 17 total trails and now there are 30. The NTS has had a remarkable impact on our country and, frankly, it is just beginning. The 50th Anniversary celebration in 2018 will be a nationwide event involving trail organizations like SFTA and other entities that are also covered by the NTSA, such as the recreational trails led by the American Trails organization. The Federal agencies are very much a part of this energy, and a joint meeting of all partners was held in Washington, D.C. to continue the planning process.

PNTS Strategic Planning: The product of nearly two years' work by a committee, of which I was a part, was approved by the PNTS Board and Leadership Council. Great news! This new strategic plan will enable PNTS to respond effectively to both the needs and opportunities within the National Trails System, as PNTS works with private-side partners like SFTA and our public-side partners such as agencies like the National Park Service. In fact, I will still be on one of the committees as the Strategic Plan is implemented over the next year or two.

I appreciate Margaret Sears appointing me to represent SFTA in the new PNTS organization in 1998 when she came in as SFTA President after me. It has been a great experience for me and my sincere appreciation to SFTA for your support all these years. ♦

**July 10 is the submission deadline for the
August issue of Wagon Tracks.**

Santa Fe Trail Association Awards and Hall of Fame Nominations

Don't forget to nominate individuals or groups that are deserving of SFTA awards. The symposium in Olathe will be here before you know it and the awards committee encourages you to get your nominations in early. Reward individuals, organizations, businesses, or groups who have made a significant contribution to the Santa Fe Trail Association. You can review the categories and eligibility for awards on the Santa Fe Trail website - santafetrail.org under the tab "About Us." Select "Our Programs" and "Awards" to review the information.

And while you are at it, nominate someone for the Hall of Fame. The criteria for the Hall of Fame nominations are also on the SFTA website, and nominations must be for someone who is no longer living.

The awards and Hall of Fame nominations are a great way to honor those who have been involved with the Santa Fe Trail. The awards committee challenges each chapter to provide at least one nomination for an SFTA award and one Hall of Fame nomination. Let's see what you can do! Nominations are due by July 1.

NPS National Trails News

The National Trails Intermountain Region (NTIR) has a new **general information email** that can be used to request brochures, ask a question or request assistance from their office. Send requests to ntir_information@nps.gov.

Place name maps along the SFNHT have been developed by Guy McClellan, a doctoral student at the University of New Mexico (UNM). He collected information detailing the variety of place names along the trail. One map answers the question "What Were Places along the Santa Fe Trail Named For?" and the other focuses on the linguistic roots of place names along the trail. These maps will soon be available on the NPS's Santa Fe NHT website.

Santa Fe Trail biographical sketches are being developed by Angela Reiniche, another doctoral student at UNM. She is researching María Ignacia Jaramillo, María Josefa Jaramillo Carson, Thomas Fitzpatrick, José Librado Aron Gurulé, Lydia Spencer Lane, David Meriwether, Misstan-tur, Miguel Antonio Otero, Sr., Miguel Antonio, Jr., and Ceran St. Vrain.

News Flash

Reader's Digest has named the Santa Fe Trail as the "best free tourist attraction" in Kansas AND their information about the trail links back to the Santa Fe Trail Association website. See www.rd.com/advice/travel/best-free-tourist-attraction-in-every-state.

Candidates Nominated for SFTA Board of Directors

The election for the SFTA Board of Directors is held in odd-numbered years. The nomination committee, led by chair Sandy Slusher, presents the following slate of nominees for your consideration. This year the incumbents of the offices of the SFTA President and Vice-President have agreed to run again, as has the Treasurer. The Secretary, Marcia Fox, has reached her term limit for the office of secretary, and is unable to run again for that position in 2017. Several incumbent board members have agreed to run for a second four-year term, 2017-2021. Ballots will be mailed to SFTA members in early summer. Please take the time to vote.

Larry Justice, Candidate for President

It has been an honor to serve these two years as President of the Santa Fe Trail Association, and it would be an even greater privilege to serve as your President through 2019. I grew up in Ponca City, Oklahoma, earned a BA in Speech Communication from Hardin-Simmons University in Abilene, Texas, and a Master of Divinity degree in Theology and a Master of Communication degree from Southwestern Baptist Theological Seminary in Fort Worth, Texas. I served 37 years as a Baptist campus minister; three-and-a-half years at Eastern Oklahoma State College followed by 34 years at Northwestern Oklahoma State University where I also taught philosophy, ethics, and speech communication.

Larry D. Short, Candidate for Vice-President

It has been my great pleasure to have served as Vice-President of SFTA for the past two years. As vice-president, one of my duties is to work closely with the SFTA chapters. I have met with various chapters and gained insight into how each particular area wants to preserve and protect our historic trail. This year I am Co-chair, along with Roger Boyd, of Symposium 2017 which will be held in Olathe, Kansas, in September. I also serve as President of the Missouri River Outfitters (MRO) chapter of SFTA, and as treasurer of the Raytown Historical Society.

Shirley Coupal, Candidate for Secretary

I have served on the SFTA Board of Directors since 2013 and was appointed Parliamentarian in 2014. I'd like to continue on the Board as Secretary. I have three years of experience as Kansas Daughters of the American Revolution State Recording Secretary. I have been involved with DAR for 36 years, including as KSDAR State Regent, and oversaw the restoration of the Kansas 1906 Santa Fe Trail DAR markers. I researched, compiled, and edited two histories of the Kansas DAR and am working on a comprehensive history of all markers. I belong to the Kansas State Histori-

cal Society, Oregon-California Trail Association, General Society of Mayflower Descendants, and am past President of the Kansas City Area Historic Trails Association. I have Bachelor of Science degrees from Kansas State University and the University of Kansas and a Master of Arts from Central Michigan University.

Ruth Olsen Peters, Candidate for Treasurer

I am a retired director of the Santa Fe Trail Center at Larned, Kansas, and have served as secretary and/or treasurer of SFTA since it was founded. I am a native of Garfield, Kansas, on the Trail. I've served on many SFTA committees and am currently chair of the Budget Committee and Acquisitions/Archives Committee. I was Project Director of the SFT Rendezvous seminars from 1984 until my retirement in January 2012, and was involved with the seminars since they were first coordinated by the Trail Center in 1980.

Linda Colle, Candidate for Director

I am running for re-election because there is still work to do. I am a charter member of the Santa Fe Trail Association, and am chairman of the Awards and Hall of Fame Committee and the Interpretation Committee. I live in McPherson, Kansas, have been a member of the Quivira Chapter since its beginning in 1992, and the president of the chapter since 2006. In 2012, I received the SFTA Paul F. Bentrup Ambassador Award in recognition of my contributions to the preservation, protection, and promotion of the Santa Fe Trail as a chapter president.

Marcia Fox, Candidate for Director

As a charter member of the Santa Fe Trail Association, I have worked for the promotion and preservation of the Trail for the past 30 years. During the early years of that time, I helped introduce hundreds of students to the history of the Trail through biennial trips from Wamego to Santa Fe. I even used the Santa Fe Trail as the topic for my Master's Thesis. I have served as secretary of the Association, co-chair of the Education Committee, and the current chair of the Membership Committee. Now as I complete another term as secretary, I am requesting your vote to allow me to stay involved by electing me to a board position. I recently retired from the Kansas Historical Society. However, this is not my first retirement, as ten years ago I retired after 35 years of teaching.

Faye Gaines, Candidate for Director

I am the owner of Point of Rocks in northeastern New Mexico, and have served on the SFTA Preservation Committee for a number of years, as well as on the Board of Directors.

Kevin Lindahl, Candidate for Director

I am currently on the SFTA Board of Directors and serve as the Trail Preservation Chair for Bent's Fort Chapter. I work as a Visitor Information Assistant at the United States Forest Service-Comanche National Grasslands, and as a Maintenance Assistant at Southeast Health Group. Recently I received the National Grasslands Interpreter of the Year award for 2017. I'm President of the Otero County [Colorado] Historic Preservation Advisory Board to the county commissioners.

Anne Mallinson, Candidate for Director

A charter member of SFTA, I am currently chair of the SFTA Speaker's Bureau, and have served in the past as Vice-President, and as a board member from Missouri. I earned a Master's Degree from the University of Missouri. I'm a retired educator, and a member of the Independence Pioneers Chapter of the DAR and of various historical organizations. I wrote *Mulberries and Prickly Pear* (a book about traveling the Santa Fe Trail), and a series of plays and a book about the Civil War, and am a Civil War reenactor.

Mike Rogers, Candidate for Director

I currently serve on the Board of Directors of the Santa Fe Trail Association. I'm the Executive Vice President, Human Resources, for BancFirst, an Oklahoma City-based banking company with over 1,800 employees in 54 Oklahoma communities. I am a member of the Society of Human Resource Management, where I have served in numerous positions. I'm a former board member of the Oklahoma Arts Institute, and a member of the Oklahoma Historical Society and the Kansas Historical Society. Born in Great Bend, Kansas, I'm a graduate of the University of Kansas. My family has four generations of Kansas farming and ranching interests in Ford, Gray, Grant, and Hamilton counties, with many properties on or near the Trail. I'm a life member of the Santa Fe Trail Association and serve on the Budget Committee and as Co-Chair of the Research Committee. I've logged 50 percent of the SFTA geocaches with hopes of logging the remaining ones in the next 18 months. I'm a member of the Dodge City/Ft. Dodge/Cimarron Chapter and the Ft. Larned Old Guard.

Elizabeth West, Candidate for Director

I was born in Boston in 1944 but have called Santa Fe home since 1966, becoming a waitress at La Fonda for a brief time as a modern-day version of a "Harvey Girl." I retired from the Santa Fe Public Library and edited the book, *Santa Fe: 400 Years, 400 Questions*, which gives sometimes quirky answers, including a few comments about the Santa Fe Trail. My only trips on the Santa Fe Trail have been with friends using four-wheeled horsepower. ♦



Youth Photography Contest Accepts Entries

Enter your favorite photos of the Santa Fe Trail in the second annual Youth Photography Contest. Photographs must be of Trail-related scenery or activities on the Trail. Enter one of two levels of competition: the primary division is for kindergarten through fifth grade and the secondary division accepts entries from students in sixth through twelfth grade. Please email the photographs digitally to Chris Day, co-chairperson of the SFTA education committee, at dosdays2@gmail.com. The entry deadline is September 1, 2017. Winners will receive a certificate and a cash award.

Kaw Mission Council Programs Focus on the Santa Fe Trail

In 1851 the Methodist Episcopal Church South built a mission in Council Grove, Kansas, to educate Indian children from the Kansa (Kaw) Nation. Indian boys lived and studied at the mission from 1851 - 1854. The school was discontinued in 1854. Today the mission is part of the Kansas Historical Society and offers programs and exhibits May -October. Many of this year's programs will focus on the Santa Fe Trail.

May 7: "Songs of the Santa Fe Trail and the Flint Hills," a performance by the Tallgrass Express String Band on the south lawn of the Kaw Mission; bring your own chairs. Sponsored by the Friends of Kaw Heritage, Inc., and the Kansas Historical Society. Open to the public with free refreshments.

June 11: "Sumner Expedition on the Santa Fe Trail," presented by Deb Goodrich, historian, author, film maker, and host of "Around Kansas" TV show. Sponsored by the Friends of Kaw Heritage, Inc., and the Kansas Historical Society. Open to the public with free refreshments.

July 9: "Story of the Osage and the Santa Fe and Osage Trail," presented by Ken Spurgeon, historian, teacher, and film maker, "Lone Chimney Films." Sponsored by the Friends of Kaw Heritage, Inc. and the Kansas Historical Society. Open to the public with free refreshments.

To learn more, visit www.kshs.org/p/kaw-mission-exhibits/11857 or call 620-767-5410. ♦

The SFTA and the NPS: a 30-Year Partnership

By Frank Norris

On May 8, both the Santa Fe Trail Association (SFTA) and the National Park Service (NPS) will commemorate the 30th anniversary of the Santa Fe National Historic Trail. But relations between our two organizations go back even farther than the day that President Reagan signed the trail bill into law. Eight months earlier, at the September 1986 meeting that formed the Santa Fe Trail Council (SFTA's predecessor), NPS folks were in attendance, encouraging the group's efforts. And throughout the early months of 1987, as the Santa Fe Trail bill wended its way through the U.S. House and Senate, Santa Fe Trail Council members were urging their congressional representatives to enact the trail bill into law. Our two organizations have been working together ever since.

When President Reagan signed the Santa Fe Trail bill, no one knew which federal agency would administer the trail. Just a few weeks later, however, that hurdle was overcome when Interior Secretary Donald Hodel decided that the NPS would fulfill that role. By August 1987, staff in the NPS's Southwest Regional Office (in Santa Fe) were working with SFTC leaders and other citizens to choose 35 prominent citizens to serve on the Santa Fe NHT's Advisory Council, which was chaired by William deBuys, from Santa Fe, and Dr. David Sandoval, from Pueblo, Colorado.

That fall, work began on the trail's comprehensive management plan, which involved many public meetings and consultation with SFTA members. David Gaines, a landscape architect in the agency's Santa Fe office, was asked to lead the NPS's effort. Key to the planning process was knowing the trail's exact location, so during the spring of 1988 several prominent SFTA members – Greg Franzwa plus Leo and Bonita Oliva, along with Jere Krakow and Mike Spratt from the NPS – spent several weeks along the trail, chatting with local experts and mapping the trail. Publicity was also an important part of the planning effort, so the NPS sponsored the production of a 12-minute film, *All's Set on the Santa Fe Trail*. The film, which featured many SFTA members, was completed in the spring of 1989.

The draft comprehensive plan was completed later that year, and the final plan was published in 1990. The plan featured a designated auto tour route and the official NPS trail logo, and by 1992, the NPS was working with various state transportation departments to install signage along the auto tour routes. This sign placement would continue for the next several years.

In April 1990, regional officials established the Branch of Long Distance Trails, and by this time Gaines was being assisted by John Conoboy, an outdoor recreation planner,



Photo: National Park Service

Sign dedication at the SFTA annual meeting in September 2012. l to r., Carol Clark, NPS Interpretive Specialist; Joanne Van Coevern, SFTA Manager; and Aaron Mahr, National Trails Inter-mountain Region Superintendent.

along with various secretaries, all of whom served for fairly brief periods. In 1990, the Santa Fe NHT received its first budget: \$74,000. This was the first year that any national historic trail received more than token funding; even so, it was a bare-bones budget.

Beginning in 1990, Gaines and his colleagues devoted a good deal of attention to forging a working agreement between the NPS and SFTA, and in April 1991 the two entities finalized their first memorandum of understanding (MOU). Just four months later, the MOU was terminated in favor of a cooperative agreement, which allowed the NPS "to provide limited financial assistance for specific projects and programs." Ever since that time, the two organizations have worked together under a succession of cooperative agreements.

In order to guide how the trail would be interpreted, Gaines and other NPS staff began working with SFTA members and other trail supporters on a trailwide interpretive plan. That plan, begun in 1990, was completed in September 1991. That same year, the NPS produced an interim trail brochure. Soon afterward, the NPS sponsored a historical study that featured the role of Hispanics along the trail, and also a historic context study, which identified significant trail-related properties and created national register nominations for them. The first study, undertaken by Susan Calafate Boyle, eventually resulted in the book *Las Capitalistas; Hispano Merchants and the Santa Fe Trade*, while the second study, by the Urbana Group, was completed in 1993.

The NPS, during this period, also worked to certify various historic sites, original trail segments, and interpretive facilities. Staff in Santa Fe devised a new certification form, and on January 24, 1991, the Santa Fe NHT gained its first certified partner when landowners Dan and Carol Sharp, who owned the Autograph Rock property in Oklahoma, signed the appropriate paperwork. In order to clarify and explain

the certification concept, the agency, in October 1991, completed and published a trailside certification guide.

The early 1990s also brought the first trail retracement project. Among trail advocates, some strongly felt that the public should be encouraged to travel in the trace of the historic ruts, but others – just as vehemently – thought that a retracement trail should be constructed adjacent to the historic ruts. This question was partly resolved in early 1993, when officials at the Cimarron National Grassland (in southwestern Kansas) announced the construction of the 19-mile “Santa Fe Companion Trail,” which would parallel the trail right-of-way. Trail construction began that year, and officials opened it to the public on September 10, 1994.

During the first ten years after the Santa Fe National Historic Trail was established, relations waxed and waned between the SFTA and NPS. The SFTA, at this time, was an entirely voluntary organization, and some SFTA board members wanted a stand-alone, independent organization, free of any government constraints. NPS officials, for their part, could also be independent, occasionally acting on their own without consulting trail partners. By the late 1990s, however, this arm’s-length relationship (on the part of both parties) appears to have toned down, and since that time both NPS and SFTA leaders have worked to ensure a mutually-productive partnership.

The nature of coordination between the NPS and SFTA has changed over the years. Beginning in 1989, NPS and SFTA leaders conversed when the trail’s advisory council had its periodic meetings. The last such meeting took place in the fall of 1996, however, and the organization disbanded a year later. But each year since that time, SFTA has held either annual meetings (held at various locations) or at the Rendezvous (in Larned). NPS staff have attended most if not all of those gatherings, supplemented by attendance at either biannual board meetings or at other venues.

Over the past thirty years, the two organizations have worked together on scores if not hundreds of projects pertaining to site identification, preservation, interpretation, and development. As one example of that cooperation, the NPS during the early 1990s worked with the Autograph Rock landowners on site design and planning. Beginning in 1993, the SFTA spent considerable time preparing for the trail’s 175th anniversary, which took place in September 1996. Those events were coordinated by Harry Myers, who served both as an SFTA board member and a Fort Union-based NPS employee. Soon afterward, the two organizations worked together on the agency’s first large-scale interpretive project, a series of ten interpretive waysides placed at various sites in Council Grove, Kansas.

NPS staff members have worked with SFTA members at sites and segments all along the trail, from Old Franklin to Santa Fe. At Trail Junction Park near Gardner, Kansas, for

example, a major seven-panel interpretive display, opened in 2008, marks the approximate dividing point between traffic headed to Santa Fe versus Oregon or California. West of Dodge City, Kansas, a cooperative effort resulted in the 2011 construction of a major interpretive kiosk at the so-called Boot Hill Ruts. Between Springer and Clayton, New Mexico, a large interpretive display focuses on trail-related resources at the Gaines Ranch. And in the Kansas City metropolitan area, a multi-year, continuing collaboration between NPS staff, SFTA officials, and local political leaders has resulted in the partial implementation of an interpreted, 46-mile pedestrian corridor that roughly parallels the Santa Fe Trail.

In other ways as well, trail interpretation has increased significantly in recent years. The interim trail brochure noted above was replaced, in 1996, with a slick-paper trail brochure. That brochure was updated several times, and more recently a new design was formatted and printed. Rack cards have also been produced for several areas on the trail, an extensive webpage has been developed, and various trail-related videos and interactive maps are now available. All were developed with input from SFTA members, who either contributed materials or reviewed the draft products.

In 2006 and 2007, the two organizations collaborated on the trail’s most comprehensive resource effort to date. The Great Santa Fe Trail Rediscovery Expedition was an extensive field-based effort to identify and evaluate major trail resources. Six people spearheaded this project, three each from the NPS and SFTA.

The success of the certification effort suggests additional cooperation between landowners, many of whom are SFTA members, and the NPS. The first certification, in early 1991, was quickly followed by others, and by the fall of 1995, 30 sites or segments were certified trail partners. This number increased to 47 in 2000, to 59 in 2005, and to 74 in 2015. These partnerships have helped protect many historical sites and trail segments. Also important in protecting the trail has been the placing of sites and segments on the National Register of Historic Places or as National Historic Landmarks. During the mid-1960s, fewer than 10 nominations recognized the trail’s importance. Today, however, well over 60 trail-related nominations have been completed, and currently-active efforts with various state historic preservation offices will result in additional National Register entries.

Today, as in years past, NPS members are avid participants or observers at SFTA’s annual meetings and Rendezvous, they contribute occasional articles to *Wagon Tracks*, and they enjoy working with SFTA members while compiling videos, interactive maps, websites, interpretive waysides, and museum exhibits. Our agency feels that it’s a successful partnership – one that we look forward to continuing into the future in new and exciting ways as we cooperatively protect, develop, and promote the Santa Fe National Historic Trail.

ANSWERS TO CERTAIN QUERIES UPON THE ORIGIN, PRESENT STATE, AND FUTURE PROSPECT OF TRADE AND INTERCOURSE BETWEEN MISSOURI AND THE INTERNAL PROVINCES OF MEXICO

*January 3, 1825, 18th Congress,
2nd Session.*

[Augustus Storrs was in a party of traders bound for New Mexico in 1824 using 23 wheeled vehicles (first use of wagons after Becknell) and considerable number of horses and mules. His testimony before Congress (written in 1824 but published in 1825) was instrumental in the passage of legislation to authorize what became known as the "Sibley Expedition."]

Answers of Augustus Storrs to queries addressed to him by the Hon. Thomas H. Benton, Senator in Congress from the State of Missouri, upon the origin, present state, and future prospect of Trade and Intercourse, between Missouri and the Internal Provinces of Mexico.

Question 1. Do you know whether a commercial intercourse had been carried on between Missouri and the internal provinces of Mexico? If so, at what time did it commence?

Answer. Messrs. McNight, Beard, and others, of St. Louis, were the first adventurers in this trade, in the year 1812. Their misfortunes and sufferings are well known to the American people. In 1817, Mr. Chouteau, of the same place, successfully accomplished the expedition. But the Government of Spain viewed, with extreme jealousy, an intercourse of other nations with her American dependencies; and the different American administrations, no doubt, in conformity with instructions from that court, threw in its way every discouragement and obstacle in their power. Personal danger, and the risk of introducing goods, amounted almost to a prohibition. The revolution, however, which eventuated in the independence of Mexico, entirely altered its policy in this respect. Subsequently to that event, Messrs. Glenn, of Ohio, and Becknell, of this

state, were the first, who went out in the year 1821. They were received with hospitality by the citizens, and with much courtesy and friendship by the officers of Government. Since that time, a small capital has been annually employed by this trade.

Question 2. Have you been engaged in that intercourse yourself? If so, at what time, and with what accompaniment of men, horses, and carriages?

Answer. I was engaged in that intercourse during the last summer. The company consisted of eighty-one men, who had one hundred and fifty-six horses and mules; twenty-three four-wheeled vehicles, one of which was a common road wagon, and one piece of field artillery. The company adopted rules and regulations for its government; which rules created three offices, and specified the duties of the incumbents. They also regulated the conduct of the members towards each other, and their intercourse with the Indians.

Question 3. Over what route did you travel?

Answer. From the western limit of Missouri, near Fort Osage, our course to the Arkansas river was W.S.W.; thence, up that river considerably north of west 240 miles; thence, 40 miles due south, to the Semerone river; thence, up the Semerone, nearly a due west course, 100 miles; thence S.W. to Taos, the first Mexican settlement which this course reaches. Allowance must be made for numerous deviations from these general courses, occasioned by the winding of the rivers.

Question 4. What was the face of the country, and the means of subsistence for men and horses?

Answer. The face of the country,

through which this route passes, is open, level and free from impediments, to the base of the Rocky Mountains. The character of the soil, the growth of timber, and the appearance of the water courses, between the Missouri and Arkansas, are essentially different from the character which they assume beyond that river. The soil is extremely fertile, of a dark color, and loose. The timber is the same with that of Missouri, with the exception of a peculiar kind of ash, which I have not witnessed elsewhere. It grows thickly immediately on the banks of the streams, and sometimes extends a short distance upon the bottoms. In consequence of the richness and looseness of the soil, and there being

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very little sand or gravel in its composition, the banks of the streams are steep, and the channels deep and often miry. On the one side of the route was the Big and Little Blue rivers, and the Kansas; and, on the other, the Osage, the Neocio, and the Verdigrise. Their tributaries are numerous, almost beyond precedent; and many of them appear nearly as large as their principals, at an equal distance above their junction. The situation of the ground often causes them to pass beyond each other, and interlock. The wagons often meet with detention, it being absolutely necessary to dig the banks down with spades and hoes, and in some instances, to cover the bottom with saplings and brush. The Prairie here, in the month of May, is adorned with a great variety of flowers, and, probably, presents some the most distant and beautiful views on earth. The grass, having attained its growth, is high;

and, in the bottoms, was, in some places, several inches taller than a person's head, on horseback, when we returned. On approaching the Arkansas, bordering its bottom, are sand hills of an average width of seven miles. They are formed of pure sand, congregated by the winds, and which yields, from the pressure of the foot, like snow. In some instances, they are thinly covered with vegetation; in others, they are destitute of a single blade of grass for miles. My first view of them was distant, over a level plain. They were perfectly destitute of vegetation, and the sand of a yellow color, which, under the reflection and gleaming of the sun, exhibited precisely the appearance of a dim flame of fire, fifteen or twenty feet in height. My eager inquiry for an explanation of the cause, was answered that they were sand hills, of which I had before heard much as a natural curiosity. Their shapes are various and fanciful, and the travelling over them is slow and laborious. On this side of the river, however, they only extend twenty-five miles above our usual point of striking the Arkansas; and they will hereafter be avoided by bearing a more northern course, which will strike the river above them. The route up the Arkansas is wholly over a dry, solid, and level bottom, which is not intersected by gullies, and by only three creeks, which have gravel bottoms, and are crossed without difficulty. The only timber here is cottonwood, of which there are groves of large and scattering trees, at different intervals. On leaving this river, we pass over sand hills ten miles; and thence, over a high and perfectly level plain, to the Semerone. On this river there is no obstruction, except occasionally the inconvenience of sand. At the point where we leave the Semerone, is the first appearance of rocks and cliffs. We next fall on the Canadian Fork at a distance of thirty-five miles. Its southern bank is, regularly, almost a perpendicular wall of rock, of a dark color, and forty feet high; thence, there are small mountains, composed, principally, of the same kind of rock, rising out of the level prairie. These increase,

both in frequency and height, to the base of the grand chain of the Rocky Mountains. Our course, however, wholly avoids them, and thus far there is not a single hill of consequence, or which presents a difficulty to the progress of a wagon. The distance across the mountain is forty miles, on a road considerably used, but in places of steep ascent.

I have before remarked a general difference in the face of the country north and south of the Arkansas. Its northern bluff, however, adjoining the bottom, may more properly be taken as the line of demarkation. South of this line, the whole country, to the foot of the mountains, is, generally speaking, an arid sand and gravel. The rains are periodical, and not copious. The sand absorbs them as they fall, so readily, that there are neither runs nor gullies. The average width of the Ar-

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kansas river is, at least, three hundred yards. Its water is muddy and turbid, like that of the Missouri, and it appears little less formidable than that river, although our wagons crossed it without difficulty. Its bottom is a pure quick-sand, which almost as naturally seeks an equilibrium as the water itself. If the current forces a channel, the sand immediately rolls in from every side, until it attains a level. Consequently, the bottom is uniform, and the water shallow. I have not observed the Semerone traced on any map, although its length and peculiarity deservedly entitle it to that distinction. Its source is in the mountains, west of the Arkansas, and it runs nearly parallel with that river, upwards of 400 miles. In ascending it, there was no running, and very little standing water. We never failed obtaining it, however, by digging eighteen inches

in the sand. When we returned, there was a strong current, and its banks were every where overflowed. Its water is strongly impregnated with nitric or saline qualities, and its bottoms exhibit numerous appearances of the same substance, in a state of incrustation. Its disemboisement is not known, and there is almost an universal belief that it loses itself in the sand.

With regard to the natural means of subsistence, there is, probably, no other equal extent of wilderness in the world so well supplied. Deer are scarce, but buffalo, elk, and antelopes, are abundant. Buffalo meat is, generally, esteemed superior to beef; and that of the antelope, both in flavor and appearance, has a strong affinity to mutton. Our company had an ample supply of fresh meat, almost every day. The grasses, in the two descriptions of country before described, are as different as the soil. Between our settlements and the Arkansas, is the common tall prairie grass of Missouri. Beyond, the buffalo grass prevails wholly. It is short and fine. Its nutritious qualities and superiority for pasturage, are admitted by all. I have no doubt that its introduction into our fields would be highly beneficial. Beyond that river, also, nearly all the rain of the year falls in July and August. The growth of vegetation commences only with the rainy season; therefore, on the first of July, annually, the uplands are brown with the decayed growth of the previous year. In September they are clothed with a new growth, which is fresh, and appears beautifully verdant at that time of the year.

Query 5. What time was occupied in going, accomplishing the object of the expedition, and returning?

Answer. Four months and ten days.

Query 6. What kinds of merchandise are principally carried out to the internal provinces?

Answer. Cotton goods, consisting of coarse and fine cambrics, calicoes, domestic, shawls, handkerchiefs, steam-

loom shirtings, and cotton hose. A few woollen goods, consisting of super blues, stroudings, pelisse cloths, and shawls, crapes, bombazettes, some light articles of cutlery, silk shawls, and looking glasses. In addition to these, many other articles, necessary for the purposes of an assortment.

Query 7. What is received, and brought back, in exchange for merchandise carried out?

Answer. Spanish milled dollars, a small amount of gold and silver, in bullion, beaver fur, and some mules.

Query 8. What amount in silver, mules, and furs, are returned in a given period---say for the year 1824?

Answer. In responding to this query, I shall include all the returns for merchandise, transported to Mexico, during the present year, although these returns will not be complete until the year 1825. One company, conveying \$18,000 worth of goods, did not leave this state until the 10th November, ultimo; consequently, the returns will not take place until the next summer. Agreeably to this construction of the question, the returns, at the lowest estimates, will amount to \$180,000. They consist, principally, in Spanish dollars and bullion. Exclusive of this, furs, taken in that country, by Americans, have already been returned, amounting, by actual sales, to \$10,044.

Query 9. Have duties been paid on the merchandise carried out? If so, to what amount upon the value of the goods?

Answer. The duty imposed by the government of the Internal Provinces upon dry goods, imported therein, and paid by the Americans, was 25 per cent, ad valorem. The Americans, universally, suspected that this duty was arbitrarily imposed by the Governor of New Mexico, without law; and the following circumstances strengthened the suspicion:

1st. The ignorance of the best informed citizens of the Province, of the existence of such a duty. 2d. The

declaration of Don Manuel Almeha, a member of the Congress at Chihuahua, made to myself, that he had no knowledge of it, and that he entertained a full belief of its illegality. 3d. The custom-house officer, being called upon for his authority, could produce no commission, or other evidence, of his being legally authorized to demand or receive it. The duty on the article of tobacco, is \$4 per pound, being intended as a prohibition. It was endeavored to be exacted from a gentleman of our company, who took out a small quantity, for the use of himself, and others, in his employment: but, after some discussion and delay, it was relinquished. During my continuance in New Mexico, the Governor told Mr. Anderson, of St. Louis, that, probably, hereafter, the duty would be 50

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per cent. The certain object of this increase is to place their commerce, from the south, on a more equal footing with that of the Americans, and the measure, I have no doubt, is strongly urged by a few, who have, heretofore, monopolized the sales and fixed the prices of the country. I would here take the liberty of stating my opinion, that there is very little system or consistency in the political arrangements of this Provincial Government; and

that, without any just or enlightened views of the benefits of intercourse and trade, they look to temporary expedients, rather than permanent and general results.

Query 10. Are the inhabitants of the Internal Provinces favorable to the continuance of this commerce?

Answer. The affirmative of this question is beyond a doubt. Their professions of respect for our national character, and of attachment to our principles, are universal; and their actions are a sufficient proof of sincerity. The door of hospitality is opened with

a cheerful welcome, and every office of friendship and kindness, which might be expected from intimate acquaintance, is voluntarily proffered by a stranger. In all their principal towns the arrival of the Americans is a source of pleasure, and the evening is dedicated to dancing and festivity. Almost without an exception, likewise, they denounce the duty as an act of injustice and extortion, and openly lavish their censure upon its authors. Their accommodations are generally indifferent, but they deserve much praise for their kindness, urbanity, and hospitality. Few nations practice these virtues to a greater extent.

Query 11. Through what seaports have foreign goods been heretofore imported into the internal provinces?

Answer. Vera Cruz, Wymos, Tampico, Acapulco, and San Blas; more than a year since the royalists have had possession of the fortification, which commands the harbor of Vera Cruz, which circumstance converted a part of its trade to Wymos.

Query 12. Over what route, and by what means of conveyance, have foreign goods been, heretofore, brought into the internal provinces?

A: They were introduced from different parts of the Vice Royalty, and principally from Vera Cruz, and the city of Mexico. The route is altogether over land, by the way of San Luis Potosi, Zacatecas and Durango: and the goods, as well as every thing else transported in that country, are carried on mules. This manner of transportation is universal, on account of the roughness of the roads, and the want of suitable timber for vehicles and mechanical skill to construct them. The people bear arms, in travelling from one village to another, and some risk is always supposed to attend long journeys.

Q. 13. Can the internal provinces be supplied with foreign goods upon any line of water communication?

A: I know of no communication by

water, which, at present, offers sufficient inducement for the transportation of goods in that manner. The face of the map shews the *Rio del Norte* to be the natural means of communication between the interior and the ocean. For some distance below Santa Fe, it is navigable for boats of twenty tons burthen. But below the *Passe del Norte*, I have certain information that its navigation is entirely interrupted, and prevented by sand bars. Its character there is similar to that of the Arkansas, where our route intersects it. The *Rio Colorado* of the Gulf of California, the next principal river of the internal provinces, penetrates the country more than eight hundred miles, but its whole course is through a wilderness, and a chain of mountains intervenes between it and the settlements. Roads must be made, settlements formed, and much time elapse, before its navigable advantages can become useful. The navigation of the Arkansas is very uncertain, although it might probably be ascended with boats, at certain periods of the year.

Q. 14. How near do the Arkansas, the Kansas, and the Red River, approach the town of Santa Fe?

A. It is two hundred and fifty miles from that town to the nearest point on the Arkansas; three hundred and ten to the nearest branch of the Kansas, and seventy to the waters of Red river. The latter river heads about one degree north of Santa Fe, and is a small run where we cross it.

Q. 15. Can goods be carried from Missouri, to Chihuahua, and Durango, and offered in market as low as the merchandise brought to those places from Vera Cruz?

A. The data which I have, upon which to found an answer to this question, are not perfectly satisfactory. There are some circumstances, however, which tend to an elucidation. Previous to the introduction of goods into the province of New Mexico, by the Americans, they were very scarce there, and the prices extravagant. Very

soon after, on account of the cheapness and superior quality of American goods, they ceased to import from the Vice-Royalty, and the returns, for all their articles of exportation, have since been made in specie, instead of merchandise. Several persons in that province have different amounts laid by, which they do not pretend to sell, unless some times an opportunity presents of imposing them on hirelings, because they are reluctant to sell at such a loss as is necessary, under the present circumstances of their commerce. It is reasonable to suppose that the expense of carriage constitutes the only difference between the prices of

Industry, exertion, and enterprise, impart strength to the body, and vigor to the mind.

this province and the other internal provinces. If such is the fact, there is no doubt of advantageous sales below, especially in New Biscay, and Sonora, which are favored with a much greater number of gold and silver mines than any of the others. One other fact is still more conclusive. The Governor of New Mexico purchased, last summer, about \$5,000 worth of goods. I was informed that he intended to send them to the lower country, and that he had made application to an American gentleman, resident there, to go down and superintend the sales. He probably had correct information, relative to the prices and prospects of sale below, otherwise he would not have purchased with such an intention. Durango is 300 miles south of Chihuahua, and I doubt whether our traders can there enter into a successful competition with those from the coast. I think the quality of our goods will ensure them a preference in that market, when all the other inducements of purchase are equal.

Query 16. Have European or East India goods been brought in the Internal Provinces through the port of

San Blas?

Answer. I did not hear the name of the port mentioned, during my continuance there. If goods are imported through it, I presume it is only in sufficient supply for the adjacent territory. Acapulco is the great mart of trade on that coast, from which goods are distributed both by land and water.

Query 17. Have any of the adventurers from Missouri gone as far as the Province of Sonora, or the other Internal Provinces, bordering upon the Gulf of California?

Answer. Never until last summer. About half of our company, not immediately realizing the profits they had anticipated, and, believing they could effect better sales, went to New Biscay. They have not yet returned, and I have no intelligence of the result of their adventure.

Query 18. What is the superficial content of the Internal Provinces in square miles, and their population, wants, and resources?

Answer. The best authority says that the Internal Provinces contain 990,000 square miles. Their population may be fairly estimated at 620,000 souls. It is a fact, which I believe is confirmed by experience, that a superabundance of the precious metals is unfavorable to the progress of improvement and the increase of happiness in any country. It weakens inducements to industry, diminishes the respectability which ought to attach to the occupation of husbandry, and tends to the corruption of morals and manners. It encourages indolence, by affording the means of livelihood without labor, and licentiousness and depravity are very apt to the consequences of indolence. Industry, exertion, and enterprise, impart strength to the body, and vigor to the mind. They quicken those faculties which render the citizen honest, active, and intelligent; and inspire those sentiments which carry the soldier through every toil for the safety of the country, and

the glory of its arms.

No instance, perhaps, could be produced, more in point, to verify these observations, than Spain. With opportunities of commerce, wealth, and power, equal to those of any other European nation, her situation is dependent, her government weak, and her army and navy almost a nullity. The influx of the precious metals has altered the former habits of the people, and, by enabling them to live without resorting to manual employment, has destroyed the energy of her national character. The policy of the mother country has strongly co-operated with these causes to degrade the political condition of Mexico and to discourage her manufactures. They have stifled that spirit of inquiry, and prevented the effects of emulation and the introduction of foreign improvements, which would have been the inevitable consequence of an unrestrained intercourse with other countries. I saw but one newspaper in the province of New Mexico, and they have no description of books except a few religious works. They are profoundly ignorant of what is going on in the other parts of the world; and I venture to say, that the military fame even of Gen. Jackson, has never reached the ears of half a dozen persons in the town of Santa Fe. Maternal jealousy and ecclesiastical influence have removed from the people every means of information, and prevented their improvement in every art and every science. Consequently, although necessity has limited their artificial wants, they have not, within themselves, all the necessities and conveniences of life. Iron is difficult to be obtained, and sells at \$100 per cwt., although the country abounds in ore. Woollen goods are scarce and dear, yet the Internal Provinces produce twice the quantity of wool necessary to clothe their inhabitants. All plates, dishes, bowls, water vessels, and every description of castings, are supplied by a substitute, manufactured from clay, by the civilized Indians. This ware is superior of its kind, and is the invention of the

aborigines. They are almost entirely destitute of artizan's [sic] tools of every description, and their implements of agriculture, such as carts, ploughs, harrows, yokes, spades, &c, are universally destitute of the least advantage of iron-work. Their spinning is done by the sole use of a wooden spindle, operated by a twirl of the thumb and finger. These particulars are, in themselves, too trifling for enumeration, but when considered in relation to the late administration of the government, and the condition of the people, and the practical consequences to be deduced by statement, they become important. From them, also, may be inferred the variety and extent of supplies demanded by that market. It will be remembered that I speak of New Mexico only, to which my personal observation was limited. Report

The fur business....The intrepidity and enterprise of those engaged in this lucrative pursuit, have justly gained them the admiration both of the Mexican and the Indians.

speaks more favorably of the condition of the other Internal Provinces.

The natural resources of the country are abundant, and I regret that my means of information do not enable me to state them with precision. The exports of New Mexico, consist of sheep, copper, tobacco, buffalo robes, and dressed skins, the two last of which articles she purchases from the Indians. She receives in return, the wines and brandy of the *Passo*, and specia. This trade leaves a clear profit in favor of the province, of more than \$300,000. It has, for some time past, been obstructed and diminished by difficulties with the Indians. At present, she maintains peace with all the adjacent tribes, which will render this commerce more brisk and profitable. New Biscay, Sonora, and Sinaloa, have numerous and extensive gold and silver mines. The embarrassments of

the revolution, and the unsettled state of the government, have rendered them less productive than they were anterior to that period. The interruption of the regular course of business, occasioned by political changes, has caused some not be worked, and inundation has driven the workmen from others of great value. Enterprize, encouragement, and the use of suitable machinery, will, at no distant day, give a vast increase to this description of resources. I am informed that two hundred and thirteen mines have, at different times, been worked in the internal provinces, but of the annual amount of metal produced or coined, I am entirely ignorant.

In connection with this subject, it may be proper to mention a valuable branch of business in that country, which is exclusively enjoyed by American citizens; I mean the fur business. The intrepidity and enterprise of those engaged in this lucrative pursuit, have justly gained them the admiration both of the Mexican and the Indians. Previous to the last winter, their excursions were confined to the Snowy Mountains, and the waters of the Rio del Norte. During the last winter, they descended the western slope of our continent, and accumulated treasures on the waters of the Pacific. During the present season, their operations are on a more enlarged scale, their numbers having received a triple increase. A majority of them left Taos, (near the head of the Rio del Norte,) about the first of August, intending to go westward, thirty days' journey, probably seven hundred miles, before they established quarters. They would then diverge, in parties of three or four, wherever prospects of success might invite them. In these regions of solitude, the buffalo again become abundant. With ordinary success, the proceeds of the present season will amount to at least \$40,000. This calculation is based upon the supposition that each individual will procure one hundred and fifty pounds of beaver, and a single individual has procured,

Continued on page 21

New Mexico SFT DAR Marker Damaged

By Shirley Coupal

Reports were received in February about damage to the Bernal, New Mexico, marker site. The marker and base have been pushed over the edge of the embankment. Whether it is due to road construction or vandalism is still being determined.

A local State Representative reported the damage to the National Society of DAR. NSDAR contacted the NM-DAR State Historian, who brought it to my attention. They weren't sure what to do and knew I'd be able to tell them. Fortunately, we were planning a trip to Santa Fe the following week. We stopped to check the marker site on our way into Santa Fe (see below). The good news is there are several NM Daughters interested in the SFTDAR markers and the upcoming bicentennial. They will be looking for assistance with their markers.



As it appeared on February 2, 2017, on our way into Santa Fe.



This is how it looked on October 10, 2014, when we noted the condition of the NM markers.

We would like to remind everyone that damage to SFT-DAR markers should be reported to the local DAR chapter if known, or to the state DAR society through their website which should have a "contact" link, or report to me at scoupal@kc.rr.com. Warning: you may need to look for the "contact" link and even if it says "membership" change the subject line to "DAR Marker" and describe the problem and send.

Editor's note: Ms. Coupal provided corrections/additions to the DAR article on page 9 in the February 2017 issue of *Wagon Tracks*:

On the bottom of page 9 concerning the Pawnee Indian Village: The Kansas State Historical Society maintains the site in Republic County. It is open to the public. In 1972 Kansas State Archaeologist Waldo Wedel and Pike Historian Donald Johnson proved that Nebraska had a better claim to the Pike's Pawnee Village. However, the Nebraska site had been disturbed, plowed, and pretty much destroyed. The village in Kansas had been preserved and was mostly still intact. It is the only preserved Pawnee village so far discovered in the Central Plains and has great potential for archaeological study. An interpretive and preservation building has been constructed over one of the lodges. The sacred bundle is of special interest. For additional information, visit www.kshs.org/archives/228818, www.kshs.org/p/pawnee-indian-museum-exhibits/11893, and www.kshs.org/p/pawnee-indian-museum/19568.

At the bottom of page 14. Cordry's book *Marking the Santa Fe Trail* was published in 1915, not 1921. Shirley has an original copy. The book is also available online under Google Books. ♦

SFTA Authors Recognized

Several Santa Fe Trail Association members received book awards from the 10th Anniversary 2016 New Mexico-Arizona Book Awards in November in Albuquerque.

They included *Mary Donoho - New First Lady of the Santa Fe Trail, 25th Anniversary Edition*, written by the late Marian Meyer, a charter member of the SFTA, which tied for first place in two categories, Nonfiction Other, and Best Cover 6x9, trade size, and was a finalist in the History Book New Mexico book category. SFTA member George Donoho Bayless, great-great-grandson of Mary Donoho, worked with Marian's daughter Joni Stotts and Rio Grande Books to publish the new edition.

Pam Najdowski and Pat Kuhlhoff, members of the End of the Trail chapter and the Steering Committee Chairs of the "All Trails Lead to Santa Fe" symposium in September 2015, were finalists in the Travel category for the symposium's map by the same name published by High Desert Field Guides.

As Far as the Eye Could Reach - Animals on the Santa Fe Trail, published by the University of Oklahoma Press, and written by SFTA member Phyllis Morgan, was a Finalist in the Nature/Environment book category.

SFTA Symposium 2017

“The Santa Fe Trail: *America’s First Highway of International Commerce*”

Hosted by the Douglas County & MRO Chapters of SFTA
And joined by the National Stagecoach & Freight Wagon Association

Wednesday, September 27

Olathe Community Center, 1205 E. Kansas City Road, Olathe, KS 66061

- 9:00 am—3:00 pm SFTA Board of Directors Meeting
- 5:00 pm—7:00 pm Opening Night Reception
 - Hors d’oeuvres and drinks provided
 - Dinner on your own
 - Registration check in

Thursday, September 28

Olathe Community Center, 1205 E. Kansas City Road, Olathe, KS 66061

- 8:30 am Opening remarks and introductions
- 9:00 to 9:55 Steve Schmidt “The Sibley Survey”
- 10:00 to 10:55 Mike Dickey “American Indians & the Santa Fe Trail”
- 11:00 to 11:15 Morning break
- 11:15 to 12:10 David Sneed “Wagons of the Santa Fe Trail”
- 12:30 pm – 5 pm Guided Bus Tours (Box lunch included)

West Tour -- The Western Route will start from the Community Center and go south to Lone Elm Campground for a brief stop. Then we will travel west towards Garden Junction on US 56. Next location will be the town site of Black Jack and a stop at the Ivan Boyd Prairie and the impressive ruts located there. Then west into Baldwin to visit Palmyra Well, Trail Park, and through the Narrows to Willow Springs. Further west we will see another DAR marker just north of Globe. Continuing further west we will see several other ruts and traces from a distance and return back on US 56 past the ruins of Simmons Stage Coach Stop. There will be a brief rest stop at the Baker University Union on the return trip.

East Tour -- This tour will follow the Santa Fe Trail and all the new Original Route and Local Tour Route signage from the Independence, Missouri, area through Kansas City and into Johnson County, Kansas, to the Olathe Convention Center. Specific attractions will be the newly dedicated Salem Park Project, the Upper Independence (Wayne City) Landing, McCoy Park Kiosk, Independence Square, National Frontier Trails Museum, the new Wieduwilt Swales Park, Hickman Mills Park, the new Powder Mill Bridge, the new Red Bridge, Minor Park and many other trail sites.

Lexington Tour -- Trace of the Blues: Following the Original Routes of the Santa Fe Trail. (Limited to first 50) Return time is 6 pm for this tour only. This special one-time tour will be led by noted trail historian Craig Crease. The tour will follow the very earliest routes of the Santa Fe Trail in Lafayette and Jackson Counties, Missouri. The tour will follow, in full or in part, the seminal route of William Becknell and his group as they forged the Santa Fe Trail in 1821 to and from Fort Osage; the route of the first federal survey of the trail in 1825, the Sibley Survey; and the first official road created by the nascent Jackson County government in 1827 to sustain Santa Fe traders. Highlights include: Old Lexington Road, Osage Trace, Fort Osage, Six Mile District, Little Blue River, Blue Mills, Blue Ridge, Big Blue River, and Nine Mile Point.

Thursday evening dinner on your own

Friday, September 29

A Day at the Mahaffie Stagecoach Stop & Farm

1200 E. Kansas City Road, Olathe, KS 66061

9 am to 4 pm

Admission and buffet lunch is included with a full registration.

Today you will experience life on a farm that served as a stagecoach stop along the Santa Fe Trail. Activities will include stagecoach rides, working team of oxen, cooking in the historic home, farming in the mid-nineteenth century. Visit the Mahaffie Stagecoach Stop & Farm website at www.mahaffie.org

During the day at Mahaffie, National Stagecoach and Freight Wagon Association members Doug Hansen, Rawhide Johnson, David Sneed, and Greg VanCoevern will share their knowledge about various vehicles used on the Santa Fe Trail.

Friday Evening

A Night at the Arabia Steamboat Museum, 4:45 pm-10 pm

Featuring a tour of the museum and a fabulous KC BBQ buffet from Jack Stack BBQ

Limited to first 150 registrants

When the mighty Steamboat Arabia sank near Kansas City on September 5, 1856, she carried 200 tons of mystery cargo. Lost for 132 years, its recovery in 1988 was like finding the King Tut's Tomb of the Missouri River, with remarkably preserved clothes, tools, guns, dishware, and more. These were items that would have been also found on the many wagons heading to Santa Fe. The discovery was truly a modern-day treasure-hunting story at its best. Visit the Arabia Steamboat Museum website at www.1856.com.

The guided route to the Arabia will follow the Westport Route of the Santa Fe National Historic Trail. Included will be a drive-through of the downtown Power & Light entertainment district, the World War I Liberty National Memorial, Union Station, and the new Kaufman Performing Arts Center.

Saturday, September 30

Olathe Community Center, 1205 E. Kansas City Road, Olathe, KS 66061

- 8:00 am SFTA Membership Meeting
- 9:00 to 9:55 Leo Oliva "Soldiers on the Santa Fe Trail"
- 10:00 to 10:55 Greg Hunt "Harness & Tack of the Santa Fe Trail"
- 11:00 to 11:15 Morning Break
- 11:15 to 12:10 Craig Crease "The Rivers, The Rocks, and The Roads"
- 12:30- 5:00 pm Guided Bus Tours
 - West Tour, East Tour. See description for Thursday bus tours
- 6 pm—10 pm Banquet & Awards Ceremony, Olathe Community Center
 - Entertainment: Period music by *The SchoolHouse String Band*

Information about a self-guided tour to the Frontier Army Museum at Fort Leavenworth, featuring an extensive horse-drawn vehicle exhibit, will be available upon request at the registration desk. The Fort is located 35 miles north of Olathe.

For questions or additional information contact: Larry Short, ldshort@comcast.net OR

Roger Boyd, roger.boyd@bakeru.edu OR Santa Fe Trail Association: 620-285-2054

No refunds for cancellation after September 1. Online registration deadline September 15.

REGISTRATION FORM
For Santa Fe Trail Association Symposium
27-30 September 2017 - Olathe, Kansas

(Please Print)

NAME & ADDRESS: _____

NAME & ADDRESS: _____

Telephone #: _____ E-mail Address: _____

(In case we have questions about your registration)

FULL Registration	_____ persons -	Member before July 1	@ \$75	\$ _____
	_____ persons -	Non-Member before July 1	@ \$90	\$ _____
	_____ persons -	Member after July 1	@ \$100	\$ _____
	_____ persons -	Non-Member after July 1	@ \$115	\$ _____

- OR -

SINGLE DAY Registrations for those unable to attend the full program.

Thursday	_____ persons @ \$30 each =	\$ _____
Friday	_____ persons @ \$30 each =	\$ _____
Saturday	_____ persons @ \$30 each =	\$ _____

OPTIONAL EVENTS:

See Program synopsis for menus.

Wednesday – Opening Reception, period music by the SchoolHouse String Band, hors d'oeuvres
& 2 drink tickets included in price. Dinner on your own. _____ persons @ \$12 ea. \$ _____

Thursday – AM – Speakers, PM – Bus Tours, EVENING – on your own

Friday – Mahaffie Stagecoach Station (**Entrance and Lunch included in Full Registration**)
Add **\$15** if NOT paying **FULL** registration \$ _____

Friday Evening – Night at the Steamboat Arabia _____ persons @ \$75 each = \$ _____
Bus transportation **will leave** from Community Center at 4:45 pm and return about 10:00 pm.
Includes **Transportation** with narration of historical sites en route, **tour** of Arabia Museum,
& **BBQ meal. MAXIMUM OF 150 ATTENDEES – FIRST COME, FIRST SERVED**

Saturday - Olathe Community Center **Banquet** _____ persons @ \$20 each = \$ _____

FIELD TRIPS: (Box Lunch and water included in ticket price) See program for tour descriptions.
Please check box for vegetarian box lunch option _____

Thursday – Bus Tour to points **East** _____ persons @ \$40 each = \$ _____

Thursday – Bus Tour to points **West** _____ persons @ \$40 each = \$ _____

Thursday—**Special Lexington** Bus Tour (Limited to **first 50**) _____ persons @ \$40 each = \$ _____

Saturday - Bus Tour to points **East** _____ persons @ \$40 each = \$ _____

Saturday - Bus Tour to points **West** _____ persons @ \$40 each = \$ _____

GRAND TOTAL \$ _____

No refunds for cancellation after 9-1-17

Mail registration form and check payable to:

To register online and pay by Credit Card: (**Deadline 9-15-17**)

Santa Fe Trail Association
PO Box 18506
Raytown, MO 64133

Go to: www.santafetrail.org
Then click on: **Last Chance Store** icon
Electronic registration form available there

REPORT TO CONGRESS, *cont. from page 16*

in one season, upwards of four hundred pounds. Our pioneers are already on the Multnomah, and will soon be on the coast of the Pacific, and at the mouth of the Columbia. The employment, however, is attended with much privation, labor, and hazard.

Q. 19. What tribes of Indians inhabit or traverse the country through which the line of communication lies, between Missouri and the Internal Provinces?

A. The Osages, Kansas, Pawnees, Chiennesses, Arapahoes, Snakes, Kiaways, Camanches, and Appaches. The three first of these tribes are stationary, the other erratic.

Q. 20. Have these Indians committed any robberies or murders upon American citizens, engaged in carrying on commerce between Missouri and the internal provinces of Mexico?

A. Mr. Cheateau was attacked, upon an island of the Arkansas, by 300 Pawnees. They were repulsed with the loss of thirty killed and wounded, and declared it the most fatal affair in which they had ever been engaged. This was their first acquaintance with American arms. In 1822, Mr. Maxwell was killed, and another American was wounded by the Camanches, near the mountains. In 1823, the Pawnees killed a Spaniard, in the employment of William Anderson, and forcibly took from him thirteen mules, on the Arkansas. The company that went out during the summer of the same year, about fifteen miles this side of the Arkansas, had upwards of forty horses and mules stolen by the Camanches, who lost one man in the affair. This robbery, being committed in the Osage territory, was attributed to them, until the contrary was ascertained last summer. The same company, thirty-two in number, on their return, encountered a war party of eighty Pawnees. The war-whoop was sounded, and both parties ranged

themselves for battle. But the enemy agreed to a compromise, when they found they could not rob without losing the lives of their warriors, which they hardly ever risk, unless for revenge, or in open warfare. In the winter of 1822-3, Mr. John McNight was murdered, south of the Arkansas, by the Camanches.

Q. 21. Have the United States furnished any protection to the citizens engaged in this trade?

A. The Superintendent of Indian Affairs, at St. Louis, has granted licenses to many individuals, engaged in this trade, to pass through the Indian territory. The Receiver of the Land Office, at Franklin, now receives Mexican dollars in payment for lands. This is a favor, because many of those dollars are imperfectly milled, and previously, in some instances, passed at a discount. This places them at par by weight. I know of no other protection which has been granted.

Q. 22. What protection, or facilities, can the United States grant, to promote the successful prosecution of this commerce in time to come?

A. The foregoing detail of facts will enable you to form as correct an opinion as I possess, relative to the nature and extent of protection which this trade deserves. I will, however, venture a few ideas on the subject. A road, traced out from some point near Fort Osage, to the Arkansas, would be beneficial. It should be marked with mounds of earth, at proper distances, so as to be pursued without difficulty. Care should be taken to have it intersect all the creeks at the best fords that can be found within a convenient range; and a few laborers should accompany the reviewers, or commissioners, for the purpose of levelling the banks, and throwing up the mounds. The advantage of bridges would not compensate the trouble and expense of erecting them, because, in two or three years, they would all be either swept away, or out of repair. The circumstance of packers having always

passed without difficulty, and of twenty-three wagons having performed the route without much detention, shews that this measure is not absolutely necessary to the successful prosecution of this trade. It would be useful, but, there being other objects of higher importance, it ought to depend on the amount of moneys which Government is willing to appropriate to these purposes. A garrison on the Arkansas would have a strong tendency to prevent the depredations of the Indians; but there are objections to the adoption of such a measure. It would have very little influence over the Indians most to be dreaded, unless established near the point where we leave that river. The soil there is arid, little rain falls until July, and I question whether agriculture would succeed without

The buffalo are their means of support and commerce, and they would, doubtless, look with hostile feelings upon an establishment, with would be very likely to deprive them of both.

artificial irrigation. Supplies would be precarious, unless by land transportation, which would render them very expensive, the distance being little short of four hundred and fifty miles from our nearest settlements. Another objections is, that the buffalo will entirely leave a country traversed by white people, which they will not do for the Indians. This fact might reasonably be doubted, were it not satisfactorily proved by experience. Several tribes of Indians that roam over the country, have not the least knowledge of cultivation. The buffalo are their means of support and commerce, and they would, doubtless, look with hostile feelings upon an establishment, which would be very likely to deprive them of both.

I believe I speak the sentiments of all Americans, who have been in that country, and speak mildly, when I say that the people and Government there

are not distinguished for intelligence or candor; and that there is more reasonable apprehension of embarrassment from this cause, than on account of the Indians. The appointment of two agents to that country, is recommended by considerations of our own interest, and other benefits that would flow from it. The one to reside at Chihuahua, the seat of Government of the Internal Provinces, with powers to negotiate concerning the duty; to procure the grant of such privileges as may be thought proper; to urge the redress of all wrongs which our citizens may there sustain; to advocate the rights and interests of our country; and to perform such other duties as attach to similar offices. The other to reside in Santa Fe, with powers concurrently granted him by the Mexican Government, to form treaties of peace with the Apaches, Camanches, Kiaways, Snakes, Aripahoes, and Chiennes, embracing such provisions as the case requires; to endeavor to exercise the influence, which the Mexicans possess, over these Indians, for the protection of our trade; to urge an improvement of the road across the mountains; and to be an official medium of complaint for all grievances which now exist, or may hereafter. I have no doubt of the willingness of that Government to grant concurrent powers to any extent, which may be deemed necessary for the protection of this commerce. I will not descant on the general advantages of such a measure to the Mexicans and the cause of liberty in a sister republic. The Indians of that region are less enterprising, and more docile, than our border Indians, and their friendship might easily be gained. I could enumerate many instances of their partiality to our countrymen, and admiration of the effect of our arms, but deem it unnecessary. Forming a comparative opinion from what they have seen of us and others, they account us the most improved, brave, and generous nation on earth.

In concluding, I would observe, that

there is very little dependence between the Governments of the Vice Royalty and the Internal Provinces. Each have a Congress: each adopts its own municipal regulations, and regulate foreign intercourse within their respective jurisdictions. The latter is subordinate to the former, but to what extent, or on what basis their principles of union rest, I have not been able to learn. Few people have manifested more enterprize and perseverance than those engaged in this traffic. One company went out in February, another in May, the third in August, to trade with the Mexican Indians, and the fourth in November. The last will encounter the storms of winter in an open country, and without shelter. They will probably winter on the Arkansas, in which event they will have to subsist their animals on the inner bark of the cottonwood, to procure which they took drawing knives. Danger, privation, heat, and cold, are equally ineffectual in checking their career of enterprize and adventure. The next caravan will leave this state about the first of May ensuing.

Thus, Sir, I have answered the queries which you addressed to me. If the statement of facts which I have given shall aid you in advancing the interest of our country, I shall feel myself amply rewarded.

Yours, respectfully,
AUGUSTUS STORRS
Franklin, (Missouri,) November,
1824

Honorable Thomas H. Benton
Senator in Congress from the state of
Missouri



Note: Storrs explicitly states (answer to Query 3) that HE went to Taos, while others of the party apparently went to Santa Fe (See Barry, *Beginnings of the West*, p. 116 for more detail). The last paragraph of Storrs's answer to Query 18 may be describing Taos in its role as the center of the Southern Rocky Mountain fur trade.

Eighteenth Congress, Sess II.
Ch.51,52. 1825

CHAP. L.—*An Act to authorize the President of the United States to cause a road to be marked out from the western frontier of Missouri, to the confines of New Mexico.*

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the President of the United States be, and he hereby is, authorized to appoint commissioners to mark out a road from the western frontier of the state of Missouri, to the boundary line of the United States, in the direction of Santa Fe, of New Mexico: Provided, That the said commissioners shall first obtain the consent of the intervening tribes of Indians, by treaty, to the marking of the said road, and to the unmolested use thereof the citizens of the United States, and of the Mexican republic.

SEC. 2. *And be it further enacted, That the President of the United States be, and he hereby is, authorized to cause the marking of the said road to be continued from the boundary line of the United States to the frontier of New Mexico, under such regulations as may be agreed upon for that purpose between the executive of the United States, and the Mexican government.*

SEC. 3. *And be it further enacted, That the sum of ten thousand dollars be, and the same hereby is, appropriated, to defray the expenses of marking the said road; and the further sum of twenty thousand dollars, to defray the expenses of treating with the Indians, for their consent to the establishment and use thereof; the said sums to be paid out of any money in the treasury not otherwise appropriated.*

APPROVED, March 3, 1825.

*(Article found and suggested by
Steve Schmidt, President of
Cottonwood Crossing Chapter)*

To Marc
Ronald Reagan

I

100TH CONGRESS
1ST SESSION

H. R. 240

To amend the National Trails System Act to designate the Santa Fe Trail as a
National Historic Trail.

IN THE HOUSE OF REPRESENTATIVES

JANUARY 6, 1987

Mr. RICHARDSON introduced the following bill; which was referred to the
Committee on Interior and Insular Affairs

A BILL

To amend the National Trails System Act to designate the
Santa Fe Trail as a National Historic Trail.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 SECTION 1. DESIGNATION.

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

7 “(15) The Santa Fe National Historic Trail, a trail of
8 approximately 950 miles from a point near Old Franklin,
9 Missouri, through Kansas, Oklahoma, and Colorado to Santa

Thirty years ago this month, President Ronald Reagan signed this copy of H.R. 240 “To Marc”, meaning Marc Simmons who, along with Joy Poole and others, advocated for designating the Santa Fe Trail as a National Historic Trail. The bill was signed on January 6, 1987, during the 100th Congress. This document is in the Santa Fe Trail Center archives.

Charles Trumbull Hayden (1825-1900) Santa Fe Trail Merchant and Freighter

By Joy Poole

Charles Trumbull Hayden first came to my attention when I visited Tempe, Arizona, where I went on a walking tour of the Double Butte Cemetery. The descendants of the deceased were stationed at their ancestors' gravesite presenting their life histories.

The Mayor of Tempe, Hugh Hallman, reminisced that his ancestor, Charles Trumbull Hayden, a former school teacher, came west in the late 1840s as a freighter on the Santa Fe Trail. His introductory remarks captured my interest! As I listened, I learned Hayden operated a mercantile store in Independence, Missouri, and freighted goods along the Santa Fe Trail during the 1850s. Hayden eventually expanded his freight-ing business into southern Arizona. He established a store in Tucson, supplying goods to mining camps, military posts, and territorial towns. Hayden travelled north to present-day Tempe and was delayed due to the high waters of the Salt River preventing his crossing. To occupy his time until the waters receded, Hayden climbed a nearby butte. From that vantage point he recognized the potential of the area for development.

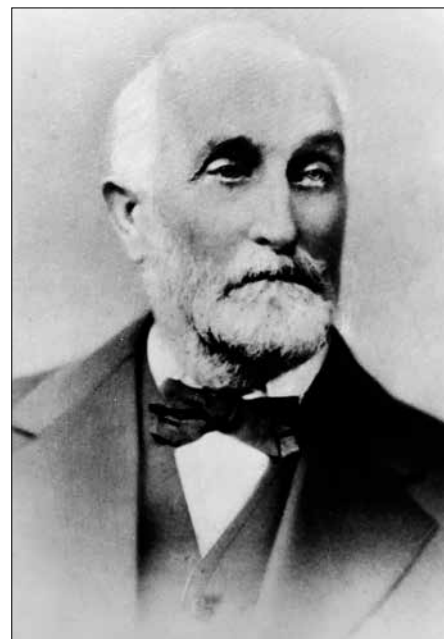
When settlement began in the 1870s, Hayden returned with four associates. He established the Hayden Milling and Farm Ditch Company near the base of the same butte he climbed which is today known as Hayden Butte Preserve. He also started a cable-operated ferry on the Salt River, giving the settlement the name of Hayden's Ferry, which was later renamed Tempe. He was a strong promoter of education and was influential in encouraging the Territorial Legislature to choose Tempe as the site for the Territorial Normal School in 1885 which grew to become Arizona State University (ASU). Thus, as one of the first businessmen, Charles Hayden is credited as the founder of Tempe and ASU. The Hayden Library at ASU bears his name.

Two repositories retain documents revealing the extent of Hayden's nine-

teenth-century mercantile business and the developments of his freighting activities on the Santa Fe Trail. These repositories are the Special Collections of the Charles Hayden Library at ASU and the Jackson County Historical Society in Independence, Missouri.

Charles Trumbull Hayden was born April 5, 1825, to Joseph T. and Mary (Hanks) Hayden in the village of Hayden near Hartford, Connecticut. Charles had a sister, Ann Edson Hayden, who was born September 5, 1822. The Haydens lived at the confluence of the Connecticut and Farmington Rivers, in the English Puritan township of Windsor, north of the Dutch settlement of Hartford, Connecticut. His father, Joseph, drowned in the Connecticut River in 1831, leaving Mary to operate the family farm and raise her children.¹ Charles received three years of formal education, attending Windsor Academy while clerking in a store at Warehouse Point. In 1843, at eighteen, he began to travel; however, his health was compromised by "lung fever" (pneumonia), whereupon he located to the warmer climate of Old Point Comfort in Virginia, to teach and convalesce. Upon his recovery, Charles moved to Caldwell, New Jersey, where his older sister Ann lived with her husband, Jabez Samuel Allen. He taught school in Caldwell and Cedar Grove, both located in Essex County, New Jersey.

Beginning in 1841, wagon trains of pioneers were leaving each spring from Independence for Oregon. By the mid-1840s, this emigration, along with the 1844 presidential campaign of Henry Clay, who proposed an American system of roads and canals, and James Polk, who ran on a platform of territorial expansion or "Manifest Destiny," collectively influenced young Hayden to head west. He worked his way across the nation teaching. He traveled first to Kentucky, then Indiana, and on to St. Louis, Missouri, where he briefly provided instruction on a variety of



Charles T. Hayden as an elderly man

subjects. The geographical location of St. Louis, Missouri, on the Mississippi River allowed it to serve as a highway for shipping and commerce.

Young Charles Hayden undoubtedly witnessed the shipping and freighting of commercial goods on the steamboats in the mid-1840s. He also observed the western migration of Americans seeking to improve their lives by settling in the West. During his brief residency in St. Louis, he heard the speeches of Senator Thomas Hart Benton from Missouri. His observations, the opportunities people were seeking, and the information from leading public officials persuaded Hayden to leave the teaching profession.

He travelled farther west to Independence, where merchandise was shipped on steamboats navigating the Missouri River to serve the westerly Santa Fe Trail trade. Hayden was soon employed by William G. Moore, a commission merchant. Moore, a Kentuckian, had arrived with his family in 1843 and purchased lots 1 and 2 in Wayne City. The business was located strategically at the river village of Wayne City, also known as Wayne

Photo: Arizona State University Hayden Library, Special Collections

City Landing, one of the early river-boat landings west of the Mississippi River. It was a great day in the life of a Western community when a steam-boat docked and began to unload the boxes and barrels of goods for a new store.²

During this time freight transportation was not organized on a national scale, and it was impossible to ship supplies any great distance without employing several different companies. There were also no regular delivery schedules. Merchants who bought goods in distant markets had to rely on forwarding organizations to handle the transfers, freight, and insurance incurred in bringing goods to the West.

Men like William Moore, who had these connections, were well equipped to carry out commissions. The forwarders had warehouses in which goods consigned to their care could be stored until shipping arrangements were complete. It was this economic life of the West – built as it was, around the collecting and processing of raw products and the exchange of these for manufactured goods in distant markets – that gave rise to the development of forwarding and commission houses in all the larger towns along the Mississippi and Missouri River valleys.³

Hayden first travelled to Santa Fe in 1848. He probably served as the wagon master of a government supply train and also may have carried his own inventory of merchandise to sell in Santa Fe, as evidenced by this letter to his mother requesting she send him manufactured goods so he could capitalize on the Santa Fe Trail trade. Hayden wrote the following letter before news of the California Gold Rush reached Missouri.

* * *

Independence, MO March 14, 1848

My Dear Mother

I have this moment received

Mr. [Jabez] Allens letter of the 23rd ult⁴ which fully explains the reason of my not having received any information from you for so long a time. I was very much disappointed to learn that you had not received a letter in which I stated that I wished you to ship me several articles which I need very much to take on my trip to Santa Fe. I am now of the opinion that I shall take two trips to Santa Fe this summer instead of one the first of which if I do I shall commence soon, provided you can raise the money and do not comply with the request in the letter that Mr. Allen stated had not been received on the 23rd ult. I wish you to ship by Bingham's line⁵ to me at this place Care of Wm G. Moore, Wayne City, MO as soon as you can conveniently make the arrangements the following articles which I will name with the probable cost. I wish to take them on my second trip to Santa Fe and consequently I should wish for them to arrive here by the 1st of June. I wish those articles that can be conveniently baled to be so and when they are put in boxes I wish the boxes to be as light as possible for the safe carriage of the goods because the expense of transportation will be fifteen cents for each pound before they will reach their place of destination.

There are few articles on which I shall limit you in your purchases to a certain price and if you cannot obtain them for that price or less do not purchase them. I will mark the price limited.

Of course I expect Mr. Allen to make the purchases and for which I will pay him for his trouble. Wayne City is the Port for Independence and Mr. Moore is the man for whom I am now transacting business. I can pay you the money for the following articles when I first return from Santa Fe or when I return in the Fall the second time.

[See chart below]

I wish weights sent with the clocks and should prefer tin canisters of the proper size and construction that might be filled with sand if they could be obtained to the common cast iron weights. You will perceive there is none of the goods that can be baled as I proposed. You ship the goods to me at Independence, MO. I state this because as I told you that I was in the employ of Wm. G. Moore. I thought you might direct them to Wayne City alone and thereby create some trouble to the forwarding merchants as it would be a very extensive and minute map that would point out Wayne City. (Perhaps you may call this [map] inaccurate).

The reception of Mr. Allens letter relieved my mind very much although I was disappointed in learning that you had not received my letters. I wish you to answer this immediately on its reception and hope that you or Mr. Allen will perform his promise and give me all the particulars concerning my friends etc. etc. etc.

4 Cases 24 Clocks @ \$1.50 to 1.75	42.00
1 Do 12 pr Thick Boots \$1.50	18.00
1 Do 12 pr Kip Boots \$1.75	21.00
1 Do 12 pr Clf Co \$2.00 with thick soles	24.00
1 Do 24 Thick Shoes @ \$.75	18.00
½ Doz Cubis Spanish Grammers [sic] \$.50/100 limited to 75/100	4.00
1 Do Pocket Dictionaries of the Spanish and English Languages of which Newman & Barlett's is a good work 50/100 limited to 75/100.	6.00
4 Doz Packs Playing Cards @ 6 d	4.00
1 Doz Eugene Sue's last novel and	
1 Doz of each of the four latest and first novels of the day @ 12 ½ cts.	7.50
1 Fine Black Italian Cravat	1.50
1 Ream Fine Cap & 1 Do Fine Setter Paper @ \$2.00	4.00
1 Pr Fine B Kid Gloves & 1 Pr Suspenders	1.25
	\$151.25

I am with kind regard for all Friends

Your Affectionate Son
Chas T. Hayden

★ ★ ★

Months later Charles Hayden travelled to Santa Fe probably as a Civilian Wagon Boss for a Government Train as evidenced by entries in the following diary documenting only a portion of his first trip on the Santa Fe Trail later in the year of 1848.

Diary 1848 Continued⁹

Aug. 17th The death of one of our teamsters threw a gloom over the camp that the wild and desolate state of the country tended to increase and prevented our raising camp today. A train of forty traders wagons passed returning to the states from Santa Fe.

Aug. 18th Continued our way up the Cimarron along the borders of which there is little to attract the traveler.

Aug. 21st Our progress for the last few days has been very good considering the sandy nature of the road. We have now stopped to noon at the Middle Spring of the Cimarron.¹⁰

Aug. 24th Crossed the Cimarron up which we have traveled for fifty seven miles at times through the narrow bottom lands and at others over the sandy ridges that border upon them. The Cimarron is a small stream that during the dry season furnishes no water except by digging in its sandy bed. Like the Nigers in Africa from its frequently sinking in the sands it was formerly supposed to be lost entirely in them but it is now ascertained to be an affluent of the Arkansas. Passed today the bones of ninety seven head of mules that were froze to death during a snow storm in October of 1843. We are encamped this evening on the right bank of the Cimarron at the crossing.

Aug. 25th left the Cimarron and saw a few clumps of trees the first we had seen for fifteen days.¹¹

Aug. 26th Passed the Cool Spring and met a train of twenty wagons returning from Santa Fe.

Aug. 27th Came in sight of the Rabbit Ear mounds and encamped this evening at Cedar Spring.

Aug. 28th Met several companies of Illinois volunteers returning to the states to be discharged and encamped this evening near McNieces [McNee's] Creek where were encamped several companies of volunteers returning to the states and a company of dragoons that passed us today on their way to Santa Fe.¹²

Aug. 29th Encamped at Cottonwood Creek

Do 30th The plain has to day appeared studded with numerous isolated mounds. We met several companies of Illinois volunteers and encamped this evening at Rabbit Ear Creek.

Aug. 31st Encamped near Round Mound.

Sept. 1st Are encamped this evening at Whetstone Creek.

Do 2nd Numerous cumuli appeared in the west this afternoon which were succeeded by a shower of rain. We encamped this evening near the Point of Rocks where we met General Price and about 1000 men mostly Missouri volunteers.¹³

Sept. 3rd Made but little progress on account of the time consumed in delivering the volunteers rations which they drew from the train.

Sept. 4th Encamped on the Red River which joining with the Mora (pro. Mo-rah) forms the Canadian.¹⁴ It takes its name from the Red sandstone rock that abounds in the section of country through which it passes.

Sept. 5th Passed the Ocate (pro. Ocah-ta) where we met a small train of wagons returning to the states. Our

encampment this evening is in the open plain without water.

Sept. 6th Passed the Waggon Mound and again encamped in the open plain.

Sept. 7th Encamped on the Mora where there is a few deserted Spanish houses built as is usual in New Mexico of unburned brick dried in the sun only one story in high [sic] with one entrance and a small opening in the wall for a window. A Mr. Barkley¹⁵ and others are erecting a fort at this place for the purpose of trade with the Indians. The town of Mora is about fifteen miles above this place.

Sept. 8th Some of the highest ridges of the plain have appeared covered with yellow pine and we have seen several shepherds with their large flocks of sheep and goats which (as I was told they led a nomadic life) reminded me of the historical accounts of the Orientals in times of antiquity. We encamped this evening near Vegas (pro. Ba-gas). Its name means plains [actually means meadows] which it derives from being situated immediately on their border for as we look forward from the ridge above the town we can see.

Round each bluff base
the sloping ravine bends

Hills form on hills and
crops over crops extends

Ascending whitening
how the crags are lost

Crushing with head
cliffs of external frosts

Broad fields of ice give
back the morning ray

Like walls of suns on
heavens perennial day.

★ ★ ★

Hayden's mileage chart ends at Las Vegas. [See facing page.] [Note: Vegas is about 75 miles from Santa Fe.] Hayden arrives in Santa Fe 12 days later. While in Santa Fe he makes

the following observations and writes about New Mexico's climate, the community of Santa Fe, and its cultural events in the following essay.

★ ★ ★

New Mexico and its Inhabitants

The climate of New Mexico is generally bland and salubrious and its ample territory includes a wilderness of bleak desolate unproductive snow-capped mountains. Only the valleys that are susceptible of irrigation from constantly flowing streams can be cultivated with any degree of success. The valley of the del Norte contains the principal wealth of the state. "Gardens richly blooming- orchards surcharged with ripened fruit – vineyards bending under the clustering grapes- fields of wheat waving their golden harvest before the wind-shady groves of Alamos all irrigated with canals of clear pure rippling water, strongly contrast with the gigantic granite peaks which blue as amethyst tower high into the heavens."

Santa Fe contains a population of about seven thousand inhabitation and situated on Santa Fe creek a beautiful clear stream issuing from the mountains about ten miles from its junction with the del Norte – from this creek various canals part above the town and lead through the fields gardens and orchards for the purpose irrigation.

The houses are flat roofed one story

high and are built of sundried brick called in the Spanish language adobes – the streets are narrow and irregular. The whole town has the appearance of an immense collection of brick kilns. The governor's residence or palace occupies the whole north side of the Plaza and except from the space it covers is not distinguished from the other buildings. The New Mexicans have a great fondness for jewelry dress and amusements. The fandango appears to be the most fashionable place of resort where every belle and beauty presents herself attired in a most costly manner and displays her jewelry in to the best advantage.

To the fandango all descriptions of persons are permitted to come free of charge and without invitation. The New Mexican ladies mostly wear dresses without bodices having only a shirt and a long loose flowing scarf or wrapper is dexterously thrown about the head and shoulders so as to supersede the use of bodices and bonnets. There is little order kept at these fandangos and still less attention paid to the rules of etiquette. A kind of swing golopade [gallopade] waltz is their favorite dance.

Read Lord Byron's description of the Dutch waltz and then stretch your imagination to its utmost tension and you will have perhaps some faint conception of the Mexican fandango.

Santa Fe at the present time corrupted

as it has been by an American soldiery appears to be a centering point on the earth where like points found in all large cities vice stalk triumphant through the streets. There are only three things that are attractive to me about New Mexico. I admire the head dress of the ladies her delicious grapes and the generous hospitality of her inhabitation.

★ ★ ★

After two and half months on the trail, Hayden first arrived in Santa Fe on Wednesday, September 20th, a couple of days before the fall equinox. With the change in seasons and the aspens changing colors, he must have been cognizant of winter approaching, thus creating a sense of urgency to quickly sell his merchandise. He writes his mother from Santa Fe five days after his arrival.

★ ★ ★

Ciudad de Santa Fe N.M.
Sept 25, 1848

My Dear Mother

After leaving Las Vegas we proceeded by an indirect route in order to obtain a better road and arrived in this place the 20th inst. We passed through a broken country sparsely wooded with diminutive cedars and several species of the pine one of which bears a nut which is gathered

Date	Place	Miles	Date	Place	Miles	Date	Place	Miles	Date	Place	Miles
July 4 th	Little Prairy	6	Amt	Brot up	220	Amt	Brot up	400	Amt	Brot up	535
5	Boundary Line	14	July 26 th	Near S Arkansas	18	Aug. 11 th	Battle Ground	15	Aug. 27 th	Cedar Spring	10
6	Bull Creek	25	" 27	Owl Creek	15	" 12	Open Plain	25	" 28 th	McNieces Creek	12
7	Open Prairy	18	" 28	Cow Do	9	" 13	Sand Creek	10	" 29 th	Cottonwood	12
8	Rock Creek	20	" 29	B of Arkansas	10	" 15	Open Plain	5	" 30 th	Rabbit Ear Cr.	12
9	110 Creek	12	" 30	On Arkansas	8	" 16	Lower Spg of Cim	5	" 31	Open Plain	13
10	Open Prary	10	" 31	Pawnee Rock	10	" 18	On Cimarron	11	Sept. 1 st	Whetstone Cr	15
11	Do Do [Ditto]	15	Aug. 1 st	Pawnee F.	10	" 19	Do Do	11	" 2 nd	Near Pt of Rocks	12
12	Do Do	20	" 4 th	Coon Creek	10	" 20	Do Do	8	" 3 rd	Do Do Do	3
13	Council Grove	10	" 5 th	On Arkansas	15	" 21	Do Do	10	" 4 th	Red River	16
20	Diamond Spring	15	" 6	Do Do	15	" 22	Do Do	4	" 5	Open Plain	12
21	Lost Spring	15	" 7	Do Do	10	" 23	Do Do	9	" 6	Do Do	16
22	Cottonwood Cr	18	" 8	Do Do	15	" 24	At Cossing of C	4	" 7	Mora Cr	18
24	Turkey Creek	15	" 9	Do Do	20	" 25	Open Plain	8	" 8	Vegas	12
25	Open Prairy	7	" 10	At the Crossing of A	10	" 26	Do Do	10			
Amt.	Carried up	220	Amt	Carried up	400	Amt	Carried up	535		Amt	698 M

and eaten by the Mexicans. We passed through several small towns situated on creeks as all New Mexican towns necessarily are from the fact that nothing is produced except by irrigating the soil and through the section of country through which I passed but little in that way their principal mean of subsistence being their large flocks of sheep and goats that roam with their shepherds among the mountain canons (procan-yons) – [a narrow valley with high precipitous rocky sides] I have disposed of most of my goods at a small per cent over cost and carriage and shall start for the states in a few days where I expect to arrive by the last of Oct. a much later date than I anticipated when I left as nearly a month was unavoidable wasted on our outward trip.

I shall transmit you some money immediately on my arrival in the states. In the mean time I remain with affection for all Friends

Your Affectionate
Chas T. Hayden.

Upon his return to Missouri, Hayden subsequently entered into a partnership with Mr. Moore in his forwarding and commission house. The Jackson County Collector, Receipts Ledger lists an entry whereby the Sheriff of Jackson County, George Buchanan, collected taxes for a business license in 1849 which was the same year the town of Independence was incorporated. The sheriff collected \$11.37 in state tax and \$7.96 in county tax from Moore and Hayden, whose occupations were listed as grocers. It appears the agreement between Moore and Hayden was an active partnership with Moore as the senior partner and Hayden as his junior partner. Ledgers held at the Jackson County Historical Society reveal in 1851 one of Moore's regular customers was Samuel Shore who operated a store in Independence.

Throughout 1851, Moore and Hayden were freighting merchandise as the steamboats unloaded cargo at the port in Wayne City. Merchandise included delivery of five barrels of whiskey for the sum of \$1.25 and two barrels of molasses for seventy cents. As Moore's partner, Hayden transacted business with Samuel Shore. He purchased 98 gallons of "short" stoneware¹⁶ after hauling glass to Shore's Store for thirty cents, whereupon he also collected \$4.12 on the freight bill.

The middle-age William Moore must have admired the youthful Hayden, as the 1850 census records lists Charles Hayden residing with the Moore family. At that time, Moore's residence in Independence had an estimated real estate value of \$2,000. The following letter written to Hayden's mother is held in the collections of the Jackson County Historical Society, Independence, Missouri.

Independence, MO Jan. 22nd 1849

My Dear Mother

I have written you several letters since my return from Santa Fe but as yet have received no acknowledgement from you of having received any of them. Two of the letters contained money to the amount of ninety-dollars one of them being directed to Mr. Allen. I have finally concluded to go into partnership with Mr. Moore for whom I have been doing business and shall therefore remain in this place during the coming summer. Our business will be that of Receiving, Forwarding and Commission besides having a house for outfitting Calafornia Emigrants alias Travelers alias Fortune seekers.

Enclosed please find one ten dollar Indiana bank bill. Please write if you need the money due you and I will send you the amount immediately if not as I can use it to ad-

vantage here. I will not send it. Please let me know how the western money passes in Conn. We have had a very cold winter with deep snow for this country.

Please write often, give my kind regards to all Friends and receive this with the affection of your son.

Chas T. Hayden

By 1853, Hayden purchased land from Luther and Martha Mason in Jackson County, Missouri for \$125. A year later, Hayden entered into a mercantile partnership with an Irish emigrant, Michael Mullin. Mullin like Hayden had worked for William Moore. It is likely Hayden and Mullin transacted business from the former Empire House, the site of a family grocery store operated by Michael Mullin and Mathew Flournoy as early as January of 1852.¹⁷ Hayden and Mullin formed an active partnership where it appears both members gave full-time service to the operation of their store. There is no evidence of a contractual agreement between the two men, and it appears the details may have been simply a mutual understanding and/or sealed with a handshake between the two men.

Day books list the store's daily sales and give a full picture of business accounts. The Jackson County Historical Society has Hayden and Mullin's Business House of Independence and Wayne City Day Book with entries ranging from November 18, 1854, to October 9, 1855. The Day Book documents names of customers, the type and quantity of merchandise sold, and its sale price. The merchandise sold included Napoleon ties (a type of cravat), fancy vests, yard goods and trimmings, and shoes. Merchandise was sold to such well-known traders as David Waldo and William Cary. Another Irish emigrant, the future Jackson County Sheriff,

Charles Dougherty, was their regular customer. Colonel William Gilpin was a customer who sent his slave to pick up 3 lbs. of coffee for 50 cents, 6 lbs. of sugar for 50 cents and 1 lb. of candles for 35 cents.¹⁸

To supplement their store revenues, Hayden and Mullin freighted merchandise locally and regionally. They earned \$10 for 10 bales of segars [sic]. They also freighted maple syrup, flour, and barrels of whiskey. When they hauled merchandise they charged ten percent of the total weight, e.g. 1076 lbs. of merchandise resulted in \$10.76 in freight charges. In March of 1855, Hayden and Mullin sent merchandise to Sonora, Mexico. Of note is an entry for March 15, 1855, whereby Mullin paid half of Hayden's rent for a warehouse from June 27, 1852, to December 27, 1852, in the amount of \$82.50 or \$29.16 per month. Hayden was evidently earning income through forwarding and commission activities associated with freight arriving on the docks of Wayne City Landing. Multiple entries in their day book starting in November of 1854 have the heading "Cherokee Adventure" listed on the top of the page. One entry on August 18, 1855, listed merchandise sent to the Cherokee Nation in the amount of \$1,517.87.¹⁹

Sadly, the son of Hayden's partner Michael Mullin, died tragically [in Independence] as the following entry also appears in their day book. "June 20, 1855. Patrick K. Henry Mullin drowned Sat. June 16, 7 – 8 o'clock 15 years, 2 mo, 209 days buried June 19, 1855."

As tensions over slavery heightened between the borders of Missouri and Kansas, Hayden left Independence in March of 1856. For the next few years Hayden apparently made multiple trips between Independence and Santa Fe. The New Mexico State Records Center and Archives reveals the Flournoy family of Independence maintained trade associations with

merchants in Santa Fe. Later Hayden and Mathew Flournoy would enter into business together as evidenced by a Deed of Mortgage dated March of 1858 where Hayden and Flournoy give B. W. Lewis and Bros. a promissory note for \$3,640.08 for property in Independence.²⁰ Purportedly, Hayden operated a store in Santa Fe when he first left Independence; however, there is no evidence of a store owned by Hayden. It is more likely Hayden rented a store front for a few months until his inventory was sold.

Hayden was ambitious and was soon expanding his freighting operations to supply goods to military posts in southern Arizona, first near Tubac and then later in Tucson, Arizona. From the *Weekly Arizonian* of October 6, 1859: "Charles T. Hayden, Esq., arrived in town [Tucson] a few days since. Mr. Hayden has furnished many goods in this section, and has on the way a large invoice. With large facilities in the East his house is enabled to offer great advantages to merchants or mining companies wishing to purchase." Thus, Hayden capitalized on opportunities resulting from the Gadsden Purchase and increased activity with old Spanish and Mexican mining claims. Hayden headed for the old presidio town of Tubac, Arizona. When Hayden learned the route of the Butterfield Stage Coach would be routed farther north, he relocated to Tucson, Arizona, where he entered into a mercantile partnership with Palatine Robinson.

During the 1860s, his first decade in Arizona, he engaged as a government contractor for freighting. He apparently had outfits freighting along the Rio Grande valley from Santa Fe and on to Tucson, westward to California, and southward into Mexico between Ciudad Chihuahua, Guaymas, and Hermosillo in Sonora. Over time his merchandise shipments shifted from Independence, where he had previously established mercantile connections, to seaports on the west coast

via Cape Horn.

In the early 1870s he established the Hayden Milling and Farming Ditch Company on the Salt River. He also established Hayden's Ferry in Maricopa County on the Salt River. He was the town's main employer and one of the largest taxpayers, within the county. Hayden's Ferry would later be renamed Tempe, Arizona. When he was fifty years old, he married Sallie Calvert Davis, a California school teacher who was seventeen years younger. They raised a family of four, one son Carl and three girls Sarah, Anna, and Mary. His son, Carl, would attend Stanford University and eventually became a longtime U.S. Senator from Arizona. [Carl Hayden served from 1912 until 1968, some 56 years in Congress, more than any other politician to date.]

The Sunday, August 30, 1890, edition of the *Deming Headlight* reported under their local section:

"*The Headlight* had a pleasant call on Wednesday from Mr. Charles T. Hayden of Tempe, Arizona, who was on his return home from California.²¹ Mr. Hayden is one of the old landmarks of the west, having first come to Santa Fe in 1845, returning and taking up his permanent residence in Tucson in 1859, and becoming active in the business circles and enterprises of the country of that time. He has at his command a vast fund of history, incident and success of those early days, exceedingly interesting, all of which he saw and a large part of which he was. Though sixty two winters have whitened his locks, they have not bent his stalwart form, nor disillusioned his resonant voice."

During July of 1897, Charles Hayden attended the Trans Mississippi Commercial Congress held in Salt Lake City. The newspaper reported he was one of the delegates from Arizona. However, a review of the published proceedings does not list Hayden's name among the Arizona delegates.

During the festivities, a speech was presented by Bradford Prince, the former Governor of New Mexico.²²

During Carl's last semester at Stanford University, his father became suddenly ill in December of 1899. Carl was scheduled to play football in the Rose Bowl game for Stanford University, but dropped out of school to take over the family business. Charles Trumbull Hayden died on February 5, 1900. Senator Carl Hayden often stated, "My father left me with many advantages, the best of which was that I did not have a name to make, only a name to keep!"²³

Endnotes

1. Jack August. "A Vision in the Desert: Charles Trumbull Hayden, Salt River Pioneer." *Journal of Arizona History*, 36 (1995), 109-134
2. Lewis E. Atherton, *The Frontier Merchant in Mid America*, (Columbia: University of Missouri Press, 1971), 51.
3. Ibid, 133.
4. Ult is an abbreviation for ultimo, a Latin and Spanish word meaning past. In this context, it defines the month preceding the present one.
5. The reference to the Bingham line may refer to a shipping line in Connecticut where there are numerous Bingham families and even a Bingham schooner listed. Mystic Seaport Archives.
6. A new Spanish grammar adapted to every class of learners by Mariano Cubi y Soler was published in 1840.
7. Henry Neuman and Giuseppe Marc Antonio Baretti's. *Dictionary of the Spanish and English Languages*; wherein the words are correctly explained, agreeably to their different meanings, and *A Great Variety of Terms, relating to the Arts, Sciences, Manufactures, Merchandise, Navigation, and Trade, elucidated*, (London: Longman, Rees & Co. 1831).
8. Eugene Sue, (1804-1857), a French novelist, had written *Seven Capital Sins* published in London in 1847.
9. The extant diary is a fragment with a date range from August 17 - September 7, 1848.
10. Middle Spring is north of Elkhart, Kansas. Simmons, Marc and Hal Jackson. *Following the Santa Fe Trail*, third edition (Santa Fe: Ancient City Press, 2001), 174-176.

11. They left the Cimarron north of current-day Boise City, Oklahoma, six to seven miles east of Highway 287 heading west-southwest.

12. Around the first of August, Brigadier General Sterling Price issued orders for the Illinois regiment to convene at Las Vegas, New Mexico, to prepare for their return expedition. On August 9, the *Santa Fe Republican* published War Department orders for the First Illinois to march to Alton. By October 18, all companies of the regiment were mustered out. David Clapsaddle, <http://www.santafetrailresearch.com/research/four-foot-soldiers.html>. Accessed December 12, 2016

13. Point of Rocks is a prominent landmark located in Colfax County in northeastern New Mexico. The site had a reliable spring and was subject to ambushes by Plains Indians. Simmons and Jackson. *Following*, 182-183.

14. Hayden is mistaken. The Red River was the Canadian River in New Mexico.

15. Alexander Barclay (1810-1855) was an Englishman. From 1838-1842 Barclay was employed by William Bent and Ceran St. Vrain at Bent Fort's where he worked as their Superintendent of stores, bookkeeper, and owner representative when Bent and St. Vrain were absent from the fort. After his departure from Bent's Fort, he trapped and earned a living as a mountain man and trader on the Upper Arkansas River of Colorado. By 1847, his success as a trader allowed him to obtain land on the Mora River where the Cimarron Route intersected with the Mountain Route of the Santa Fe Trail. On June 11, 1848, a crew of twenty Hispanos laid the first adobes for Barclay's Fort. They fired a cannon in celebration. By September 4th a few days before Charles Hayden arrived with his government train, Barclay had moved his wife, Maria Teresa "Teresita" Sandoval, into their new home at the site. George Hammond. *The Adventures of Alexander Barclay Mountain Man*, (Denver: Old West Publishing Company, 1976), 53-107.

16. Author assumes the stoneware is crockery stoneware. The reference to short would have referred to the fact the crockery would easily break or crumble. *Dictionary of Ceramic Terms from Clayworks* (3rd ed.) by Nigrosh. <http://aker.srhs.net/sculptvocab.html>. Accessed October 20, 2016.

17. Sheriff Deed - Sheriff Charles Dougherty vs Mr. Buford - December 11, 1866, Jackson County Historical Society.

18. Gilpin and Hayden were friends

and enjoyed each other's company and conversed on a wide range of topics. Gilpin would become the first governor of Colorado and financed the First Colorado Volunteers who were deployed to fight at the Battle of Glorieta in New Mexico.

19. Charles Hayden and Michael Mullin. *Business House of Independence and Wayne City Day Book*, (1854-1855). Collection of the Jackson County Historical Society, Independence, Missouri.

20. Warranty Deed - Charles T. Hayden and Mathew J. Flournoy dated March 15, 1858, Jackson County Historical Society.

21. The reporter must have misunderstood Hayden's route.

22. *Salt Lake Herald*, "Commercial Congress" July 13, 1897, pp 5.

23. August. "A Vision in the Desert, 109-134. ♦

Joy Poole received an SFTA research grant in 2016 for work on this article. Joy has been dubbed "The Mother of the Santa Fe Trail," as she was one of the primary founders of the Santa Fe Trail Association.



Mother of Junior Wagon Masters Shares Experience

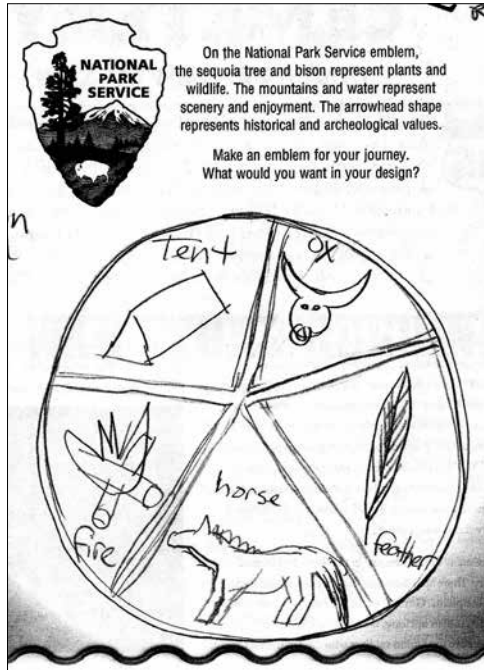
My kids were happy to hear that some of their pieces might be shared. They also love their patches. They have quite a collection of park patches, but the Santa Fe Trail ones are their favorite. Not only are they beautiful, but they remind us of our journey from Ohio to the West, and all the places we visited.

It is sad that many families do not know educational opportunities like yours and the Jr. Ranger programs at the National Parks exist. When my kids bring in their badges and patches to show and tell day at school, teachers and families ask me for more info on these programs.

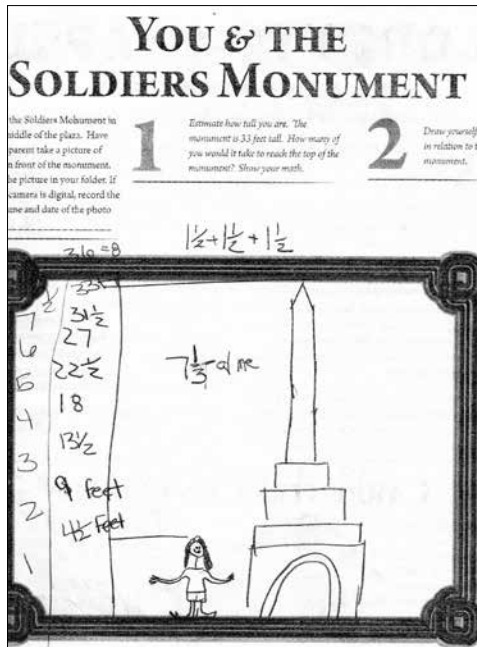
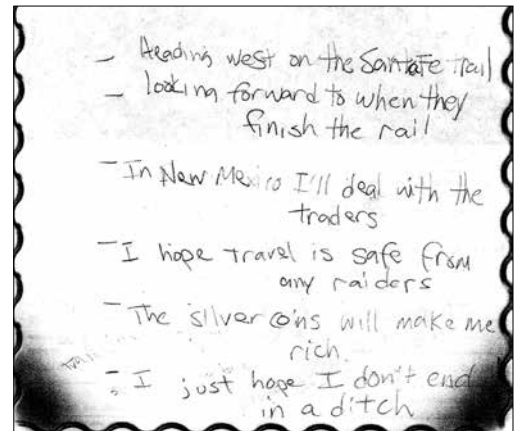
My little girls liked to do the art work for the books. Sometimes they would look at the older siblings work and try to duplicate it, but would

continued page 32

JUNIOR WAGON MASTER PROGRAM ENCHANTS FAMILIES



The Junior Wagon Master program began as a joint project of the National Park Service (NPS) and the Santa Fe Trail Association (SFTA). The goal of the program is to get individuals and families actively involved in exploring the Santa Fe Trail. Four booklets were developed for ages 5-adult. Each booklet is divided into 4 sections. When a trail traveler completes eight activities in a section, he or she qualifies for a beautiful, embroidered patch. Families are encouraged to earn all four patches and travel the entire trail.



The two booklets which were printed are The Freightier Edition (ages 9-11) and Bullwhacker Edition (ages 12-14). The booklets were to be picked up and checked at a variety of sites all along the trail, which are listed on the back page of each booklet.

As program director, I get to see some of the work the students are creating. It has been an interesting year. I have communicated with people from many different states. Included here are some pages of five siblings from Ohio. This family took vacations to the Santa Fe Trail over three years, and completed their booklets for the entire trail. I hope you enjoy some of their work as much as I have.

Janet C. Armstead
Program Director
Junior Wagon Master Program

TALK TO THE ANIMALS

For the first few trips on the Santa Fe Trail horses were used as pack animals. Once the traders got to Santa Fe they found an animal that had been previously unknown in the United States. This animal was the mule. For years the Spanish government had carefully guarded the secret for developing mules. Mules are hybrid animals which come from a horse and a donkey. Once Missouri traders began to trade with the Mexicans in Santa Fe the mule became a valuable animal and important to the Trail.

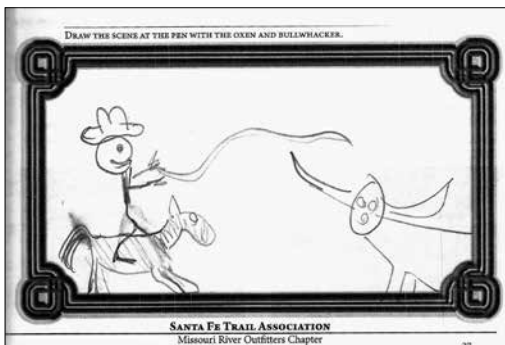
It was the U. S. Army that introduced oxen into the trail business. Major General Riley and a group of soldiers were sent from Fort Leavenworth to protect traders on the Trail. Most of the soldiers had to walk—no horses or mules were available but their supply wagons were pulled by oxen. The traders scoffed at this, thinking the oxen would just slow them down. However, they proved to be the best suited animal for pulling the heavily loaded freight wagons.

1 The Bullwhacker is an oxen that they still use for farming and pulling wagons. Bullwhackers is the name that is given to oxen drivers. Bullwhackers used standard commands to get the oxen to do what they want. Find the pen with the oxen. After listening, tell what a bullwhacker says to make an oxen:

- a. Go left haw
- b. Go right aye
- c. Stop whoa
- d. Go get up



Pages submitted by (top left, clockwise)
Bridget, Freightier booklet; Brendan, Bullwacker booklet; Maddie, Bullwacker booklet; Danny, Bullwacker booklet; and Gabbie, Freightier booklet.



Jr. Wagon Master, cont. from page 30

look completely different. We would all laugh. The poems were fun to do on the road. My van sometimes turned into a rap concert.

Traveling around New Mexico was top on their list. Seeing American Indians still selling jewelry was neat to them. The mountains and the sandstone rocks are something that we don't see in Ohio. We saw our first tarantula near the pan-handle of Oklahoma.

They loved their Ft. Larned experience. Ranger Roy was amazing. He demonstrated so much, had so many stories, and made sure my kids got a sense of fort living. He would have them hold guns, try on clothes, open the floor door to go into the tunnel in the stockade, and ask them questions. They loved him and still talk about him.

As we drove through Kansas, we were amazed at the stink of the cattle farms. We could smell them before we saw the never-ending number of cows. Also, while driving through Kansas, we were chased by a storm front. Out our front window was blue sky, out the sides and rear was total black.

We all agreed that being in this situation in a wagon would have been scary.

My family travels in a 12-passenger van and we tent camp. One summer, after 5 weeks of exploring, we decided that shorter trips would be better. The stress of traveling and being together constantly takes a toll on everyone's patience. Taking 10 weeks to get to a destination in a wagon, under more dangerous and rougher conditions, would be nearly impossible.

I enjoyed all the sites we visited. Some took 5 minutes, others a half a day. All of them reminded us of how far we came in time and in distance. The cemeteries and the forts hold stories of the dangers and sacrifices of the travelers before us. My kids may not be able to fully understand that now, but in the future, when they look back on the patches and badges and remember the travels and stops and ranger books we have done, hopefully they will understand.

I hope the Santa Fe Trail Program continues to inspire. Thank you.

Becky Kirwin

Chapter Reports

Chapters are listed in order from the beginning of the Trail in Missouri westward.

Missouri River Outfitters

President Larry Short
3930 S. Jackson Drive #106, Independence, MO 64057
816-835-4397 ♦ ldshort@comcast.net

Since my last report in the January issue of *Wagon Tracks*, MRO has continued to work and finalize the plans for the Symposium 2017 with our co-host chapter from Douglas County, Kansas. We are in the final stages of putting together an outstanding symposium. Details of the upcoming September 27-30 event are available in this issue of *Wagon Tracks* and also online at the SFTA website: www.santafetrail.org. You can register online and pay by credit card at the Last Chance Store.

MRO is continuing its progress in signing the SFT. Our current project is working with the Jackson County, Missouri, Public Works Department to secure the installation of the final group of signs along much of the original route in eastern Jackson County. This portion will provide signs along the trail from east of the new Salem Park kiosk, along East Blue Mills Road, south of Fort Osage, continuing on along Reber Road, and finally reconnecting with Missouri Highway 24 very near the Jackson County/Lafayette County line. With the completion of this final segment, the entire Santa Fe National Historic Trail from Arrow Rock, Missouri, to the Gardner Junction in Kansas (the entire MRO coverage area) will be signed, with the exception of MoDOT controlled highways.

MRO's awards ceremony will be held as part of our annual

membership meeting on April 30. The event will be held at the Trailside Center in south Kansas City, Missouri. Honored this year will be two outstanding individuals who have contributed much to our efforts to preserve and protect the Santa Fe National Historic Trail over the past years. In addition, we will present Awards of Merit to the local government entities who have installed our SFT local and original tour route signs in Jackson County, Missouri, and Johnson County, Kansas.

On June 3, MRO will host a National Trails Day Rendezvous with members of the Trails Head Chapter of OCTA and the Kansas City Area Historic Trails Association (KCAHTA). The event will be at the historic Lone Elm Park in Olathe, Kansas. Smokin Joe's BBQ will provide a feast for the event.

Douglas County

President Roger Boyd
PO Box 379, Baldwin City, KS 66006
785-594-3172 ♦ rboyd@bakeru.edu

Douglas County Chapter has continued to work and finalize the plans for the Symposium 2017 with our co-host, the MRO Chapter.

Heart of the Flint Hills

President Sharon Haun
704 Hockaday Street, Council Grove, KS 66846
khaun@tctelco.net

Cottonwood Crossing

President Steve Schmidt
1120 Cobblestone Court, McPherson, KS 67460
620-245-0715 ♦ wfordok@yahoo.com

SFTA Annual Membership January 1, 2017 to December 31, 2017

Name(s) _____ ☐ Life \$1000, 1 time or 3 installments
Address _____ ☐ Patron \$100/year
City _____ State _____ Zip _____ ☐ Family \$40/year
Phone _____ Email _____ ☐ Individual \$35/year
☐ Business \$50/year ☐ Institutional \$50/year ☐ Youth (18 and under) \$5/year
☐ **New member** ☐ **Renewing member**

I am a member of the following chapter _____

I'd like to make a donation to assist the SFTA with programs and events.

☐ \$50 ☐ \$100 Other \$ _____

I'd like to donate to the Junior Wagon Master Fund.

☐ \$50 ☐ \$100 Other \$ _____

I'd like to donate to the Marker Fund.

☐ \$50 ☐ \$100 Other \$ _____

To pay by credit card, go to www.santafetrail.org, and click on "Join the Organization."

The Santa Fe Trail Association is a 501(c)3 tax-exempt corporation, and all donations beyond membership dues are tax-deductible to the full extent of the law.

TOTAL ENCLOSED _____

Make checks payable to Santa Fe Trail Association

Mail to Ruth Olson Peters, Treasurer, Santa Fe Trail Center, 1349 K-156, Larned, KS 67550

Renew by mailing using the above form or renew online at www.santafetrail.org

If you have renewed your membership, pass the form along to a friend or colleague.

Chapter Reports, continued

Our programs for 2017 include :

Feb 23 Leo Oliva, "Shadows on the Land: African-American Women on the Santa Fe Trail"

Apr 27 Ellen Jones, "Every Kid on the Santa Fe Trail"

Jun 22 Ruth Friesen, telling us about her role as Editor of *Wagon Tracks*

Aug 24 Malcolm Strom, speaking about Capt. Soule at the Sand Creek Massacre

Oct 26 Pauline Sharp, speaking about the Kaw Indians

The Chapter continues to have a good rapport with the Marion County Planning and Zoning Dept., the Marion County Board of County Commissioners, the *Marion County Record* (newspaper), Marion County Library, and the Marion County Historical Society.

Quivira

President Linda Colle
724 Penn Drive, McPherson, KS 67460
620-241-8719 ♦ blkcolle@swbell.net

A wayside exhibit is planned for Ralph's Ruts, Kern Ruts, Gun-sight Notch, and the Plum Buttes Massacre. The National Park Service will be working on it sometime this year. The chapter also submitted paperwork for a wayside for the Kaw Treaty site near McPherson. McPherson County has requested a plan for that site, so that requires the plan to be developed.

The chapter is following up on the DAR marker in Ellinwood which may be impacted by road/sewer work.

On April 18, Joanne VanCoevern presented "Letters of Fort

Dodge" to the Inman Historical Society in Inman, Kansas.

On July 24, the Quivira Chapter will have a joint program with the Barton County Historical Society, Great Bend, Kansas. We will view a movie, *With Each Turn of the Wheel – The Santa Fe Trail – 1821 – 1996*, produced by the New Mexico PBS.

On August 5, we have been invited to the first Rice County Historical Festival to be held in Lyons, Kansas. The Quivira Chapter/SFTA will be represented. We anticipate SFT tours across Rice County. We may need volunteers to help staff a booth and conduct tours. We still have at least one more meeting to plan for the year.

Wet/Dry Routes

Rosetta Graff
918 Colony, Kinsley, KS 67547
620-659-2534 ♦ librarian281942@yahoo.com

Due to the monster ice storm on January 15, 2017, the winter meeting at Kinsley, Kansas, was cancelled. The cancellation was unfortunate, but absolutely nothing was moving in the area. The next meeting will be held in conjunction with the Fort Larned National Historic Site's Old Guard "Mess and Muster" on Saturday, April 29. The business meeting will be held at 9:00 a.m. prior to the presentations, and the Faye Anderson Award will be presented following the evening meal in the Quartermaster building.

Plans are now being formulated for an interpretive sign at the Pawnee (Creek) Crossing near the site of Boyd's Rancho on the grounds of the Larned State Hospital. The sign will enhance the DAR marker and the Wet/Dry Routes signage already in place. Plans are to have the dedication at Rendezvous 2018.

Leo Oliva and Doug Springer are spearheading the efforts of the chapter.

The family of David K. Clapsaddle wishes to thank all those who contributed to the four memorials in his honor. The memorial to the Wet/Dry Routes Chapter will be used for marking the Santa Fe Trail. Your prayers, thoughts, cards, and other kindnesses will be long remembered.

Dodge City/Fort Dodge/Cimarron

President Bill Bunyan
PO Box 1656, Dodge City, KS 67801
620-227-8203 ♦ dchawk38@gmail.com

Our February 12th meeting was held at Boot Hill with our usual fried chicken dinner and the wonderful side dishes brought by the membership. Officers elected for 2017 -2018 were Bill Bunyan, president; Mike Strodtman, vice-president; Kathie Bell, secretary; Mike Bell, treasurer; Kay Rose, newsletter editor; Marcella Warner-Holman, Fort Dodge director; and Darrell Dupree, Cimarron director.

The program was presented by Joanne VanCoevern about Isadore Douglass, the wife of Fort Dodge commanding officer Henry Douglass. Joanne had an outstanding presentation about Isadora's letters written while she was at Fort Dodge. Henry was in charge of the building of the fort from 1866-1868. It is our and Joanne's hope that Heather Douglass, the great-granddaughter of Henry and Isadore, will come to Fort Dodge on the 150th anniversary of Isadore's death at the fort on August 1, 1867.

Our next chapter meeting will be Sunday, May 21, at the Dodge House Restaurant at 1:00 p.m. Missouri Rivers Outfitters President Larry Short will talk to us about the upcoming Symposium in Olathe and their chapter's projects in the Kansas City area.

Major Chilton's picture has been placed on the Chilton monument. A signage grant from SFTA has paid for the cost and placement of the picture. It is hoped that soon the Dodge City Park personnel can have the ox-yoke permanently placed on the monument.

Our latest project is a storyboard, limestone posts, and plaques about the trail ruts located on the grounds of the Cimarron Country Club. The storyboard is like the one dedicated to Susan Shelby Magoffin at the last Rendezvous. It will be placed near the Country Club building. The plaques and limestone posts will be placed in the ruts. Director Darrell Dupree of Cimarron has ram-rodged this project. Donations from citizens of Cimarron and the chapter will also contribute to pay for this new story board and the posts. Dr. Leo Oliva has written the text for this commemoration of where the mountain route and the Cimarron route parted.

Wagon Bed Spring

Linda Peters
1035 S. Bridge Street, Lakin, KS 67860
620-355-6213 ♦ mothrhenn@pld.com

The meeting scheduled for January 16, 2017, at the Haskell County Museum in Sublette, Kansas, was cancelled due to a snow/ice storm. The Haskell County Museum was again the site for the April 10 meeting. The 1920 movie *The Daughter of*

Dawn was shown with Ken Weidner giving some insight into the movie. The next meeting should be in July.

Cimarron Cutoff

President Jay Williams
PO Box 993, Elkhart, KS 67950
620-697-2378 ♦ jayncarrie@hotmail.com

The chapter meeting was held April 8 in Elkhart, Kansas. A very enjoyable program was presented by James Coverdale, an enrolled member of the Kiowa Tribe of Oklahoma. He spoke on the Kiowa perspective of the Santa Fe Trail. We plan a meeting in Clayton in the summer, and Boise City in the fall.

Bent's Fort

President Pat Palmer
PO Box 628, Lamar, CO 81052
719-931-4323

Annual Meeting: Over 60 chapter members attended the Bent's Fort Chapter annual meeting on February 11. Several certificates were given to members who have contributed to the chapter or the community in recent years. The certificates went to: Heritage Tourism Award, Chad Hart; Tribute Award for their efforts on the SFT sign planting to Charlie Hutton, Kevin Lindahl, and Pat Palmer; and a Certificate of Appreciation to Jill Manley. The highlight of the awards presentation was the naming of the Members of the Year, Don and Kitty Overmyer.

The presenters for our annual meeting were Mike and Patty Olsen, who talked about the women who wrote while traveling the Santa Fe Trail. Mike gave a brief history of the writer, followed by Patti who read excerpts from the woman's writings. The women included Susan Shelby Magoffin, Marion Sloan Russell, Lucinda Trieloff, and Lydia Spencer Lane.

Geocache Maintenance Day: A small but hardy group of chapter members met Saturday, March 11, to find and maintain several SFTA Bent's Fort Chapter geocaches and see other sites along the way from Lamar to Bent's Old Fort. The morning started at Big Timbers Museum, where after a check of the geocache box at the museum location, we left for Bent's New Fort. Looking into the geocache at the Fort, we discovered a small plastic pinto horse (travel bug) with a geocache tag. We found that the horse had been in Holly before traveling to Bent's New Fort. Our members loaded the pinto into our wagon and transported it to Bent's Old Fort.

Our next stop was at John Martin Reservoir, where we viewed nearby pictographs. Enroute to the Kit Carson Chapel at Fort Lyon, we stopped for a few minutes to view some Santa Fe Trail ruts and swales along Bent County Road 16. Arriving at the chapel, we met chapter member Kathy Tomlin, also of the Pioneer Historical Society of Bent County, who opened the chapel for us. The chapel, built in the 1800s, was originally within the Fort Lyon grounds. However, due to the efforts of the Bent's Fort Chapter, it was moved closer to the National Cemetery in 2000 when the Veterans Administration turned over the property to the Colorado Department of Corrections. It was reopened after restoration in 2007. The Kit Carson Chapel is built of the stones from the building where Kit Carson died in 1868. Boggsville was the next stop for Geocache maintenance and a nice lunch in the courtyard

of the Boggs house. The last stop was at Bent's Old Fort where the pinto travel bug was placed. Thanks go to Kevin Lindahl for arranging the tour and to Kathy Tomlin for letting us into the Kit Carson Chapel.

Future treks planned are as follows. Come join us along the trail! April 8: Boggsville Clean-Up Day. May 12-14: Weekend Trip to Clayton, Point of Rocks, Cimarron, New Mexico. June 10: McEndree Ranch near Pritchett, Colorado, to explore Granada-Fort Union Military Freight Road ruts and hear history of the area. The McEndree Ranch has some of the best wagon ruts in the area along the Granada Fort Union Military Freight Road.

Corazon de los Caminos

President Dennis Schneider
828 South Euclid Ave., Cimarron, NM 87714
575-376-2527 ♦ schneidermusic@q.com

Committees have met for the bi-centennial celebration at Kearny gap and for the two chapters to develop use of the telecom money. Here is our proposed schedule for the balance of the year.

April 8 - Editha Barkely, speaking on the TB sanitariums in New Mexico. Charley's Spic and Span in Las Vegas, New Mexico.

May 12 - Roger Sanchez, speaking at the Raton Museum, Raton, New Mexico.

June 17 - Faye Gaines, speaking at the Point of Rocks ranch. Bring picnic lunch.

July 14 - Tour Gateway and E Town Museums, and possibly Eagle Nest Dam. Eagle Nest and Elizabeth Town, New Mexico.

August 12 - Abbie Reeves (curator of Folsom museum) and Bebe Cornay are arranging a tour of Johnson Mesa and Manco Burro pass.

September 27-30 - SFTA symposium, Olathe, Kansas.

October 13 - CS Ranch, Cimarron, New Mexico. Linda Davis host. Hope to visit site of Doggert's corral.

November 10 - Fall business meeting. St. James Hotel in Cimarron at 11:00 a. m. Steve Zimmer is the speaker.

End of the Trail

President Joy Poole
125 Lupita Road, Santa Fe, NM 87505
505-820-7828 ♦ amusejoy@msn.com

Past presentations include:

Poetry of the Santa Fe Trail by Sandra Doe, Ph.D. Inspired by Dr. Marc Simmons 1986 Symposium keynote address, Sandra gave a lively, theatrical presentation of poetry along the trail. I'd highly recommend her for the symposium in Olathe or St. Louis. Simply outstanding! In fact, a member in the audience wrote a poem of her inspiring presentation and presented it to her at the end of the program.

Cerán St. Vrain: New Mexico True by Christine St. Vrain Fischahs. Ms. Fischahs, as a descendent of the St. Vrain family, has had access to primary source documents many historians dream about. The audience also learned about the St. Vrain Mill Foundation in Mora which has intentions to renovate the St. Vrain Mill. Mr. Witt is the President.

The French On The Santa Fe Trail And In Northern New Mexico by François Marie Patorni was also well-received.

Santa Fe Cemeteries and the Santa Fe Trail: Dr. Alycia Abbott. There are old cemeteries around Santa Fé, a number of which are connected to the SFT. These include the National Cemetery, where Charles Bent's remains were interred, the old Guadalupe Cemetery, and the Fairview/Odd Fellows cemeteries. Sadly a number of them are in varying states of neglect, and in some instances, nearby construction has happened right over remains that did not get moved. The Odd-Fellows Cemetery is probably in the worst state of them all – many headstones are illegible, their names lost to us. The Masons and Odd-Fellows established the first non-Catholic burial grounds in 1853.

Preservation Funds for New Mexico Chapters. Margaret Sears chaired a meeting on behalf of the End of the Trail Chapter to discuss the \$2,000 in funds received by SFTA from Plateau Telecom. After a lively discussion with chapter members from Corazon and End of the Trail Chapters, a recommendation was advanced and approved by the End of the Trail Chapter board to use the funds for interpretation of the Tiptonville site.

Property Preservation: Members of the EoT Chapter have expressed concern regarding two properties in downtown Santa Fe which require monitoring. One is a lot north of the Loretto Chapel which was the Loretto School complex, and the other is the Desert Garrett Inn. Both properties are on the Santa Fe Trail. We will coordinate our historic preservation efforts with other similar organizations in Santa Fe.

Another property consisting of 1,100 acres at 7800 Old Santa Fe Trail has Santa Fe Trail ruts and apparently some historic buildings. This property is for sale, and the long-time caretaker is very concerned about its integrity. She has reached out for advice, which we are attempting to obtain from SFTA and NPS.

Speaker Bureau and Educational Funds: Funds (\$250) were approved for Sandra Doe, Ph. D., to provide a program to the End of the Trail Chapter. Funds (\$450) were approved for editing a video of Marc Simons for the End of the Trail Chapter website and laminating SF Trail maps for the educational trunks.

Other News: "Trails, Traditions, and New Directions" was the theme of the Society for Applied Archaeology in Santa Fe on March 28. One of the sessions included two of our End of the Trail Chapter members. "All Trails Lead to Santa Fe!" was presented by Hal Jackson (El Camino Real), Mike Olsen (SFT) and Pat Kuhloff (Old Spanish Trail).

For Women's History Month (March) in New Mexico, Joy Poole was recognized by the Stephen Watts Kearny Chapter of the Daughters of the American Revolution as a Woman in American History for her lifetime work, service, and publications on the Santa Fe Trail.



Santa Fe Trail Association
1046 Red Oaks NE
Albuquerque, NM 87122
www.santafetrail.org



CHANGE SERVICE REQUESTED

EVENTS

April 27: Goessel, KS. Cottonwood Crossing Chapter meeting

May 7: Council Grove, KS. Kaw Mission "Songs of the Santa Fe Trail and the Flint Hills"

May 12: Raton, NM. Corazon de los Caminos Chapter meeting

May 12-14: Clayton, NM. Bent's Fort Chapter weekend trip to Wagon Mound and Fort Union

May 12: Fort Union, NM. U.S. Citizenship Naturalization Ceremony

May 18, June 15, July 20: Las Vegas, NM. "Glimpses of the Past" presentations. Contact Ft. Union for presentation list. 505-425-8025.

May 21: Dodge City, KS. Dodge City/Fort Dodge/Cimarron Chapter meeting

May 27, July 22: Ft. Union, NM. Night Sky Star Party

May 27-29: Fort Larned, KS. Living history event

June 3: Olathe, KS. MRO Chapter hosts National Trails Day Rendezvous

June 7-9: Ft. Union, NM. NM Junior Ranger Camp

June 7-11: Bent's Old Fort, CO. Living history encampment

June 10: Pritchett, CO. Bent's Fort Chapter meeting.

June 11: Council Grove, KS. Kaw Mission "Summer Expedition on the Santa Fe Trail"

June 14-17: Salina, KS. Little Bighorn Assoc. Conference, "Custer Comes to Kansas"

June 16: Council Grove, KS. Kaw Mission Washunga Days

June 17: Point of Rocks, NM. Corazon de los Caminos Chapter meeting

June 17-18: Ft. Union, NM. Fort Union Days featuring Buffalo Soldiers heritage

June 17-18: Ft. Hays, KS. "150th Commemoration"

June 22: Goessel, KS. Cottonwood Crossing Chapter meeting

July 8: La Junta, CO: Bent's Fort Chapter meeting

July 9: Council Grove, KS. Kaw Mission "Osage and the Santa Fe Trail"

July 10: Wagon Tracks submission deadline

July 14: Eagle Nest, NM. Corazon de los Caminos Chapter meeting

July 24: Great Bend, KS. Quivira Chapter meeting

August 5: Lyons, KS. Quivira Chapter at Rice County Historical Festival

August 12: Corazon de los Caminos Chapter meeting

September 27-30, 2017: Olathe, KS. SFTA Symposium "America's First Highway of International Commerce"

April 20-21, 2018: SFTA /NPS Workshop and SFTA board meeting

September 20-22, 2018: Larned, KS. SFTA Rendezvous

September 25-28, 2019: St. Louis, MO. SFTA Symposium

September 24-26, 2020: Larned, KS. SFTA Rendezvous.

September 22-25, 2021: Bent's Old Fort, CO. SFTA Symposium

For information on Fort activities: See https://www.nps.gov/nts/nts_trails.html See also www.santafetrail.org for more details.