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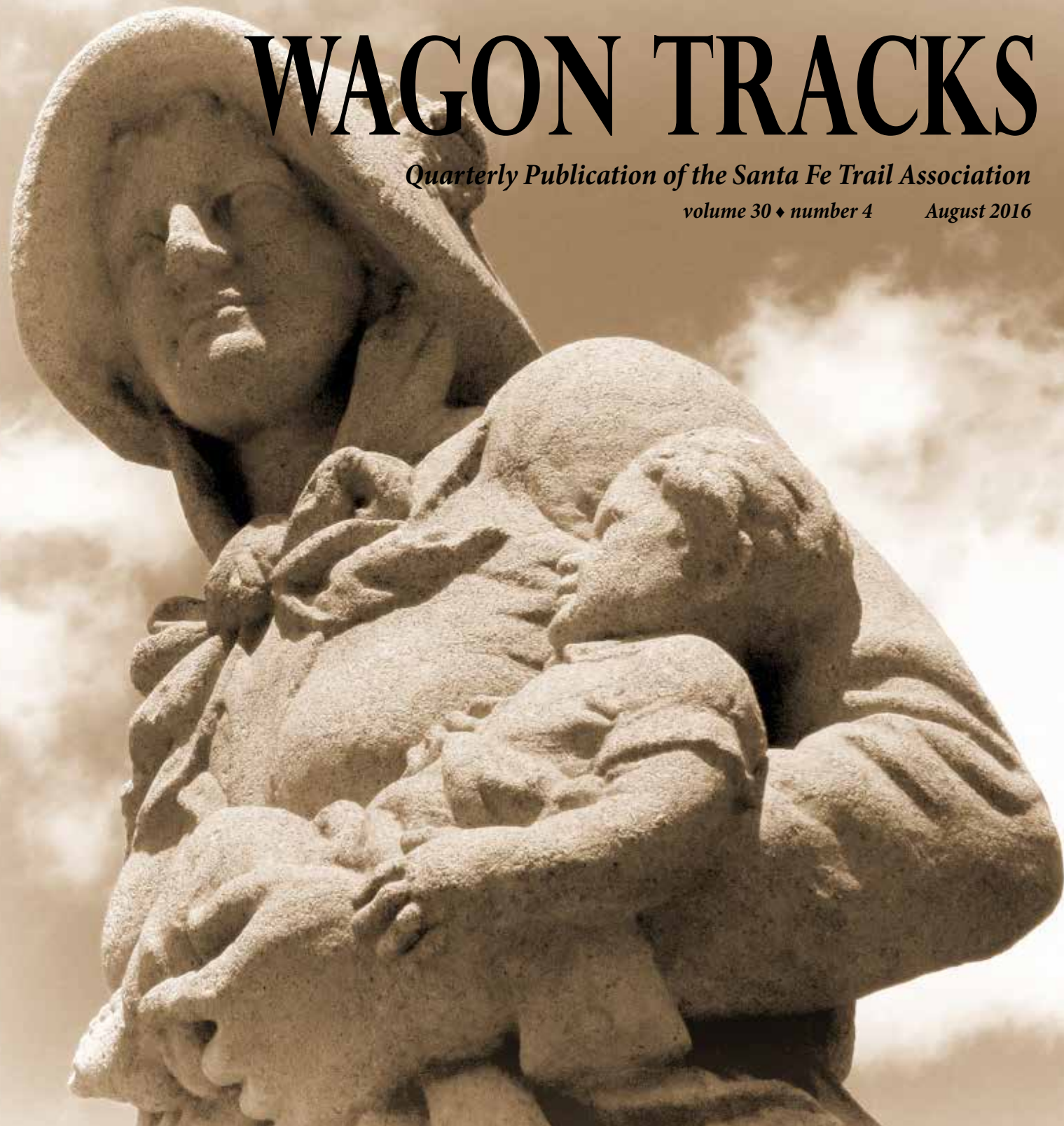
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: Volume 30, No 4: August, 2016

WAGON TRACKS

Quarterly Publication of the Santa Fe Trail Association

volume 30 ♦ number 4 August 2016



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An Old Santa Fe Trail Map Recovered ♦ page 22

On The Cover: Madonna of the Trail

One of the earliest public memorial sculptures in New Mexico is the 18-foot Madonna of the Trail in Albuquerque. Cast in a pinkish mixture of crushed marble, Missouri granite, stone, cement, and lead ore, the stern-faced five-ton Madonna commemorates the contributions made by women on the road west.

During the late 1920s, the National Society of Daughters of the American Revolution (DAR) erected 12 identical statues across the country as a way of locating and marking the Old Trails Road, a series of trails that connected the country's coasts and memorialized United States exploration and settlement. The 12 statues, sculpted and cast by August Leimbach, are located in Springfield, Ohio; Wheeling, West Virginia; Council Grove, Kansas; Lexington, Missouri; Lamar, Colorado; Albuquerque, New Mexico; Springerville, Arizona; Vandalia, Illinois; Richmond, Indiana; Beallsville, Pennsylvania; Upland, California; and Bethesda, Maryland—one for every state through which the National Old Trails Road passed. Read more about this Road at www.fhwa.dot.gov/infrastructure/trails.cfm.

Harry Truman, later the 33rd President, was president of the National Old Trails Road Association at the inception of this project and urged Congress to approve the statues, at a cost of \$1,000 each. Truman dedicated each statue personally in each state along the trail.

The Madonna in Albuquerque is located at the intersection of Marble Ave. and Fourth St. in a small park on the grounds of the Federal Courthouse.

The cover photo of the Madonna in Albuquerque was created by Gary Lamott, who has been a photographer for more than 40 years. Since 2013 he has been a Featured Artist for Topaz Labs, the maker of image processing software used by many professional photographers. He recently moved from New Hampshire to New Mexico. See his work at <http://garylamott.smugmug.com>.

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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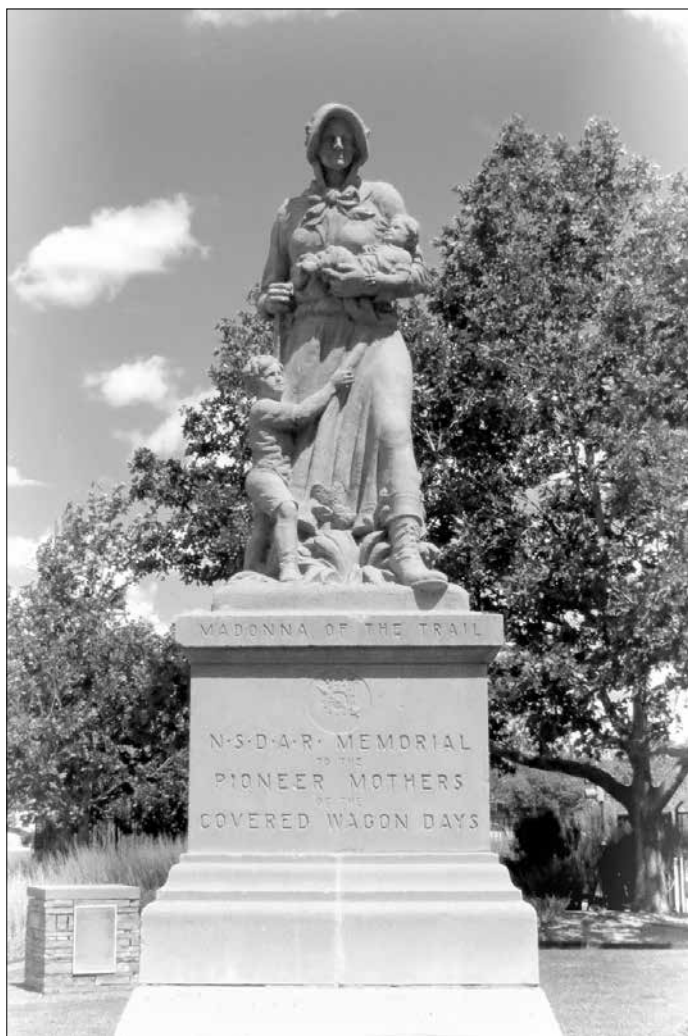
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Madonna of the Trail in Albuquerque

Photo: Gary Lamott

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President's Corner *by Larry Justice*

A Visit to Sand Creek National Historic Site



The roots of education are bitter, but the fruit is sweet. (Aristotle)

I strongly encourage expanding our discovery of the bigger picture of the Santa Fe Trail. Sometimes we discover new revelations about the Trail from the experiences of travelers and entrepreneurs of the 19th Century. Sometimes we discover interwoven contributions to the development of the American Southwest as a result of the Trail. And sometimes we find shadows we might like to hide but which help us avoid the same errors, missteps, and tragedies that affected the people directly and indirectly associated with the Trail. Thus, Aristotle's statement is most applicable to "our" Trail.

For the past several years, I have been reading about the actions of Colonel John Chivington at Glorieta and Sand Creek. I will be upfront. The more I read and the more I study Chivington, the more I disdain his actions and those of the Colorado territorial governor John Evans. I do not have space available to identify all of the reasons for my dislike of these two contributors to history. Nor do I have space available to list the reasons I tend to champion people like Major Edward Wynkoop, Black Kettle, White Antelope, Left Hand, and others. With that stated, let me share why we need to expand our

knowledge of the Trail and events not specifically related to the SFT but which apply to the Trail's history.

Driving to the SFTA board meeting and retreat in Lamar, I took a short excursion through western Kansas (K96) and eastern Colorado (CO96) to make my first visit to the site of the November 29, 1864, Sand Creek Massacre. Sand Creek is not located on the Trail. Sand Creek remotely affected life on the Trail (even more so after the fact). The events of the Battle of Glorieta and Sand Creek were only bumps in the life of the Trail. Yet, if you have never ventured about eight miles north of Chivington, Colorado, you should add Sand Creek to your "bucket list." As a result of the cooperative work in 1998-99 of the National Park Service, Colorado Historical Society, the Northern Cheyenne and Northern Arapaho Tribes, the Southern Cheyenne and Arapaho tribes of Oklahoma, among others, extensive research led to the establishment of the Sand Creek Massacre National Historic Site in 2000. You will find excellent

story boards, easy walking paths, very helpful and congenial staff, and an excellent opportunity to visualize the events that led to the tragic deaths of 150+ women, children, and elderly. Only nine of the "one-hundred-day" Colorado troops were killed, while protecting the political aspirations of two maniacally power-driven egoists.

A visit to Sand Creek is worth the effort and expense. Once again, even in 2016, Sand Creek reminds us that *"Those who do not remember the past are condemned to repeat it."* (George Santayana).

And when you travel in the Kansas City area, take a few minutes to visit the beautiful new retracement bridge over I-435 just north of the Three Trails Corridor intersection. The bridge is called Powder Mill Bridge and is an excellent example of cooperation between federal, state, and community governments, the National Park Service, Trail organizations like SFTA, and local citizens. What a wonderful addition for preserving, protecting, and promoting the Santa Fe Trail. ♦

GEOCACHING

"Thank you very much for setting up this series of caches to highlight the history of the Santa Fe Trail. I had heard about the series before my trip, and I heard locals talking favorably about the series at the big Geo-Woodstock event the other day. ..."

"Made the trip from TN. Starting the trail on our way to Denver for GeoWoodstock.... Thank you so much for the history lessons and opportunities to check out this beautiful part of the country."

"One of the best geocaches we've found so far in the USA! Gets definitely a blue ribbon! We also enjoyed the nice street with the beautiful houses!"

"Love, loved this area. Could not ask for a better stop on our way to Geo-Woodstock14. Thanks for placing the cache!"

"Loved this! Now off to see the wagons on the Santa Fe Trail. On vacation from SC."

"First geocache in Kansas! Moved our son to Garden City this weekend from Alabama and knew we had to find a cache while here. Thanks for sharing a little history along with this hide!"

"Picked up a few geocaches on the east end of the Santa Fe Trail . . . traveling to IA in the motorhome. . . I love this trail and the way the history is presented along the way. . ."

Joanne's Jottings *by Joanne VanCoevern, Association Manager*



The Partnership for the National Trails System (PNTS) held their National Historic Trails workshop in Independence, Missouri, June 6-10, with SFTA's Missouri River Outfitters Chapter serving as a co-host for the event. Themes and topics focused on capacity building, trail resources and preservation, and technology and innovation. SFTA had several representatives attending the events that included sessions, field trips, and a NPS Centennial event in south Kansas City, Missouri, to dedicate Powder Mill Bridge, the nation's first pedestrian bridge over an interstate, built specifically for National Historic Trails.

McCoy Park's Inclusive Play Project was initiated in Independence, Missouri, recently. The playground was built especially for handicapped children and features three wagons, one each representing the Oregon, California, and Santa Fe National Historic Trails. The playground is totally kid and adult friendly and includes a variety of slides and swings that offer no restrictions to its participants.

Boy Scout Trail Meeting: Representatives from the NPS, the SFTA, the Boy Scouts, and the community gathered in Council Grove, July 11-14, to discuss the former "Boy Scout Santa Fe Trail Hike," Burlingame to Council Grove. This area also includes several

wagon wheel sign markers that were created by Boy Scout Troop 157, Emporia, Kansas, and placed along the route, a distance of 55 miles. The trail, which followed rural roads, went from Burlingame, just west of the Scout Hall Shelter, to the Council Grove Lake. Boy Scouts completing the hike are eligible for their 55-mile Hike and the National Historic Trails Merit Badges.

This trail is located in the Heart of the Flint Hills Chapter area, which includes the following Kansas counties: Osage, Wabaunsee, Lyon, and Morris. Joining Steve Burns, Landscape Architect with the National Park Service, National Trails Intermountain Region, were University of New Mexico landscape architecture graduate students Brian Griffith and Philip Taccetta. While in Council Grove, the interns were assigned the task to gather input and develop design plan ideas that will include ideas for signage and points of interest. After the interns survey the route and visit specific sites, two public stakeholders meetings will be held to receive comments.

Developing Story Maps: The SFTA Education Committee is working with the NPS to develop the Junior Wagon Master program into a "Story Maps" application. Esri Story Maps let you combine authoritative maps with narrative text, images, and multimedia content. Matt Schulte, SFTA GIS Specialist, has already created one Story Map called "Mapping the Santa Fe Trail" and is now working with Derek Nelson, NPS GIS Specialist, to take the information created by the SFTA Education Committee for the Junior Wagon Master program and put that information into a Story Map.

Education Committee members Janet Armstead, Chris Day, and Marcia Fox met with Matt Schulte to go over the format, look at what had been created by NPS, and make suggestions and edits. Also joining the meeting were Larry Short and Joanne VanCoevern. The creation of a Junior Wagon Master Story Map is the next step in putting the program into a digital format.

Santa Fe Trail Geotour: GeoWoodstock XIV was held on Sunday, July, 2016, at the Botanical Gardens in Chatfield, southwest of Denver. This geocaching mega event has become the ultimate destination weekend for geocachers and those they drag along. GeoWoodstock has grown each year into what is today considered the annual convention for the international geocaching community. Cachers gather from all over the United States and the world to learn about the latest and greatest in geocaching tools and technology, meet and talk to experts in seminars and training sessions, and buy or sell geocaching and other interesting products. There are of course geocaches to be found, food to be eaten, games to be played, and other interesting sights and sounds. The very first GeoWoodstock was held in 2003 in Louisville, Kentucky, and has grown into a mega event. The main event of GeoWoodstock 2017 will be held on Saturday, May 27, 2017, at the Haywood County Fairgrounds in Waynesville, in western North Carolina.

SFTA hopes to get the word out to those traveling to GeoWoodstock 2017 to once again take the opportunity to travel the SFNHT GeoTour. On the facing page, read a few of the comments of geocachers as they explored the Santa Fe Trail Geotour. ♦

See you at Rendezvous in Larned

Tribute to David Clapsaddle

By Leo Oliva

David K. Clapsaddle, 81, died April 28, 2016, in Larned, Kansas. Survivors include his wife Alice, two sons, and a daughter.

David Clapsaddle (1934-2016) should be and will be fondly remembered as the Renaissance Man of the Santa Fe Trail. He provided leadership and understanding of Trail history, and:



- wrote numerous articles about the historic route (especially the Wet and Dry routes, stream crossings, trading ranches, connecting roads from the railroad to the main routes of the Santa Fe Road, and people who made Trail history),
- worked to preserve Trail remnants, oversaw the marking of scores of Trail sites, and developed auto-tour guides to those sites,
- organized and led Trail tours,
- served many years as president of the Wet/Dry Routes Chapter (one of the strongest chapters in the Santa Fe Trail Association),
- collected Trail artifacts which he shared with museums (examples include the strong box from Don Antonio José Chávez's wagon in use in 1843 when Chávez was murdered on the Trail near present Lyons, Kansas, now on exhibit at the Coronado Quivira Museum in Lyons, and a collection of several Trail artifacts now property of Fort Larned National Historic Site),
- presented lectures about the historic Trail to many organizations,
- worked with the Santa Fe Trail Center on the biennial Santa Fe Trail Rendezvous,
- wrote a series of booklets about the Trail for children, and developed trunk programs for use in the schools (programs which he presented for years; each trunk includes a story with artifacts for children to touch and understand),
- was a volunteer at Fort Larned NHS and a constant supporter of the many programs at this first National Park in Kansas, and

he had a cadre of friends who worked with him and supported his many efforts and projects.

David provided leadership in the purchase and marking of the 1825 Sibley Survey campsite in present Larned and the acquisition and development of the Little Red House in Larned, which is interpreted as the sutler's mess hall from Fort Larned that was moved and became the first building in the town of Larned in 1872. Both sites in Larned are today the property of the Fort Larned Old Guard, the official friends group of Fort Larned National Historic Site, in which David and Alice have been longtime active members.

He was fortunate to have the devoted support of Alice, who contributed much more to David's work on the Trail and Fort Larned than we realize. It was my pleasure to work with David in many ways, especially to serve as his editor for numerous articles he wrote for Santa Fe Trail Association *Wagon Tracks* and Fort Larned Old Guard *Outpost*. We did not always agree, but we always respected each other and worked together.

David was a friend of many Trail aficionados but did not suffer fools gladly. He possessed a dogged determination to be accurate and tell stories correctly, and about this he could be very stubborn. David usually had a funny story or joke to share on any occasion. Seldom did one have a conversation with David, in person or by phone, when he did not share at least one good joke, and he usually ended a phone conversation with this question, "How else can I lie to you?"

Those of us who love the Santa Fe Trail and Fort Larned will always be grateful to David Clapsaddle, especially his devotion to preservation and promotion of the history for adults, young people, and future generations, his willingness to work as well as talk about saving and marking the Trail, his willingness to share his knowledge and his passion, and his keen sense of humor which made us laugh and endeared us to him.

Dr. Clapsaddle's full obituary can be read at www.hutchnews.com/obituaries/david-clapsaddle/article_21448b65-1607-576a-96ee-ee4dcf20ea3f.html.



Photo Contest Deadline September 1

Don't forget the photo contest for students from the fifth through the twelfth grades. For full information, see past issues of *Wagon Tracks* or contact Chris Day at dosdays2@gmail.com. The entrance deadline is September 1.

52 WAYS TO DISCOVER the Santa Fe National Historic Trail

In Washington, D.C., on May 8, 1987, President Reagan signed a bill designating the Santa Fe Trail, stretching 950 miles from Missouri to New Mexico, as the Santa Fe National Historic Trail. Next year, 2017, will mark the 30th anniversary of the signing of that bill.

Beginning on August 25, 2016, which is also the 100th birthday of the National Park Service, the Santa Fe Trail Association will begin a year-long social media campaign to commemorate the 30th anniversary of the signing of the bill by President Reagan. The campaign, "52 Ways to Discover the Santa Fe National Historic Trail," will use social media to inform the public about an activity that can help participants discover the Santa Fe Trail. This will be done through Facebook and the Santa Fe Trail Association e-Blast.

To sign up for the e-Blast, or Facebook, just go to www.santafetrail.org and click on the Facebook icon, or enter your information under the "Weekly Email Newsletter Sign-up." We hope you will join us in all 52 activities and discover your Santa Fe National Historic Trail!

April 18, 2016

Dear Editor,

As I commenced reading John Carson's article, "The Fur Press: An Essential Tool of the Fur Trade at Bent's Fort," in the February 2016 *Wagon Tracks*, I wondered how long this somewhat unglamorous (in my view) topic would sustain my attention. Very quickly I was enraptured, and what I did learn! Amazing! I had never paid much attention to the press when visiting the fort. Nor could I recall it being demonstrated. I'm sure that occurred, but I probably did not stay around long enough. What a shame, for I would have learned so much! I could not locate an article about the press in the 1996 SFTA cumulative index, or anything more recent. This is yet another powerful reminder that we can never exhaust our passion for and need to learn more about the Santa Fe Trail, no matter the number of years we tramp along those ruts. Thank you, John, for increasing my knowledge of the Santa Fe Trail. It is tempting to hop in my car and drive to the fort to really see and learn more about the press.

Regards,
Margaret Sears

Santa Fe Trail Association and Chapters

by Marcia Fox, *Membership Chair*

According to the April membership roster, the Association now has 592 members; of these only 212 reported that they belong to the various chapters. However, we know the total membership of the chapters is much higher than that.

The chapters are vital to the health of the Association. They provide the boots on the ground expertise, advice, knowledge, and work to support the Trail. The chapters alert the Association of potential preservation issues. They build relationships between the Association and landowners to help preserve Trail features for years to come. Without the chapters, the Association would not be able to continue its valuable work in preserving history.

However, the question remains, "Why is there such a difference in the number of Association members and those who belong to the chapters?" Perhaps it is because the chapter members themselves do not see the value of belonging to the larger association? Let's look at what the Association provides for the chapters. Financially, the Association provides funding for the various speakers and programs the chapter members enjoy. Much of the money for signage, wayside exhibits, and kiosks that are abundant throughout the Trail and in each chapter comes from the Association and its partnership with the National Park Service. The Association provides the chapter with 501(c)3 status and insurance as is often required by facilities for chapter events. The Association has educational traveling trunks scattered throughout the chapters to be used with school children. These trunks contain clothing, trade items, and many ideas for engaging children in the history of the Trail.

In 1986 when the Association was formed, one of the main goals was to preserve the history of the Trail through research. The Association provides grant money for research projects related to Trail history. The popular geocaching program provided by the Association brings countless numbers of people to explore the Trail. This benefits not only the communities within the various chapters but widens the interest in the area encompassed by each chapter. In addition to geocaching, the National Park Service and the Association have worked together to develop other media such as cell tours and interactive mapping.

Let's work together throughout this year to encourage all chapter members to help even more in the preservation of the Santa Fe Trail by joining the Association and becoming a part of the bigger picture. ♦



**October 10 is the submission deadline for
the November issue of *Wagon Tracks*.**

Partnership for the National Trails System

by Ross Marshall, SFTA Representative to PNTS

The Kansas City area continues to be a focal point for National Historic Trails. This year's very successful biennial workshop was held in Kansas City June 6-9 with the theme "Trails Enhancing the Quality of Life." The conference was hosted by the SFTA MRO Chapter, the Trails Head Chapter of OCTA, and the Kansas City Area Historic Trails Association. The workshop was very well attended by people from across the nation, including Hawaii.

The highlight of the workshop was showcasing the continued development of the 40-mile-long 3-Trails Corridor Retracement Trail Project involving the Santa Fe, Oregon, and California National Historic Trails from Sugar Creek, Missouri, at the Wayne City Landing, into Johnson County, Kansas, at the Gardner Junction.

The National Park Service and local cities and communities have partnered to erect scores of signs that will enable drivers to follow the historic trail corridor with ease. In addition, cities and communities are building hiking trails along the corridor. The combination of these trail enhancements will allow people to "retrace" the historic trail by driving or hiking.

Two "Mobile Workshop" bus tours allowed attendees to not only see the trail and all the new signage, but also to participate in several dedication ceremonies of national importance. The first was the dedication of the huge Fairbanks Oregon Trail Bronze Medallion, three feet in diameter, on the Independence Courthouse Square. (see photo) Another one was the \$1.5 million Powder Mill Bridge spanning I-435 alongside the Bannister Road Bridge. It is the longest pedestrian bridge across an interstate highway on a National Historic Trail in the nation. (see photo)

PNTS is nearing the completion of a new strategic plan, looking forward to the future. We have been working on it for more than a year. Planning is also underway for events and celebrations concerning the 50th anniversary of the passage of the National Trails System Act in 1968.

To all SFTA leaders and members: please respond to the collection of Volunteers in Parks volunteer hours, expenses, and mileage in September. I use the same totals for the Partnership's Gold Sheet which is distributed to Congress and other entities in Washington, D.C. ♦

Photos: Ross Marshall



Powder Mill Bridge across I-435 in south Kansas City is the longest pedestrian bridge across an interstate highway on a National Historic Trail in the nation.

In front of the Fairbanks Medallion are (l-r) Pat Traffas, Jere Krakow, John Krizek, Matt Mallinson, Dick Nelson, John Winner, and Aaron Mahr



Dedications in Kansas City

Poole Honored by History Organization

The American Association for State and Local History has selected Joy Poole's book, *Over the Santa Fe Trail to Mexico: The Travel Diaries and Autobiography of Dr. Rowland Willard*, as a 2016 Award of Merit winner by the Leadership in History Awards committee. The AASLH Leadership in History Awards is the nation's most prestigious competition for recognition of achievement in state and local history.

Call for Proposals

Arizona-New Mexico History Convention

The program committee invites proposals for presentations on any aspect of Arizona or New Mexico history for delivery at the Arizona-New Mexico Joint History Convention in Flagstaff, Arizona, April 20-23, 2017. Proposals for both individual submissions and complete sessions are encouraged.

Proposals may be submitted by e-mail or postal mail to Bruce J. Dinges, c/o Arizona Historical Society, 949 E. 2nd St., Tucson, Arizona 85719, bdinges@azhs.gov; or Robert Torrez, PO Box 1912, Santa Fe, New Mexico 87504, robertjtorrez@gmail.com. Only one proposal per presenter. Include name, address, phone number, and biographical information, along with title of presentation and no more than one page of description. Deadline is September 30, 2016. For more information, visit www.hsnm.org/conference-2/.

Trail Days Café and Museum Featured Online

Recently ONLYINYOURSTATE.COM posted an article entitled "These 11 Amazing Kansas Restaurants are Loaded with Local History." The lead photograph of the article is of the Rawlinson-Terwilliger Home, in Council Grove, Kansas, which was certified in 2014 both as a historic site alongside the Santa Fe Trail in Council Grove and as an interpretive site. The Trail Days Café and Museum, located in the historic home, is one of the 11 restaurants. See the news item by searching for "historic Kansas restaurants" on www.onlyinyourstate.com. See the Trail Days Café and Museum on Facebook for more information.

Cleveland Roller Mill Dance Scheduled

The Cleveland Roller Mill Benefit Dance will be held on August 13, near Mora, New Mexico. For information, contact Dan Cassidy 575-387-2645, dancas@nnmt.net.

Correction for May 2016 Wagon Tracks

In the references to the 25th Anniversary Edition of *Mary Donoho - New First Lady of the Santa Fe Trail* in the May 2016 issue of *Wagon Tracks*, the Anniversary Edition was updated by Joni Stotts, not Stodt, who is Marian Meyer's daughter. George Donoho Bayless is Donoho's great-great-grandson, not Meyer's. George Bayless apologizes for providing incorrect information.

#foundDARmarker on Trip to Larned

Looking for a new road game on the way to Rendezvous in Larned? A social media activity is on the way. Details are sketchy, but you will learn more in your registration packet which will be mailed to you soon.

Reports are that it involves finding specified DAR markers (clues will be provided) and taking a selfie, then posting it to Facebook or Instagram. Participants' names will be entered into a random drawing for a prize. And who knows, your winning selfie photo might even make it into the November *Wagon Tracks*.

Activities Offered at the Forts

A free candlelight tour is offered at Fort Union National Monument, New Mexico, on August 13. Each tour is limited to 20, so call to make a reservation at 505-425-8025.

Bent's Old Fort, La Junta, Colorado, will hold a Hispanic Heritage Day on September 17. One 19th century visitor remarked that, "Spanish is the prevailing language spoken at the fort..." Come visit as the rich and colorful history of Mexico's frontier comes alive with period adobe work, music and dance, trading, cooking, storytelling, livestock use demonstrations, and other special programs. Call 719-383-5010 for more information.



Photo: Larry Short

David and Sally Bennett portray George and Mary Easton Sibley at a dinner program at the Mallinson Winery during the PNTS workshop.

REGISTRATION OPEN FOR RENDEZVOUS 2016

Rendezvous 2016 is almost here. Scheduled for September 22-24 in Larned, Kansas, this year's theme, *Shadows on the Land: Women of the Santa Fe Trail*, has already generated a lot of interest. Presentations by scholars, trail authorities, re-enactors, and descendants of trail travelers will explore the lives of the women who journeyed, lived, and died along the historic trade route.

Co-hosted by the Santa Fe Trail Center Museum, Santa Fe Trail Association, and Fort Larned National Historic Site, this year will mark the 18th time the biennial history seminar has been held. Rendezvous offers those interested in the preservation and promotion of the Santa Fe Trail an opportunity to meet, learn, and discuss the history of the trail.

A full schedule of the seminar, along with additional information, is available on the Santa Fe Trail Center Museum website www.santafetrailcenter.org and the Santa Fe Trail Association website www.santafetrail.org. New this year, attendees may fully register and pay for the seminar online on the Trail Center's Upcoming Events webpage.

Registration packets, which will include the Rendezvous program guide, lodging information, and more will be mailed out in late July or early August. Those interested in attending the seminar may register any time before or during Rendezvous. However, reservations for meals must be made no later than September 16 at 5 p.m.

For more information call the Santa Fe Trail Center Museum at 620-285-2054, email museum@santafetrailcenter.org or visit www.santafetrailcenter.org.

SNEAK PEEK AT RENDEZVOUS PROGRAM

Susan Shelby Magoffin Marker Dedication

Join Dr. Leo Oliva and members of the Wet/Dry Routes Chapter as they dedicate a new marker at the Ash Creek Crossing where Magoffin's carriage had an accident that eventually led to her miscarrying a child. Due to limited parking, we suggest arranging with fellow attendees to car-pool.

First Person Narrative – Julia Archibald Holmes

Dr. Ann Birney holds a PhD in American Studies/Women's Studies from the University of Kansas, is co-director of Ride Into History, and has held workshops on first-person narrative, storytelling, and more. Using Holmes's letters, Birney will bring her to life as we learn about her adventures on the Santa Fe Trail and achievement in becoming the first white woman to climb Pike's Peak.

A Portrait Gallery of the Women of the Santa Fe Trail

Dr. Alice Anne Thompson has devoted much of her research to the history of women of the Central Plains, in particular the Santa Fe Trail. In addition to extensively lecturing on the subject, she is co-author of the book, *Women of the Santa Fe Trail*. Her presentation introduces the theme of this year's Rendezvous seminar. It will include a collection of images of the diverse women who traveled and lived along the Santa Fe Trail. Attendees will also see illustrations, maps, and photos of women who were "casualties" of trail travel, and portraits of the women who launched the initiative to mark and preserve the Santa Fe Trail in the twentieth century to the present.

Lives of Cheyenne Women during the Period of the Santa Fe Trail

Minoma Littlehawk-Sills holds an interdisciplinary degree in American Indian Studies, Art Education, and Parks & Recreation. In addition to previously working at Washita Battlefield National Historic Site and Little Bighorn National Monument, Littlehawk-Sills is an enrolled Cheyenne and a direct descendent of the Sand Creek Massacre, Washita Battle, and Little Bighorn. Drawing from her experiences, Littlehawk-Sills will share the culture and language of the Cheyenne, and explore how much things have changed in the last 100 years.

African American Women on the Santa Fe Trail

Dr. Leo Oliva taught classes on American History at Fort Hays State University, was the editor of *Wagon Tracks* for 25 years, and is co-author of the book *Women of the Santa Fe Trail*. His presentation will look closely at the African American women who traveled the trail, both free and slave. Some of these amazing women include Cathay Williams, who disguised herself as a male Buffalo Soldier; Mary Ann Wilson de Tevis, who operated a store in Taos; and Katie Bowen's slave Margaret, who was eventually freed for her faithful service.

The Women of Missouri and New Mexico

Dr. Susan Calafate Boyle holds a PhD in American Socio-Economic History, has been a Fulbright Scholar, and worked for the National Park Service for 23 years as a historian. Using primary documents in French, Spanish, and English as her source material, Boyle will explore the impact that commercial activities related to the Trail had on the women in both Missouri and New Mexico.

First Person Narrative – Kitty Hays

Kitty Frank is a trained and juried member of the Kansas Alliance of Professional Historical Performers. Frank will portray the adopted daughter of Seth Hays, a successful

trader, rancher, and tavern owner on the Santa Fe Trail. Through Kitty Hays's eyes, Frank will contrast the wealthy lifestyles of investors in the heavy freighting business against the hardships of others who were impacted by the Trail, such as the Kanza tribal people.

First Person Narrative – Cathay Williams

Donna Madision first learned of Cathay Williams, a woman who disguised herself as a male and enlisted as a Buffalo Soldier in order to survive after the Civil War, at the dedication of the Buffalo Soldier Monument at Fort Leavenworth in 1992. She was so intrigued by Williams's story that she began collecting every bit of research about her that she could. Eventually Madison developed a first person portrayal of Williams as an old woman, sharing her experiences as a suddenly freed, illiterate black woman with no home, job, or plans for a future.

Why the DAR Saved the Santa Fe Trail

Shirley Coupal and Pat Traffas have each been members of the Daughters of the American Revolution for over 30 years, serving in numerous chapter, state, and national offices, including as State Regents. Using their vast combined research about the DAR markers along the Santa Fe Trail, Coupal and Traffas will delve into the history of the impressive DAR program to mark and preserve the heritage of the Trail.

Panel of Modern Woman Preserving, Protecting, and Promoting the Santa Fe Trail

Moderated by Alexa Roberts, Superintendent of Bent's Old Fort and Sand Creek Massacre National Historic Sites, this panel composed of Roberts, Faye Gaines, Sharon Haun, and Carolyn Kern will talk about the issues related to preserving the trail from various perspectives.

Prostitutes of the Santa Fe Trail

Jan MacKell Collins is a prolific writer who has published numerous articles and books on the topic of prostitution in the West. She is the former director of the Cripple Creek District Museum and Old Homestead Museum. Collins's presentation will highlight the women and bordellos which kept the trip down the Trail lively from beginning to end.

Fashion Show – Ladies Clothing at Fort Larned

Ellen Jones, Park Ranger at Fort Larned National Historic Site, will treat attendees to a fashion show depicting the various clothes worn by women during the time the fort was an active military post.

First Person Narrative – Black Women of the West

Angela Bates is the Executive Director of Nicodemus Historical Society and Museum and a historian of the African American experience in the West. Through her persona as Stage Coach Mary, Bates will explore the westward migra-

tion of African American women from the south, their employment opportunities, and the mark they left on the western frontier.

Katie Bowen, Domestic Doyenne of the Santa Fe Trail and Fort Union, New Mexico Territory, 1851-1853

Susan Haug Ward is the great-great-granddaughter of Katie Bowen, the wife of Army Captain Isaac Bowen. After her husband was appointed Chief of the Commissary for the New Mexico Territories, Katie and her husband traveled the Trail to their new home. Katie Bowen's letters provide an intimate view of domestic life while on the Trail. Ward will read excerpts from these letters, as well as passages from journals kept by both of her great-great-grandparents. ♦

Final Silent Auction of Myers's Books

The final silent auction featuring books from the Harry Myers Collection will be held during Rendezvous on September 23 and 24 in Larned. SFTA's Archives and Acquisitions Committee reviewed the massive donation from the Myers estate to retain books for the collections relating to the historic period of the Santa Fe Trail. Harry loved books and had multiple copies of many of those he owned. Books offered for auction will be duplicates and those unrelated to SFTA's collections. Proceeds from the silent auction will be used to promote and preserve the books, maps, and other items in the Myers Collection. Rendezvous attendees will be able to bid on the books during the silent auction at the Larned Community Center on Friday and Saturday during the seminar. The bidding will end after the morning coffee break on Saturday. A list of auction books can be emailed to you prior to Rendezvous by contacting the SFTA headquarters office at trailasn@gbta.net.

A few topics of books to be offered include American Indian, maps (Pacific railroad, Oregon Trail and Texas/Oregon/California), New Mexico history and culture, history of the Southwest, and Spanish influence and Spanish colonial period.

Duplicate and unrelated books in the Myers collection were transferred to 17 non-profit libraries and museums in various trail states over the last two years. Prior to the transfers, 114 books were selected and set aside for the 2016 silent auction.

Harry Myers was important to the Santa Fe Trail Association during his rather brief time as the Association's manager. Harry as an individual, with his persistence to dig out the most elusive information about Santa Fe Trail history, is greatly missed by his SFTA friends. We are honored to have Harry's books and other research materials in the collections of the Association, and we believe that he would approve of our offering duplicates and unrelated materials to the SFTA membership. ♦

Letters from Fort Dodge: Letters of Isadore and Henry Douglass 1866-67

By Joanne VanCoevern

During a conversation with a well-known expert on the Santa Fe Trail, the topic turned to women who had traveled on the Santa Fe Trail. His comment was, "Women were insignificant on the Santa Fe Trail." When pressed further for what that comment was based on, the reply was, "Well, they just aren't mentioned (by the males writing about their experiences)."

So, this led me to wonder: does that mean they weren't mentioned by the men who wrote about the Trail because they did NOT travel the Trail? Or, was it because they DID travel the Trail and it was not that unusual to run into women along the Trail? That comment and conversation stuck with me and fueled my desire to find out more about the women of that era and their relationship to the Santa Fe Trail.

The search for information about the women of the Santa Fe Trail (and the need for continued education classes for my teaching certificate) led me to a class in 1999 at Emporia State University taught by Dr. Joyce Theirer, "AH 522 XB: Santa Fe Trail, The Course!" My research topic for that class was "Women Who Traveled the Santa Fe Trail," and while compiling information for that class I was able to determine that a few diaries, journals, or memoirs are known to exist. Copies of the books about Susan Shelby Magoffin, Mary Donoho, and Marion Sloan Russell, three of the most famous female Santa Fe Trail travelers, are easily accessible. But generally, the names of the women who traveled the Trail are not mentioned and often are referred to as only a side-note, such as "lady," "white-woman," "slave," or "servant."

For my research project, I decided I wanted to try to document the "mentions" of these women. In the short time allowed for this specific project, I was able to identify 156 women who were specifically mentioned in 51 sources. In addition, there was a mention of 220 women seen between the Arkansas River and Council Grove on their way to the mines in 1859, and in the 1850 census of Santa Fe, there were over 30 women from the United States. There were also several vague mentions of groups of women that I could not get a firm headcount on. [A chart listing these women and sources will appear in the November *Wagon Tracks*.]

These women were found with various groups that used the Santa Fe Trail and are mentioned with the merchant traders, traveling with the military, with men performing political duties, as stagecoach travelers, living and working at stagecoach stops and/or trading posts, among the gold-seekers, moving with the emigrants to western territories, and those pursuing religious tasks. There are even

a few women who were taken on the Trail as servants, maids, or slaves, and some traveled it as exiles, captives ransomed from the Indians, or as prostitutes. Long before these women arrived to travel the Santa Fe Trail, American Indian women had been following the same paths for generations. Their nomadic movements along this area would put them as the very first group of women to follow what would later be called the Santa Fe Trail; however, the majority of their names, and numbers, are lost to history, just like their tribes nomadic lifestyle.

The sources I chose for that research project were ones that were readily available at the time. Keep in mind this was research I started in 1999 – when Google Search was just a start-up company, working out of a garage in Menlo Park, California. I chose sources I could easily access from my home, such as articles published in *Wagon Tracks* (PRIOR to 1999), the *Kansas Historical Quarterly*, and books located in my local library or the research library at Fort Larned National Historic Site (which is where I came across the Douglass Letters).

The Douglass Letters

In 1995, while looking through the holdings of the Fort Larned research library, I came across a 3-ring binder with some photocopies of transcribed letters labeled "Private Letters of Henry and Isadore Douglass." The letters had been written by Isadore Bowman Douglass, wife of Major Henry Douglass, Post Commander of Fort Dodge, to her mother, Mrs. Angelina C. Bowman (widow of Francis Loring Bowman) in Wilkes Barre, Pennsylvania. The letters are dated from May 21, 1866, to August 16, 1867, and were written while en route to Fort Dodge from Columbus, Ohio, and during the year that Isadore lived at Fort Dodge, Kansas. The last two letters were written by her husband, Maj. Henry Douglass, from Fort Dodge, to his mother-in-law.

These letters were obtained from a great-grandchild of the Douglass's, a descendant of their son, Henry. A note with the photocopies acknowledged the donors as Henry B. and Marjorie Douglas, 4 Ridge Crest Road, Saddle River, NJ 07458; Phone: 327-8693. On April 20, 1995, I tried to contact them by mail, but the letter was returned with no known forwarding address. At that time, I thought that was the end of the story—I would have to use the letters for the information they contained and just be left to wonder about what had happened to the family after that last letter of August 16, 1867.

However, within a few years, new technology was developed, new information was being posted on the internet, and that new information started to provide me with details about the Isadore and Henry Douglass family. For

example, a follow-up search has led me to another letter written by Major Henry Douglass, to his brother, the Rev. Malcolm Douglass (the letter was located in the Wilson Library, Manuscripts, at the University of North Carolina at Chapel Hill), dated March 28, 1868, from Fort Dodge, Kansas.

Searches on ancestry.com led me to descendants of Henry and Isadore's three sons who were able to provide me with more details about the lives of the three boys, as well as photographs. Searches on Find-A-Grave led me to the location where Henry and Isadore are buried. A search on Geni.com led me to my most recent discovery – a descendant of Henry and Isadore's, Heather Douglas, and an actual photograph of Isadore! It is with her permission that we include this photograph that brings life to the story of Isadore's travels on the Santa Fe Trail to Fort Dodge, Kansas, in 1867-68.



Background on Henry and Isadore Douglass

HENRY Bowman Douglass was born at West Point, March 9, 1827, the son of Ann Eliza Ellicott Douglass and Major David Bates Douglass, Professor of Engineering at the United States Military Academy at West Point. Henry was a cadet at West Point, 1847-1852, and was promoted upon graduation to Brevet Second Lieutenant of the Seventh Infantry. Having served at various frontier barracks for two years, he was promoted to Second Lieutenant of the Eighth Infantry. He continued on the frontier, participating in many skirmishes with the Indians, until the outbreak of the Civil War. He was in the battle of Bull Run, and was in the Tennessee and Mississippi campaigns. He was wounded at the Battle of Stone River while in command of a battalion of the Eighteenth Infantry and was made Brevet Major for gallant and meritorious services at the battle of Murfreesborough, Tennessee. After the war ended, he returned to the frontier, and saw arduous service including service at Fort Dodge, Kansas; Superintendent of Indian Affairs in Nevada; Ft. Griffin, Texas; Ft. Concho, Texas; Fort Cameron, Utah; Ft. Townsend, Washington Territory; Ft. Union, New Mexico; Ft. Bliss, Texas; and his last active duty was at Fort Marcy, New Mexico. He was appointed Colonel of the Tenth Infantry July 1, 1885. He was retired March 9, 1891.

Just prior to traveling to Fort Dodge, Kansas, Henry Douglass was in charge of the Chief Mustering and Disbursing Office of the State of Ohio, September 19, 1864, to June 30, 1866.

ISADORE Bowman Douglass was born on February 5,

1841, at Wilkes-Barre, Pennsylvania, to Angelina Brobst Bowman and Captain Francis Loring Bowman, 9th Infantry, U.S. Army. She was married to Henry B. Douglass on July 15, 1858, at which time Douglass had a position at the Military Academy at West Point, as Principal Asst. Professor of Drawing, until July 2, 1861. While at West Point, Isadore gave birth to two sons: Henry Bowman Douglass, born June 29, 1859, and Francis "Frank" Douglass, born December 8, 1860. Isadore was with her husband in Ohio when he was in charge of the Chief Mustering and Disbursing Office of the State of Ohio, September 19, 1864, to June 30, 1866. While in Columbus, Ohio, Isadore gave birth to a third son, Charles Edward Douglass, on August 26, 1866.

The Letters of Isadore and Henry Douglass, 1866-67

LETTER 1

Isadore's letters begin while she is in Columbus, Ohio, with her first letter dated May 21, 1866. She expresses concern to her mother, Angelina Bowman, about being pregnant, dreading childbirth, and having proper clothing in case she dies during childbirth. She worries about clothing for the family, is fearful of cholera, and she also worries about money. The letters are reproduced as written, including spelling, with editorial additions in brackets. Omissions are indicated with ellipses.

Columbus, [Ohio)] May 21st, 1866

My dear Ma,

I can't write very long letters now days I am so miserable. So you must be content with short notes. I did not intend telling you anything about my situation, until all was over, knowing how anxious you would be about me, but Henry thinks maybe you had better know. Don't be worried however about it. I will be confined [give birth] before the summer is over. I don't know whether I am sorry or glad. I fear it will go harsh with me, these cholera times. I was just as I am now before Harry was born, so I hope I will live through this trial, for my boy's sake. I would send you my black basque [during the Victorian era a basque was a snug bodice, usually with extensions such as skirting, peplum, lappets, etc., that covered the hips] but I have had so many expenses. I have had all my little flannels [made to] little nightgowns and diapers, all the rest of the wardrobe I saved from Frank. Then you know what poor underclothes I had last summer, I have had nothing since, till not long ago I got four short night gowns, tucked them nicely on machine, and no one would know while I am in bed whether they are short or long. I got nansook [Nainsook is a soft, fine, lightweight form of muslin], and am now making a long gown for that nice yoke you sent me. I have not yet made up those chemise yokes you sent me. I can wear my old chemise during my confinement, but I am going to get me some linen for a pair of drawers and a chemise, in case I should

Columbus, [Ohio] Aug. 19, 1866

die or anything happen. I think it is always well for one to prepared. Just the flannel muslin and diaper cost me near forty dollars. The diapers were twenty dollars. You can imagine how high things are here. These expenses besides the expenses of my confinement are enormous. I wish you could be with me, but that is impossible I fear and I reckon you would be glad not to be near me. The rooms we occupy are given us merely as an accommodation, and I fear they would not like me to have visitors. If it was a regular boarding house where they were obliged to keep boarders I should send for you in a minute. That is provided you could get a pass. I wish it was all over. I dread it so much. I have bought nothing this summer in the dressline. I am wearing skirts and sacks [little jackets] and I think I look very small and nice. I expect it won't weigh 3 pounds. I am so little. I have been so ill. I had a present of a dress the other day I don't know whether I shall have it made this summer or not. It is an organdy [a stiffened, sheer, lightweight plain weave fabric, usually cotton]. I wish the lady who gave it to me had allowed me to choose myself. I think I should have taken something that would have been of more use to me. I will send you a sample of it in my next (letter). I send you a paper with something in it written by Henry in answer to something running down West Point. Write me as soon as you receive this and don't tell anyone about my condition. I would like it to be as quiet as possible. Harry has outgrown all his clothes. I had to get him 4 new suits. Frank wears his old clothes and some of Harry's pants, this summer. They both have twill hats as Harry calls them much to Harry's displeasure. I wish I had lots of money. I would send you all some but I can't even buy delicacies which I often long for. Mrs. Hubbard is going to give me tomorrow a piece of Pine Apple I am so glad for I have wanted it for so long I need money so much now. Henry gives me all he has got, but it all goes for clothing the boys, board and washing. I have to pay fifteen dollars per month for washing. The boys wear out a pair of shoes each and every month. I furnish my own bed clothes and towels is the reason I have to pay more washing. You can read this letter to Grandma but no one else. Aunt Lucy [Angelina's sister, Lucy Brobst] may also know provided she will not tell.

Affectionately yours,
I.

LETTER 2

Isadore's second letter is written to her mother, Angelina, just two days prior to giving birth to her third son, Charles Edward Douglass. She discusses Henry's promotion and refers to Mary, who I believe to be her first cousin, Mary Bossard, daughter of "Aunt Lucy" and Samuel Bossard. She is still concerned about money and the Army shipping her possessions.

Dear Ma,

This I think will be the last letter I will write to you before I am confined. I expected to be sick before now. I am so anxious to have it over. Henry has been promoted again, so that will make a difference as to where we will be stationed. We can not be sent to a worse place than where our company is. We do not think we will be ordered to the 18th [Infantry] at all. I should like to have Mary live with me very much, and if I do go off any great distance I will take her. Everything is so uncertain now that I will make no arrangements. We have not the slightest idea where we will go to after Henry's leave is out. I had my boxes sent on from West Point the other day. I found my things in very good condition, strange to say only one of my nice hair mattresses had been changed for an old husk mattress. I am so glad to look the things over before I am confined. Henry has been obliged to draw that money from Mr. Cornell, to pay the government for the money that Clerk took by mistake (as he says) and afterward (foiled). Now all the money we had is gone. I was in hopes to have saved the 500 dollars left, for our funeral expenses if either of us should die. The thousand dollars Henry invested in oil has never been heard of. Our little fifteen hundred dollars is all gone. And at this present moment we have not a cent to our name to pay nurse, doctor or board however at the end of this month we get some pay. I am out of sheets, and if it were not for the kindness of Mrs. Hubbard we should not have sufficient when I am sick, she has lent me some. Do not mention these things to any body, you are the only one I have ever breathed it to, not even Aunt Mary [Angelina's sister-in-law, Mary Louisa Bowman]. I sent you some stamps Henry drew some from the government last month. Henry gave them half to me. I write so few letters I turn some over to you. The next time we draw paper and pens I will send you some. Write me soon.

Affectionately yours,
I.

We must pay our board for two weeks. At the end of this month we draw pay. We can then settle that. I am determined never to be in debt. We have many expenses this month and next. I shall stint myself of many things during my confinement sooner than run in debt.

LETTER 3

Isadore's third letter is written from their new assignment with the U.S. Army, at Fort Dodge, Kansas. Fort Dodge was established in the spring of 1865 on camping grounds used by wagon trains traveling the Santa Fe Trail. This campground was located just west of the western junction of the Wet Route and the Dry Route. The fact that two military posts had been established in the area previously (Fort Mann, 1847, and Fort

Atkinson, 1850) indicated that it was considered a strategic place for the establishment of a fort. When the Douglass family arrives at Fort Dodge, Major Henry Douglass is 39 years old, Isadore is 25, Henry "Harry" is 7 years old, Frank is 6 years old and baby Charles Edward is a mere 3 months old. This letter provides details of their journey and living conditions at the Fort when they arrive.

Fort Dodge, Kansas
December 25, 1866

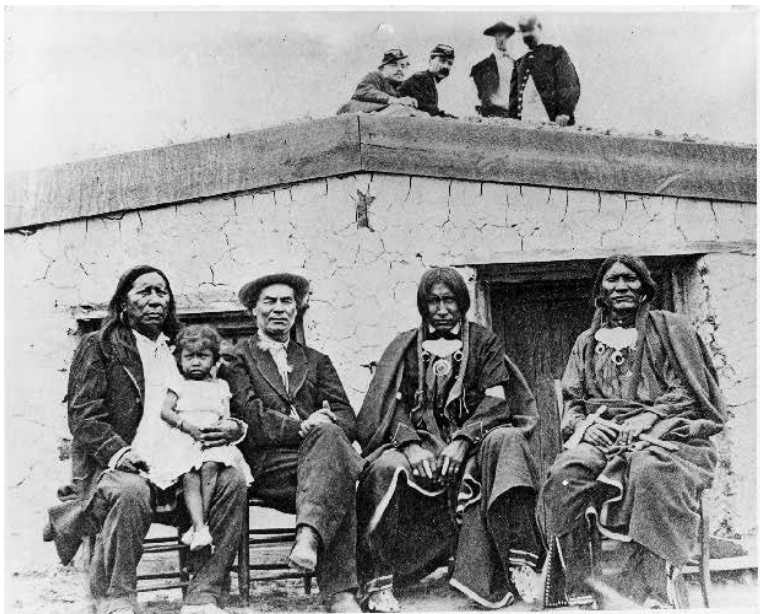
Dear Ma,

You are anxious I have no doubt to hear of our safe arrival here. We reached here a few days ago after a long and tedious journey. We left Columbus [Ohio] on the 26th of November, and take command of this post. Fortunately we went by railroad as far as Fort Riley, and from there we had only two hundred and forty miles to travel across the plains in ambulances and wagons. We started in a wagon as Henry thought it would be more roomy and we could make a bed for the boys, but it jolted me and made me so weary that after traveling one hundred and seventy five [miles] we abandoned it, and took an ambulance which made the rest of the journey more comfortable. I wish I might say I had a pleasant journey, but I can not, for we had only two

or three pleasant days the rest of the time exceedingly disagreeable weather, rain, sleet, and snow. We had an escort of twenty men, some days making only fifteen miles. We breakfasted at day light and encamped about four in the afternoon. We all have colds from one night while we were on the road our tent blew down and we had to take the baby and the boys out in the snow in order to go into another tent. How much more one can endure than they think they can! It seemed almost impossible for me to go without a nurse, before I started, but I did so and lived through it. Through this cold weather I had a pretty rough time of it. In crossing the prairies we can travel for miles and miles, sometimes seventy five miles without seeing a house or tree. We can see however plenty of Buffalo Wolves and prairie dogs. Our ambulances broke down one day, we had all to get out, and the wolves howled around us. Those wolves are harmless however so we were not afraid. The children stood the journey remarkable well, the baby was the best soldier among us, he is the only one that did not take cold. When we reached here we had no house to go into. The men are building us three rooms and a kitchen. They are to be built of mud like all the temporary houses are built here. They will be finished in a day or two. They are three

feet below ground and four above. The floor is mud, or rather we have no floors at all. We expect to put canvas on the floor, it is useless to put a carpet down, it is such a muddy place, not a tree or a blade of grass at the post, there being no trees we have to have mud houses. I will tell you all about our house when we get into it. Our boxes did not come with us, so it will be inconvenient to us. I fear our boxes are lost. Henry was sent here to take command of the post, and build it, he is going to build the houses of a stone [limestone] that is porous, harmless by explosive and does not retain dampness. The buildings will be very fine when finished. Henry thinks they will be done in a year. We are obliged to send twenty miles for the wood we burn. There are four companies here. Henry is going to have a nice Post when built. There are three ladies with myself at the Post. Lieut. Wallace [Thomas S. Wallace 1st Lieutenant of the 3rd U.S. Infantry] wife and Mr. Tapins [John E. Tappan] wife, the sutler. Write me very often dear ma and cheer me. I am so lonely at this desolate place. Direct your letters to Mrs. Isadore Douglass care Maj. Henry Douglass, Commanding Fort Dodge Kansas via Fort Leavenworth.

Isadore's letters will continue in the November Wagon Tracks.



This photo of Southern Arapaho Little Raven with his youngest child, Colonel William Bent, and Little Raven's two sons Little Bear and Shield, with unidentified soldiers on the roof at Fort Dodge shows one of the houses as Isadore Douglass described above.

Courtesy Department of the Army, U.S. Military History Institute

Dr. Wislizenus at French Frank's Trail Segment

By *Steve Schmidt*

From time to time people ask me, "How did you find out 'thus and so' happened on your land (French Frank's Trail Segment)?"¹ I reply, "I sort of stumble onto things by keeping my eyes and ears open, and being curious." A case in point follows.

A friend and fellow member of the SFTA Cottonwood Crossing Chapter, Jim Mahew, stopped by one afternoon to show me a collection of old maps he had recently acquired, including a map titled "Sketch of the Country Near the Southern Boundary of Kansas." Among other things, the map has a portion labeled "Profile by Dr. Wislizenus." The map accompanied an 1858 report. I recall, from conversations with friend and fellow SFTA member Jeff Trotman, that Dr. Frederick A. Wislizenus was on the SFT in the 1830s. I thought it strange that his name would appear on an 1858 map.

Subsequently, I had opportunity to view the map and report at the Denver Public Library.² The report states that on May 5, 1857, Lieutenant Colonel Joseph E. Johnston, 1st Cavalry, was directed to "ascertain the most practicable route for a railroad from the initial point of the boundary of Kansas [southeast corner of Kansas] to the Rio Grande." Lt. Col. Johnston's line of survey ran eastwardly from the "Santa Fe Road" at Turkey Creek Camp³ (approximately 103° 15' West Longitude and identified by Lt. Col. Johnston as "the spring known as the Rabbit Ear"), the line being 20 to 30 miles south of the southern boundary of Kansas. Johnston reasoned that westward from Turkey Creek Camp, the Santa Fe Road and Camino Real provided the most practicable route to reach the Rio Grande three miles north of Albuquerque. Below the map was a profile of the route, and the portion of the profile from the Rio Grande to the Rabbit Ear Spring is labeled "Profile by Dr. Wislizenus" (Figure 1).

So how did Dr. Wislizenus's data end up on an 1858 map? I discovered that Dr. Wislizenus traveled the SFT in 1839.⁴ He left Sapling Grove, Missouri, May 5, 1839, and traveled (more or less) what would become the Oregon Trail to the Green River Rendezvous and on to Ft. Hall (near present-day Pocatello, Idaho), arriving there July 26, 1839.

Dr. Wislizenus, you might say, took the scenic route home. After encountering the North Platte River, probably in the vicinity of present-day Saratoga, Wyoming, and "in a bee line perhaps 100 miles distant [actually closer to 125 miles] from Ft. Laramie,"⁵ the party traveled more or less what would become the Cherokee Trail southeastwardly to the Cache la Poudre (Powder Cache) River, which they followed to its mouth on the South Platte. They continued on southward along the Taos Trappers Trail to the Arkansas River near present-day Pueblo.⁶ Dr. Wislizenus then traveled down the Arkansas River to Bent's Fort, arriving September 15, 1839. Six days travel eastward from Bent's Fort along the Arkansas brought Dr. Wislizenus to "the Santa Fe Road.... a broad road, almost a highway" that "runs southwestwardly over the prairie" to Santa Fe.⁷ He describes reaching Cottonwood Creek, but gives no details of his travel between the Little Arkansas and Cottonwood Creek. He arrived back at Sapling Grove on October 13, 1839. Therefore, Dr. Wislizenus's travels of 1839 could not be the source of the profile on Lt. Col. Johnston's map.

Further research turned up a map of Dr. Wislizenus's travels of 1846-47.⁸ That fantastic map shows Dr. Wislizenus's route from Independence, Missouri, down the Santa Fe Road to Santa Fe via San Miguel (i.e., the Cimarron Route); thence, down the Camino Real into Mexico; and ending in Raynosa near the mouth of the Rio Grande. The map shows the location and date of each campsite. One of the campsites is located on the SFT not far southwest of the Cottonwood Creek Crossing; this would be in the vicinity of French Frank's Trail Segment. Now things are getting interesting. It turns out that this map is one of three maps attached to Dr. Wislizenus's account of his journey.⁹ His objective was to travel to Santa Fe with a caravan of traders. However, the Mexican-American War erupted, and he later entered the service of Colonel Alexander Doniphan's expedition into Mexico. But that is another story for another time.

Upon leaving Missouri, Dr. Wislizenus had with him a barometer for determining elevations. He recorded date, hour, barometer, wet and dry bulb air temperatures, boiling temperature of water, sky cover, elevation, camping place description, mileage, and other remarks. The caravan with which he was traveling was that of Albert Speyer "whose name is very well known in the Santa Fe trade." The caravan consisted of "22 large wagons, (each drawn by 10 mules), several smaller vehicles, and 35 men. I [Dr. Wislizenus] had provided myself

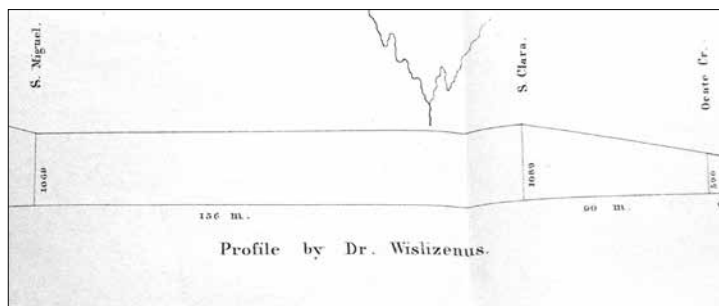


Figure 1. Portion of Dr Wislizenus's 1846 profile appearing on the 1858 map *Sketch of the Country Near the Southern Boundary of Kansas*

with a small wagon on springs, to carry my baggage and instruments, and as a comfortable retreat in bad weather.”¹⁰

On May 29, 1846, they reached Council Grove (Figure 2) and camped on the “right” (west) side of the river. May 30 they passed Diamond Spring and traveled seven miles farther, encamping in the prairie, without water. May 31, they reached camp on Mud Creek at present-day Tampa, Kansas. On June 1, they reached the Cottonwood Creek Crossing, and **“in the evening we traveled six miles further, and encamped near a water pool.”**¹¹ This puts them at the Cottonwood Holes, at French Franks’ Trail Segment, the same location where Susan Magoffin would describe “nooning it on the prairie” just a few days later on June 27, 1846.¹² On June 2 Dr. Wislizenus continued westward 12 miles, halting near Little [Running] Turkey Creek at noon, and camping ten miles beyond “in the prairie, without water.”¹³ On June 3 they reached the Little Arkansas crossing at noon, and camped six miles beyond, and again “encamped in the prairie, without water.”¹⁴

So there we have it. The Speyer caravan and Dr. Wislizenus camped the night of June 1-2, 1846, at the Cottonwood Holes, at present-day French Creek, on French Frank’s Trail Segment. This is the first documented night camp at this location I have found. Cottonwood Holes appears to have been usually a nooning location, with grass and generally water, but no wood. And Lt. Col. Johnston used Dr. Wislizenus’s profile developed in 1846 for the portion of Johnston’s survey west from Rabbit Ear Spring to eight miles south of Albuquerque. But there is a little bit more to the story.

As noted in Anne Wilson’s recent song *Trail to Santa Fe*,¹⁵ “They [Santa Fe Trail travelers] camped along at water holes a day’s walk in between.” Yet Dr. Wislizenus states that they were making several dry camps west of Council Grove and consistently (except for two days of wet weather) making over 20 miles a day (and up to 30 miles a day) between Council Grove and The Caches. Why was Speyer’s caravan consistently camping several miles beyond springs and creeks that would be considered the “normal” camping spots and making so many miles a day? The answer is: Speyer was in a hurry and traveling as fast as possible. Why? Well, the U.S. had declared war with Mexico on May 13, 1846. Speyer, it turns out, was transporting to the Governor of Chihuahua two wagon loads of arms and ammunition ordered the year before. Speyer was trying to stay ahead of Brigadier General Stephen W. Kearny’s Army of the West. On June 5 Brigadier General Kearny dispatched two companies of the First Regiment of Dragoons to overtake and detain Speyer, but without success.¹⁶ Brigadier General Kearny’s Army of the West passed over French Franks Trail Segment July 7, 1846.¹⁷

And that is an example of ‘how I find out that stuff’ about French Frank’s Trail Segment.¹⁸

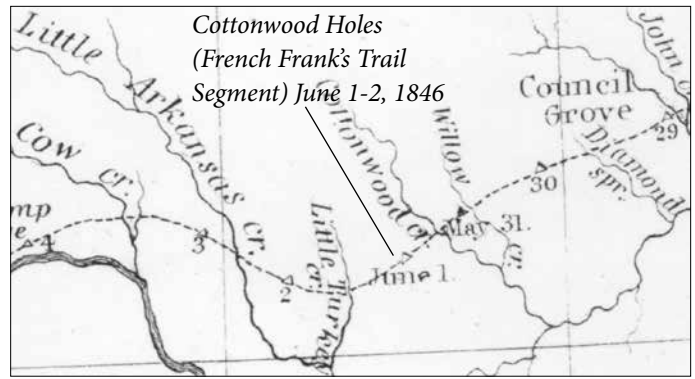


Figure 2. Portion of Dr. Wislizenus’s map showing camp sites along the Santa Fe Trail in May and June 1846.

Endnotes

1. *Wagon Tracks*, Vol. 29, No. 2, Feb 2015, cover and p. 2.
2. “Southern Boundary of Kansas, Johnston, 1858,” House of Representatives, 35th Congress, 1st Session, Ex. Doc. No. 103, 3 pages and map, Denver Public Library Call Number C978.03, U558so. The map covers 94° to 106° West Longitude and 35° to 38° North Latitude. The map is also available on line through the Wichita State University Library – Department of Special Collections, accessed 23 May 2016 at: <http://specialcollections.wichita.edu/collections/maps/detailsframes.asp?userinput=southern&searchdes=boundary&submitform=Submit&var=1857-0015>. While the profile is attributed to Dr. Wislizenus, Johnston’s profile lacks much of the detail of Dr. Wislizenus’s profile found in Reference 9 below.
3. See Gregory M. Franzwa, *Maps of the Santa Fe Trail* (St. Louis: The Patrice Press, 1989) Map 68.
4. F. A. Wislizenus, M.D., *A Journey to the Rocky Mountains in the Year 1839* (St. Louis: Saint Louis Historical Society, 1912). Accessed 22 May 2016 at <https://books.google.com/books?id=CvItAAAAYAAJ&pg=PA116&lpg=PA116&dq=a+journey+to+the+rocky+mountains+in+the+year+1839>.
5. Wislizenus, 1839, p. 136.
6. After 1821, Taos became the center of the Southern Rocky Mountain fur trade, and Taos’s influence reached into the Green River country. For a good map of the Taos Trapper Trail, see Lee Whiteley, “The Trappers Trail: ‘The Road to Fort Laramie’s Back Door,’” *Overland Journal*, Vol. 16, No. 4 (Winter 1998-99). [Thanks to Ron Dulle for providing me with this reference.] See also David J. Weber, *The Taos Trappers – The Fur Trade in the Far Southwest, 1540-1846*, (Norman: University of Oklahoma Press, 1971).
7. Wislizenus, 1839, p. 142. At this time, the Mountain Route of the Santa Fe Trail did not exist. Dr. Wislizenus states that, “The many wagons which go each year from Missouri to the forts on the Arkansas have made a tolerably plain road, generally following the river, and uniting about 150 miles below [Bent’s Fort] with the Santa Fe Road.”
8. “Map of a Tour from Independence to Santa Fe, Chihuahua, Monterey and Matamoros by A. Wislizenus, in 1846 and 1847,” Mc-

Pierre (Pedro) Vial: His Story Continued

By Sheri Kerley

If Pierre (Pedro) Vial was buried in Santa Fe in 1814, how could he be present in Missouri in 1818?

The discovery of documents involving Pierre Vial *dit* Manitou living in St. Charles County, Missouri, during the years 1807, 1815, and 1818 was rather surprising.¹ The documents, referencing a business deal and a foreclosure action, were signed by Vial's ordinary mark—his "X". The Pierre (Pedro) Vial who was sent by the Spanish from Santa Fe to St. Louis was literate, and several of his signatures exist.²

The 1817 St. Charles County Census, Portage des Sioux Township, enumerated one Pierre Vial, who was

less than 45 years of age, suggesting a date of birth no earlier than 1772.³ The Vial who opened the route from Santa Fe to St. Louis in 1792-93 was believed to have been born approximately 1748 in Lyon, France. Vial's will stated that he had never married, and that he left no heirs.⁴ Who was the Pierre Vial *dit* Manitou living near St. Charles then? Further research has uncovered additional components of Pierre (Pedro) Vial's story.

First, some background on the history of the Upper Louisiana Territory, parts of which became the present-day state of Missouri. After Père (Father) Jacques Marquette, a Jesuit Catholic missionary, and Louis Joillet explored the Mississippi River Valley in 1673, France tried to encourage settlement of the area. Commerce,

primarily in the form of trading of furs and mining, was encouraged, but French control remained weak. After the French and Indian War between Britain and France, France was forced to give up Louisiana to Spain in 1762. The British assumed control of areas east of the Mississippi River, and many French people crossed the river to live in Spanish Louisiana. In 1764, Pierre Laclede and his stepson Auguste Chouteau established St. Louis, in present-day Missouri, as a fur trading post on the Spanish west bank of the Mississippi. In 1770, Don Pedro Piernas came to St. Louis as the first Spanish Lieutenant Governor of the Upper Louisiana Territory. Spanish control of Louisiana remained tenuous, and after the American Revolution, increasing numbers of Americans began cross-

Dr. Wislizenus, Endnotes

Casland Map Collection, Edmon Low Library, Oklahoma State University. Accessed on 22 May 2016 at: <http://luna.library.okstate.edu:8180/luna/servlet/detail/OSULibraryOCM~7~7~11452~106577:Map-of-a-tour-from-Independence-to->

9. A. Wislizenus, M.D., *Memoir of a Tour to Northern Mexico, Connected with Col. Doniphan's Expedition, in 1846 and 1847*, Senate, 30th Congress, 1st Session, Miscellaneous No. 26, (1848). Accessed on 23 May 2016 at: https://books.google.com/books?id=Kh9_wDQBXYC&pg=PA2&dq=memoir+of+a+tour+of+north+ern+mexico+in+connection+with+col+don+iphan& [Click on the 'gear' icon, and you can then download a pdf]. Three maps accompanied the Memoir: Reference 8 above; a profile map; and a geologic sketch map. The geologic sketch map is available (accessed 22 May 2016) at: <http://luna.library.okstate.edu:8180/luna/servlet/detail/OSULibraryOCM~7~7~11451~102273:Geologic-sketch-map-of-a-tour-from-> I have not yet located the profile map on-line. However, both References 4 and 9, including the

three maps of Reference 9 are available in Dr. F.A. Wislizenus, *A Journey to the Rocky Mountains in the Year 1839* (Fairfield, WA: Ye Galleon Press, 1989). [Thanks to Mile Olsen for providing this reference.]

10. Wislizenus 1846-47, p. 5.

11. Wislizenus 1846-47, p. 8.

12. Susan Shelby Magoffin, *Down the Santa Fe Trail and into Mexico*, Edited by Stella M. Drum (Lincoln: University of Nebraska Press, Bison Books, 1982) p. 30. It takes a little study of p.p. 22-31 to determine that Magoffin arrived at Cottonwood Creek crossing mid-day on the 25th, remained there the 26th, "nooned-it on the prairie" at French Frank's Trail Segment on the 27th, made three camps on the prairie (the evenings of the 27th, 28th, and 29th), and reached the Little Arkansas River at noon on the 30th.

13. Wislizenus 1846-47, p. 8. Ten miles beyond Running Turkey Creek would put them very close to the present-day Groveland Elevator, a little east of where the SFT crosses today's Hwy 61.

14. Wislizenus 1846-47, p. 8.

15. Official Song of the Santa Fe Trail As-

sociation and performed by the Tallgrass Express String Band.

16. James Josiah Webb, *Adventures in the Santa Fe Trade 1844-1847*, Edited by Ralph Bieber (Lincoln: University of Nebraska Press, Bison Books, 1995), p. 181. [Thanks to Leo Oliva for helping me remember that this reference provides an account of Speyer's 1846 caravan.]

17. "Military Reconnaissance of the Arkansas, Rio Del Norte and Rio Gila," W.H. Emory, Lieut. Top Engrs, 1847. This is a fascinating map available on-line, accessed 23 May 2016 at: <http://www.davidrumsey.com/luna/servlet/detail/RUMSEY~8~1~1810~180024:Military-Reconnaissance-Of-The-Arka>

18. Note especially, as documented in the text and the references above, the importance of networking with SFTA members when researching a topic. Thanks also to Leo Oliva and Mike Olsen for reviewing the draft of this essay. Any errors are my own. ♦

Steve Schmidt is an SFTA Ambassador and owns French Frank's Trail segment of the Santa Fe Trail in Marion County, Kansas.

ing the Mississippi River to settle in Upper Louisiana. In 1800, Spain transferred ownership of the entire Louisiana Territory to France in the secret Treaty of San Ildefonso. France then sold the territory to the United States in the Louisiana Purchase of 1803.

Set into this context is the known record of Pierre (Pedro) Vial. He was hired by the Spanish to explore trade routes through their vast Southwestern territory, beginning in 1786 with a route from San Antonio in present-day Texas, to Santa Fe in present-day New Mexico. This successful endeavor was quickly followed in 1788-89 by another trip, between Natchitoches in present-day Louisiana, and Santa Fe. Finally, in 1792-93, Pierre (Pedro) Vial became the first recorded European to successfully cross the plains between Santa Fe and St. Louis.⁵

Between 1786 and 1793, Vial traveled thousands of miles through present-day Louisiana, Texas, Oklahoma, New Mexico, Colorado, Kansas, and Missouri.⁶ In 1787, Vial created a map for the Spanish authorities suggesting that he had also traversed the area of the Upper Missouri River.⁷ In addition, Pierre (Pedro) Vial crossed the Great Plains three times between 1804 and 1806 with instructions from the Spanish authorities to interfere with the Lewis and Clark Expedition.⁸

Who was the Pierre Vial *dit* Manitou living in St. Charles County? Did Pierre (Pedro) Vial return secretly to Missouri? Or did he, perhaps, have a son? In 1807, two suits to collect a debt were filed against Pierre Vial *dit* Manitou in St. Charles County Circuit Court. This Pierre Vial was involved in a trading dispute involving John Nicholas and Mackey Wherry. Vial promised to pay his debt with "silver dollars," and he must have done so, for the suit appears to have been dropped. Vial signed with his ordinary mark—an "X", not a signature, indicating he was illiterate.⁹

Additionally, two suits to collect

a debt owed the estate of St. Paul Lacroix were entered against Pierre Vial *dit* Manitou and Thérèse Loise Vial, his wife, in 1815 and 1818, also in St. Charles Circuit Court.¹⁰ Auguste Chouteau was the administrator of Lacroix's estate, and Edward Hempstead (who also acted as the administrator of Meriwether Lewis' estate) was Vial's attorney. This suit detailed where the Vial residence was located and when it was purchased. Like the 1807 suits, Vial signed the foreclosure action with an "X", again indicating that he was illiterate.

Records in Florissant, in present-day Missouri, show that on June 14, 1803, Andre Vial (the name Pierre appears to be crossed out) married Thérèse Loise, legitimate minor daughter of Alexis Loise, deceased, and Elizabeth Beaugenoux, residents of the parish of St. Ferdinand in

Vial was hired by the Spanish to explore trade routes through their vast Southwestern territory.

Florissant.¹¹ Andre was recorded as being the natural son of Pierre Vial and a deceased Sioux woman named Marie, who were described as former residents of Ste. Geneviève. Andre, it was recorded, was born while his parents were living in Kaskaskia. The term "natural" indicated that the elder Vial and Marie were not married in the Church; therefore, any children resulting from their union were not legally recognized. (It is interesting to note Thérèse Loise had a brother, Paul Loise, who was one of the most important Indian translators of the era. He was employed by the Chouteau family and also by both Meriwether Lewis and William Clark.)¹²

This evidence seems to indicate that the explorer Pierre (Pedro) Vial had once lived in the Saint Geneviève and Kaskaskia area, and that he fathered at least one child with a Sioux woman named Marie. This child, a

son, was living in the Portage des Sioux area near St. Charles by 1807, and was living and conducting business using the name Pierre Vial *dit* Manitou.¹³ In fact, marriage records in Florissant reveal other children attributed to Pierre (Pedro) Vial and Marie.¹⁴

First, Marguerite was married February 13, 1786, to Jean Baptiste Riviere, legitimate son of Antoine Riviere and Marie Barbe Eloi, with Marguerite being recorded as the daughter of Pierre Vial (no mother was listed). The Riviere family was one of the founding families of St. Louis. In fact, John Baptiste's father, Antoine, is said to have personally driven the cart in which Madame Chouteau, the companion of Pierre Laclede, traveled to St. Louis. Marguerite Vial, therefore, married into a family with strong ties to the Chouteau family.¹⁵

Second, Marie was married May 8, 1792, to Benjamin Verger, legitimate child of Henry Verger and Judith Gaule of Quebec, with Marie Vial recorded as the legitimate daughter of Pierre Vial and Marie, of the parish of St. Louis.

Third, Félicité was married June 11, 1786, to Charles Dunegant (Lunegant), and after Dunegant's (Lunegant's) death, she married Claude Panneton on October 13, 1791. Félicité is recorded as the legitimate daughter of Pierre Vial and Marie. Félicité's first husband, Charles Dunegant, was the brother of François Dunegant, Commandant of Florissant.¹⁶

There is also a record of Marcelline Vial, married February 13, 1816, to Pierre Reaume, legitimate son of Paul Reaume and Madeleine Desgagnes, with Marcelline recorded as the daughter of Pierre Vial and Marie Louise Moreau.

Looking for corroborating evidence that these marriages were referring to children of the Pierre (Pedro) Vial who explored the route between Santa Fe and St. Louis, I found the following: Louis Houck, in *The*

Spanish Regime in Missouri, writes that “Claude Panneton...married Félicité Vial, daughter of Pierre Vial dit Manitou, who opened the road from Santa Fe to St. Louis.”¹⁷ A book titled *Portrait and Biographical Album of Pike and Calhoun Counties, Illinois*, published in 1891, records the life history of Charles Deverger. Deverger recalled that his great-grandfather, a native of France, was one of the first white men to have taken up residence with the Indians in Missouri. He noted that the Indians gave him the name of Manitou.¹⁸

These documents contain many inconsistencies in spelling—Vial also was recorded as Veil, Viale, and Vialle, and Manitou also appears as Manitoux, Monitoux, Manitoo, Monitoo, and Moniteau. In many cases, one person’s name was spelled several ways in a single document. Complicating French surnames was the sometimes random and inconsistent use of *dit*, *des*, and *du*. None of the children attributed to Pierre (Pedro) Vial was able to write, as their marriage documents were signed with their ordinary marks.

Marcelline’s mother was named as Marie Louise Moreau. Was this the Sioux woman Marie? Or was Marcelline, perhaps, the daughter of another Marie, or even a daughter of the younger Pierre Vial? Unfortunately, the name Marie was quite common in St. Louis. Education was not common on the frontier, and even official clerks were often barely literate. Communication issues between English-speaking American clerks and the French-speaking settlers added to the confusion. In addition, people led difficult lives, and often were relying on faulty memories for names and dates. Thus, inconsistencies occurred.

Further details about Pierre (Pedro) Vial’s life in Missouri are contained in a document found in the Western Historical Manuscript Collection at Columbia, Missouri.¹⁹ This document, the *Obligation of Pierre Vial dit Manitou to Perrault*, places Pierre (Pedro) Vial in the St. Louis area in 1772. Written on June 22, 1772, in

the presence of Lieutenant Governor Don Pedro Piernas at St. Louis in the hall of the government, the document notes that Vial was “ordinarily at Saint Genevieve” during this period of time. Vial was called Manitou several times in the body of the document, showing that he was already known by that nickname by 1772.

Pierre (Pedro) Vial was indebted to Sieur Perrault for 2,153 *livres* and 10

Evidence seems to indicate that the explorer Pierre (Pedro) Vial had fathered at least one child with a Sioux woman named Marie.

sous for trade merchandise and equipment purchased by Vial from Perrault. Vial was to trade these supplies with the Sioux at the post on the Des Moines River for furs, and Perrault was to be repaid with these furs by the following September. This portion of the Obligation was witnessed by Sieur Benito Basquez (Vasquez) and Martin Durable. A clause was then entered, clarifying the division of the furs, and this clause was signed by Piernas, Perrault, Durable, and Pierre (Pedro) Vial.

This document was signed with what was clearly Pierre (Pedro) Vial’s signature, matching other signatures he left in New Mexico, including that on his will, as well as the signatures of Don Pedro Piernas, Spanish Lieutenant Governor of Upper Louisiana; Martin Durable, a surveyor appointed by Piernas; and one Sieur Perrault, presumably prominent French-Canadian merchant Louis Perrault.²⁰

Also significant was a name that appears in the body of the document, that of Benito Vasquez. Vasquez had several sons who were instrumental in the development of the fur trade, and one son, Antoine Francois “Baronet” Vasquez, acted as a translator for the Zebulon Montgomery Pike

Southwest expedition of 1806–1807.²¹ Another son, Benito Vasquez, Jr. was enumerated in the 1817 Portage des Sioux census living near Vial the younger.²² The Pierre (Pedro) Vial map of the trans-Mississippi West, dated 1787, shows the Rio des Moins (the present-day Des Moines River) and the words “*Tiern de los Siou*”, or territory of the Sioux.²³ The legal Obligation, dated 1772 in St. Louis, indicates that Pierre (Pedro) Vial was preparing to embark on a trading expedition up the Des Moines River to trade with the Sioux.

The Vial/Perrault Obligation, combined with the marriage records of Pierre Vial and Marie’s children, indicates that the elder Vial was present in Missouri by 1772. In that year, he appears to have led an expedition up the Des Moines River to trade with the Sioux, and he was already known by the name *dit* Manitou at this time. He must have spent several years in Upper Louisiana, particularly in the St. Louis, Ste. Genevieve and Kaskaskia area, where his children with Marie were born. He had contact with Don Pedro Piernas, Martin Duralde, Louis Perrault, Benito Vasquez, and likely the Chouteau family while in Upper Louisiana.

The 1780s and 90s were spent largely in the employ of the Spanish, exploring the southwest. Pierre Vial would have been, in essence, returning home to St. Louis when he arrived there in 1792, and his daughters Félicité, Marguerite, and Marie were already married women living in the area. Pierre (Pedro) Vial, over a period of perhaps 40+ years, covered vast distances in his explorations of the interior of the country.

How was he able to navigate the various American Indian cultures he encountered? It almost seems like magic, and perhaps it was. The great-grandson of Pierre (Pedro) Vial *dit* Manitou, Charles Deverger, recorded this memory in 1891... “he had an immense amount of influence over

[the Indians]. He sometimes performed sleight-of-hand tricks and the Indians called him Manitou, because of his great prowess.”²⁴

Thank you to Pierre Vial descendant Mike Burke, who helped immensely in the research of this article.

Endnotes

1. *St. Charles County Historical Society* 101 S. Main Street, St. Charles, MO 63301 Circuit Court Records 1807A Box 4 Folder 11 Nicholas vs Monitieu, 1807A Box 4 Folder 37 Wherry vs Monitieu 1815A Box 19 Folder 19 Chouteau vs Pierre Vial Monitoo 1818A Box 15 Folder 16 Chouteau vs Vial. Various legal cases between 1807 and 1818—Defendant is named Pierre Vial Manitou. Defendant makes his ordinary mark. Foreclosure action lists defendant's wife as Therese Loise. Attorney for defendant listed as Stephen Hempstead.

2. Loomis, Noel M., and Abraham P. Nasatir. *Pedro Vial and the Roads to Santa Fe*. (Norman: University of Oklahoma Press, 1967), center plate copy of Pedro Vial's will showing signature.

3. *State Historical Society of Missouri-Columbia*. 1020 Lowry Street, Columbia, Missouri 65201. Transcription. 1817 *Territorial Census St Charles, Portage des Sioux Township*. Also see Collection 1693 1817 *Public Road Work List Portage des Sioux Township* for another enumeration of Pierre Vial. These documents indicate a man under 45 years of age named Pierre Vial living in Portage des Sioux in 1817.

4. Loomis and Nasatir, *Pedro Vial and the Roads*, 537. Will states Pedro/Pierre Vial never married, no legal heirs.

5. Loomis and Nasatir, *Pedro Vial and the Roads*, 369-407. Complete description of Vial's expedition from Santa Fe to St. Louis.

6. Loomis and Nasatir, *Pedro Vial and the Roads*. Complete description of Vial's many expeditions for the Spanish.

7. Loomis and Nasatir, *Pedro Vial and the Roads*. See center plate for a copy of Vial's 1787 map.

8. Loomis, *Pedro Vial and the Roads to Santa Fe*, 181-204. An account of the

Spanish effort to disrupt the Lewis and Clark Expedition.

9. *St. Charles County Historical Society*.

10. *St. Charles County Historical Society*.

11. St. Ferdinand Church Records, Florissant, St. Louis Co. *Early US French Catholic Church Records (Drouin Collection) 1695-1954. St. Louis Marriages (1754-1835)*. For a list of Vial marriages, see <http://stlouis.genealogyvillage.com/stlmarr.htm>, accessed 7/1/2016.

12. Billon, F.L. *Annals of St Louis in Its Early Days Under the French and Spanish Dominations*. (St. Louis: G.I. Jones and Company, 1886), Appendix 417. Description of Loise family. Paul Loise was the son of Alexis Loise and Elizabeth Beaugenou. He had a sister, Therese, who married the younger Pierre Vial per Florissant marriage records. Because Paul Loise was closely associated with Pierre Chouteau, he has been erroneously assumed to be Chouteau's son.

13. *St. Charles County Historical Society*. Defendant named as Pierre Vial Manitou, signed with ordinary mark, named as husband of Therese Loise.

14. St. Ferdinand Church Records, Florissant, St. Louis Co. *Early US French Catholic Church Records (Drouin Collection) 1695-1954*. For a list of Vial marriages see <http://stlouis.genealogyvillage.com/stlmarr.htm> (accessed 7/1/2016).

15. Stevens, Walter Barlow. *St Louis: The Fourth City 1764-1911, Volume 2* (Saint Louis: S. J. Clarke Publishing Company, 1911), 536. Description of the relationship between the Riviere and Chouteau families.

16. Burke, Michael. "Francois Dunegant/Lunegant dit Beausosier, First Civil and Military Commandant of Florissant (Missouri) and Family," (*Michigan's Habitant Heritage*, 2014), 32-40. Description of the relationship between Francois and Charles Dunegant/Lunegant.

17. Houck, Louis. *The Spanish Regime in Missouri: A Collection of Papers and Documents Relating to Upper Louisiana Principally Within the Present Limits of*

Missouri During the Dominion of Spain, from the Archives of the Indies at Seville, Etc., Translated from the Original Spanish Into English, and Including Also Some Papers Concerning the Supposed Grant to Col. George Morgan at the Mouth of the Ohio, Found in the Congressional Library, Volume 2 (Louisiana: R. R. Donnelley & Sons Company, 1909), 384. Reference to marriage of Felicite Vial and Claude Panneton.

18. Ingler, William T. *Portrait and Biographical Album of Pike and Calhoun Counties, Illinois*, (Chicago: Biographical Publishing Company, 1891), Deverger, Charles, 706. Charles Deverger recalls that his grandmother's father was a Frenchman whom the Indians called "Manitou."

19. Western Historical Collection #1589 *Obligation by Pierre Vial to Perrault, June 22, 1772. Western Historical Manuscript Collection/French and Spanish Archives C2965*. Columbia Missouri. Document in French. Description of a 1772 expedition up the Des Moines River to trade with the Sioux.

20. Ibid.

21. Loomis and Nasatir, *Pedro Vial and the Roads*, 237, 244. Identification of Pike interpreter Vasquez. Also, Garraghan, Gilbert J., *Catholic Beginnings in Kansas City, Missouri: An Historical Sketch*, (Chicago: Loyola University Press, 1920), 29 footnote.

22. St. Charles Portage des Sioux census *State Historical Society of Missouri-Columbia*. 1020 Lowry Street, Columbia, Missouri 65201. Transcription. 1817 *Territorial Census St Charles, Portage des Sioux Township*. Also see Collection 1693 1817 *Public Road Work List Portage des Sioux Township* for another enumeration of Pierre Vial.

23. Loomis and Nasatir, *Pedro Vial and the Roads*, center plate.

24. Ingler, William T. *Portrait and Biographical Album of Pike and Calhoun Counties, Illinois*. Deverger, Charles, 706. ♦

Sheri Kerley is a recipient of an SFTA research grant. A Missouri native, she now calls Colorado home. She has long been interested in the early history of Missouri, and its role as the Gateway to the West.



An Old Santa Fe Trail Map Recovered

By Margaret Sears

[Due to space limitations, the maps identified herein, which are the subject of this article, are located on the Santa Fe Trail Association website www.santafetrail.org/publications/new-research/. The advantage of online copies is that they can be enlarged to see details more clearly. Hard copies are available from SFTA. Email trailassn@gbta.net or call 620-285-2054.]

Some years ago the late William Chalfant, renowned Santa Fe Trail historian/author, informed the National Park Service, National Trails Intermountain Region (NTIR) office in Santa Fe that he had uncovered an article from the July 20, 1876, *Great Bend* [Kansas] *Register* stating:

During the years 1863, 1864, and 1865 the government contracted with a firm in Leavenworth to transport freight from Fort Leavenworth to Fort Union, at a certain price per mile. When the contract expired the government paid the contractors for 735 miles. The contractor[s] claimed the distance to be about 30 miles greater and for that difference the contractors sued the government for a balance of about \$2,000,000. To ascertain the exact distance, both contractors and government have employed the survey of the entire route by different corps of engineers. The two companies pass through our city to-day and to-morrow.¹

The NTIR staff was much too small to research this item, so it was passed on to me, the volunteer. Thus began a journey "along the Santa Fe Trail," which has sporadically consumed me for over 20 years.

My goal was to flesh out the facts behind the Great Bend newspaper clipping and locate the maps and survey notes documenting these two resurveys. My first task was to locate the contractors. These were freighters William W. Shrewsbury and Andrew Stuart, veterans in the Santa Fe trade, usually contracting for the government to haul freight between Forts Leavenworth, Kansas, and Union, New Mexico. It was from the National Archives and Records Administration (NARA) that I was able to obtain many of the facts that uncovered this story.

The origin of the controversy traces to July 25, 1864, when Stuart signed a contract with the U.S. government to transport 6,147,815 pounds of stores from Fort Leavenworth to Fort Union from April 1 to September 30, 1864.² A year later, on March 27, 1865, Shrewsbury signed a similar contract to transport 6,741,975 pounds of stores between the same forts from May 1 to September 30, 1865.³ However, in a petition dated May 5, 1871, the freighter stated that 6,940,750 pounds were transported.⁴ This is but one ex-

ample of disparity among various figures reported by both freighters. [This may be simply that the actual shipment was more than the contract.]

Upon returning to Fort Leavenworth the freighters turned in their records. The government determined that the mileage reported was greater than the distance of the Santa Fe Trail the freighters traveled. All trains did not take the same route. Some took the Mountain Route, or Raton Route as that alternate track was also called, through southern Colorado, while others took the Cimarron Route, which crossed the Arkansas River 12 miles east of present Dodge City, then entered into the present Oklahoma panhandle. Nor were any military orders given that they follow a particular route.⁵ A "train," as described by the U.S. Court of Claims consisted of 25 wagons, each drawn by 4-6 yoke of oxen.⁶

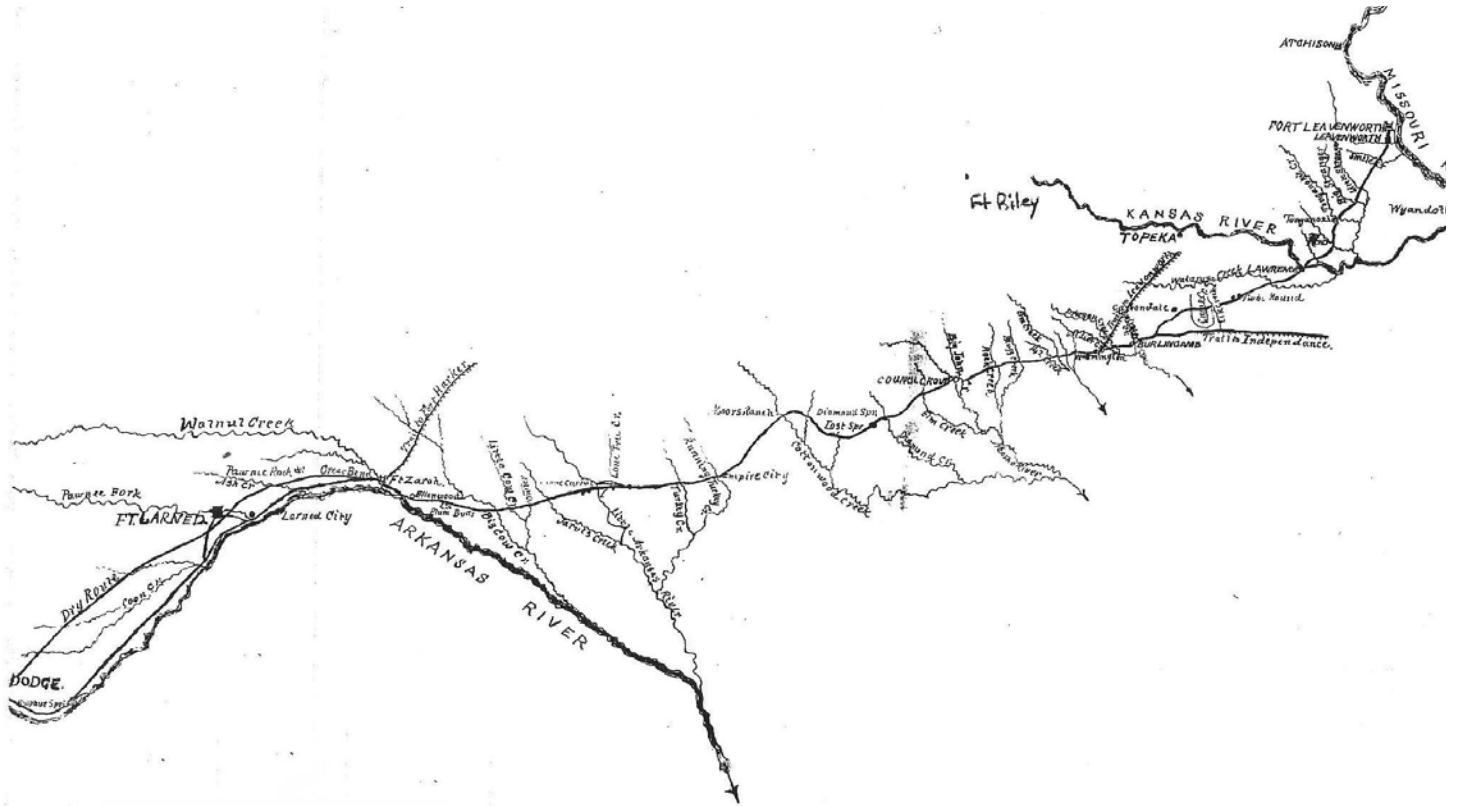
To compound the problem, there were other short deviations, such as the Wet and Dry routes which extended some eight miles west of Fort Zarah to six miles east of present Dodge City, Kansas, at Ft. Dodge. The Dry Route was first travelled in 1833 by freighter Charles Bent who veered from the main route along the Arkansas River. The original trace then became known as the Wet Route. Over the years there were several realignments of the Dry Route, the last being set in 1866. The Wet Route was considered the better and safer, although longer by 15 miles, and generally used by those transporting for the government. Other freighters thought the Dry Route, which hugged the ridge, was the better, although short of grass and water,⁸ especially after the first of July, or "later part of June," as Henry Booth reported in his testimony.⁹ (See Maps #3, 4, and 5, showing entire Wet and Dry routes.)

My goal was to locate the maps and survey notes documenting these two resurveys.

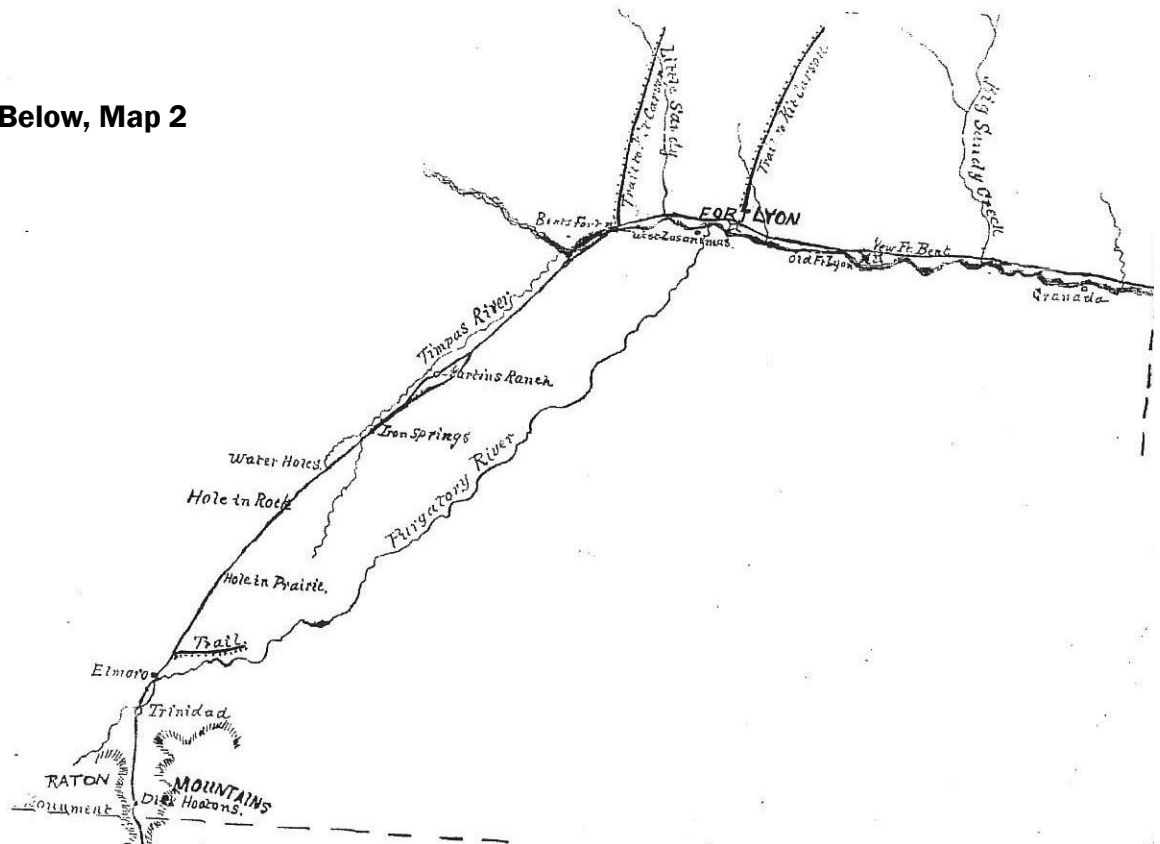
Yet another variation existed on the Mountain Route where two routes extended south of Raton, New Mexico. One went by Maxwell's Ranch, and the other, which was four miles shorter, passed east of the ranch.¹⁰

Stuart and Shrewsbury brought a lawsuit against the government in 1870 for underpaying them for the 1864 and 1865 freighting trips, respectively. Stuart was a partner in the Stuart, Slemmons & Co. freighting firm, location undetermined but possibly Leavenworth. Shrewsbury was not, although his name was used in the Company's business matters, having assigned his contract with the government to the Company.¹¹ Stuart claimed in 1864 the distance between Forts Leavenworth and Union was 820 miles, while the Chief Quartermaster at Fort Leavenworth determined that the distance between the two forts in question was 735 miles via the Mountain Route in 1865, and settled with

Continued on page 24



Top: Map 1; Below, Map 2



Shrewsbury on that basis. The same distance was allowed and paid to Stuart earlier in 1864 by the government.¹²

Actual trail distance declared by the government was generally consistent. However, the freighters' claims were less so. Compounding the issue, prior to the trial, Brevet Brigadier Gen. Benjamin C. Card, Acting Chief Quartermaster, Military Division of the Missouri, in a letter to the Chief Quartermaster, Military Division of the Missouri, St. Louis Missouri, dated October 9, 1868, stated, "At this time [four years later] it is hardly possible to determine what distances the contractors . . . were compelled to travel . . . [or the routes they followed]; but I am convinced that, in most instances, they were paid at less distance than they . . . traveled."¹³

Not being satisfied that all evidence had been heard, the claimants moved that the case be remanded, that is, ordered back. The Court granted the motion. Three years later the case was heard again, both sides having brought "a large amount of new evidence."¹⁴

To determine the actual mileage the freighters traveled between Forts Leavenworth and Union, the Court decided the Santa Fe Trail should be resurveyed. Thus, in 1876 the claimants re-measured the Trail, and the U.S. Department of Justice "sent a party [May 29–Sept. 30, 1876] which followed after the claimants' party and also measured distances according to the courses pursued."¹⁵ Lt. George Borden, 5th Infantry, U.S. Army, led the government party.

Harvey Spalding, claimants' solicitor, announced to the government that Shrewsbury & Stuart shall "dispatch from Ft. Leavenworth [on May 25, 1876] a measuring party under charge of Martin O. Jones, Surveyor to measure the wagon roads . . . over which military Supplies . . . were transported in 1864 and 1865, and to determine specifically the distance" between Forts Leavenworth and Union.¹⁶ In a later letter, Spalding notifies Jones of his instructions as surveyor in charge of the measuring party.¹⁷ "You [Martin Jones] are . . . to measure accurately with the chain the Military wagon road over which the Govt. contractors in the [said years] transported military supplies"¹⁸

Four days later, on May 29, 1876, Lt. Borden's party left Ft. Leavenworth. They were not authorized to measure the routes the claimants traveled in 1864 and 1865, but to measure the same track the claimants did on this specific trip, to determine that the distance was correct.¹⁹

The claimants measured by chains the military road they followed in 1864 and 65. The measuring implement used was Gunter's 4-pole chain, the surveyor's primary tool used since roughly 1579, and named for its designer, Edmund Gunter. A chain was 66 feet long, divided into 100 links, each link

made of iron or steel wire and measuring 7.92 inches long.²⁰

Early in the expedition the War Department was informed that Jones "will measure no further."²¹ What precipitated this action is not explained. Any problem was obviously resolved, because various witnesses in their depositions mention him measuring throughout the route.²²

The government ordered that there was to be no communication between the two parties. Quoting Jones, "We were not even to camp together [beyond Camp Creek, east of

Burlingame, KS]. We had to go forward, and if we were lost we were lost, and had no one to help us out. We were to be like the Jews and Samaritans, a separate and distinct people."²³

Throughout, Lt. Borden's team testified that the claimants did not always measure the correct track. For example,

Percival G. Lowe, who as guide (also titled "pioneer") was to "observe the movements of the other [claimants] party and look over the road or trace, to see whether they went the right road or not"²⁴ stated, "I should not cross a train at the mouth of Pawnee Fork and go to Fort Larned There were quite a number of places . . . where the old trail was not measured correctly."²⁵ In contradiction, William Sharp declared that the Shrewsbury/Stuart team, for whom he was a chainman, "followed the road as near as it could be got at."²⁶

Surveyor for the government party was Peter Cosgray. Rather surprisingly, when asked by the examiner whether (or not) his job was to determine the accurate distance over the true trail the trains traveled to Fort Union, he replied that he did not know. Somewhat testily, the examiner asked Lt. Borden if he knew any reason the government would secretly attempt to defeat the claimant party's purpose in ascertaining the correct distance traveled in 1864 and 1865. The answer, "no sir." Further confounding the Court's dilemma was the impossibility to determine which trains followed the Mountain Route and which went by the Cimarron Route.²⁷ The Quartermaster General expressed this opinion under oath.²⁸

Most of the witnesses—and there were many—were experienced freighters, and knew the Santa Fe Trail well. Occasionally, an examiner, who had no reason to know the Trail, asked a witness for more detail. Often, I could identify a specific site I had visited, based on a witness description.

At times, transcript pages were missing or in incorrect order, and there were occasional contradictory testimonies by witnesses. For example, Martin O. Jones was incorrectly stated to be a member of the government team rather than the claimants.²⁹

The Court records included exhibits pertinent to the testimony of witnesses. However, there was a major problem in

To determine the actual mileage the freighters traveled between Forts Leavenworth and Union, the Court decided the Santa Fe Trail should be resurveyed.

that the exhibits per se were missing, the record containing only reference to same. An exception was the Shrewsbury 1865 contract central to his case against the government.³⁰ The author expressed astonishment at this omission to an NARA archivist, who stated such was not unusual.

The disparate and incomplete financial records contained in the NARA documents were confusing and incomplete; thus it was impossible to confirm whether Shrewsbury and Stuart were under- or over-paid. Because the purpose of the lawsuit was to settle the amount owed the freighters, it was bewildering that the final decision by the Court was silent on this.

The records of the poundage they carried were more reliable, though not absolutely so. These “prairie” wagons, or Santa Fe wagons as an 1860s freight wagon was commonly called,³¹ carried from 5,500 to 6,500 pounds of cargo each. Using the figures quoted earlier, Shrewsbury owned an estimated 1,037 wagons, Stuart, 946. This assumes that each wagon made only one trip, per contract.

The absence of survey notes was also disturbing. Throughout the records these were referenced variously as “notes,” “chain distances,” “field notes,” “book of measurements.” But no bona fide survey notes were included in the records.³²

Even more vexing, the maps of the Trail drawn by the government team were not identified in the record. They simply were there. In fact, most exhibits were missing, only referenced by the Court examiners or witnesses.

The resurvey maps in the NARA files (see Maps #1-5) were created by Peter Cosgray, surveyor for Lt. Borden’s 5th Infantry team,³³ and are the most detailed Santa Fe Trail maps this author is aware of. Such detail convinced her that the government expected that the mapping be accurate, and for more than strictly monetary reasons. Although Cosgray’s handwriting is quite small, most words were readable.

The freighters followed both the Mountain and Cimarron routes. However, the government decided that the resurvey would chart the Mountain Route only. The survey teams departed Ft. Leavenworth on the 1846 Military Road, and joined the Santa Fe Trail at Burlingame, Kansas.

Interestingly, Cosgray identified on the maps the state welcoming monuments (Kansas, Colorado, New Mexico) located at state borders (Map #2). Some discrepancies noted include: the spelling of Richens Wootton’s surname (well-known Santa Fe Trail rancher on Raton Pass) was badly mangled (Map #2); Chouteau’s Island, a noted site in western Kansas, was also misspelled (Map #2), as was Offerle, Kansas (Map #4b).

Several miles east of Bent’s Old Fort was a totally undecipherable word (Map #2). The author needed an authority, so contacted Ron Dulle, an active Bent’s Fort chapter member

and author of *Tracing the Santa Fe Trail*.³⁴ He determined the word to be West Las Animas. Founded in 1873, the village name was later changed to present Las Animas. Two other sites difficult to decipher were Stone Corral (Map #1), southwest of McPherson, Kansas, and El Moro (Map #2), north of Trinidad, Colorado. A short gap exists between Fort Dodge and Cimarron Crossing where Maps #1 and 2 join, which may have occurred many years ago when the Court records were initially reproduced, rather than an omission by Cosgray. A similar error is found southwest of Lakin, Kansas, where “Indian” is missing from Indian Mound. Sulphur Spring, east of Ft. Dodge (Map #2), included by Cosgray, is not on the other maps examined.

Calhoun Stage Station at Ocate Creek Crossing in northern New Mexico is identified only by Kenyon Riddle. Cosgray does not show a huge eastward sweep around Apache Mesa leading down to the crossing. He calculated the distance from Raton, New Mexico, to Ft. Union as being roughly 50 percent greater than does Riddle (Map #2). Even though this difference does not appear elsewhere between these maps, it confirms the importance of survey notes.

Maps #3, 4, and 5 cover the Wet and Dry routes which existed between Forts Zarah and Dodge. The routes are not labeled on each map panel, possibly because originally the pages were continuous. However, organization of storage space for the court records required these be physically separated. The map titles specify that the Dry Route was shorter than the Wet. Map #5 covers the entire Wet/Dry Route. Map #4 extends from Larned to Ft. Dodge. Map #3 covers an even shorter stretch. Although there was some duplication among Maps #3-5, each map was individually drawn. Neither these maps nor the record state which route the 1876 resurveying parties followed. If it was the Dry Route, it is assumed, though not confirmed, that this was the 1866 realignment.

Cosgray’s detailed maps include many features which most cartographers omit. For example, he identifies minor creeks, farms, bridges, railroad stations and tracks, timber, fords, and villages, such as Empire City near McPherson, Kansas³⁶ (Map #1), and a Mennonite village [Dundee?] between Great Bend and Larned, Kansas (Map #3a). To determine the detail and accuracy of Cosgray’s maps, the author compared them with two maps, those by Riddle and by the National Park Service.³⁷

Where are the claimants’ maps? There is no mention of them in the NARA records, aside from numerous references by witnesses that the survey team was on the road ahead of the government detail. For example, Percival Lowe, U.S. 5th Infantry group guide, testified that he “had nothing to do but to observe the other party and to see whether they went on the right road or not.”³⁸

The names of persons on the government team were in

the record,³⁹ but not so the claimants' men. I located eight names spread through the records, these usually mentioned in witness testimonies, but cannot verify that there were not others. One could thus question the exactness of the record. Government members were hired by the month; therefore the total changed from month to month. The same applied for the military escort that accompanied them. Over the three plus months they were on the road, the number of members ranged from seven to 14, plus two to eight soldiers assigned to protect the crew. Examiners rarely asked witnesses who employed them: this had to be deduced from the testimony. Throughout the proceedings, the human beings involved were nameless. Although hundreds of pages of witness depositions verified that these cases were thoroughly examined, there were no claimant maps nor survey notes, no government notes, no list of claimant team members, not even mention of them. In my view, such a situation could produce errors in the judicial process.

The most flagrant example of this lax process occurred in the exchange between the examiner A.D. Robinson and witness A.B. Lawrence, Ft. Larned Quartermaster, between September 1865 and February or March 1866. During testimony, the examiner handed Mr. Lawrence records detailing trains dispatched between Forts Leavenworth and Union.⁴⁰ Examiner to witness, "I will hand you a map and call your attention to the point right upon the map. (Witness and Counsel examining map.)"⁴¹ Neither the map nor the dispatches are contained in the record. Elsewhere during Mr. Lawrence's testimony, maps and dispatches were again mentioned but not placed in the record.⁴²

The original newspaper clipping from the July 20, 1876, *Great Bend Register* stated that Shrewsbury and Stuart had sued the government for a balance of approximately \$2,000,000. However, nowhere in the Court records could an amount remotely close to that be found, even in the aggregate, although hundreds of pages of bills of lading appeared.

The U.S. Court of Claims records are filled with descriptive, even colorful, statements. For example, when asked by the examiner if claimants' measurements were inaccurate (e.g. measurement "made diagonally across parallel traces"), Percival Lowe, party guide (official title was "pioneer"⁴³), answered, "I always attributed it to the carelessness of the guide and not any intentional wrong . . . of the managers."⁴⁴ Still later, in response to the instruction of claimants' attorney (Harvey Spalding) to the witness that he, the witness, should state only what he knew, the examiner instructed Lowe to "answer my question and pay no attention to Mr. Spalding till he gets you."⁴⁵

The judge, possibly exasperated that the case was being

tried a second time, questioned, "If we grant this second request [from Shrewsbury] why might we not do so a third, fourth, or fifth time?"⁴⁶ Perhaps equally frustrated, defendants' counsel, A.D. Robinson, somewhat sarcastically grumbled, "The court and the parties have already had much labor in the premises. Let the claimant try the Supreme Court for a while."⁴⁷ Perhaps the most colorful comment was Martin Jones' mournful utterance comparing the plight of his troupe with that of the Jews and Samaritans (cited earlier).

Andrew Stuart died in 1872, four years before the resurvey, and two years after the original suit was brought. His portion of the suit was carried forward by his widow, Henrietta Stuart. Mrs. Stuart stated in her testimony "that there are now [March 23, 1874] pending some three or four suits, two in the name of . . . Stuart and two or more in the name of . . . William S. Shrewsbury." She further claimed that Andrew had been in the freighting business from 1861 through 1867, transporting for the U.S. government, and additionally, that the business "was quite extensive, amounting to millions of dollars."⁴⁸

Stuart and Shrewsbury's cases were filed separately in 1870, although the verdicts were the same. In its "Findings of Facts," the Court of Claims record accepted the ruling that the Mountain Route was the preferred route traveled ("Findings of Fact" III, IV, and V), and the longer one by Maxwell's Ranch was allowed ("Finding of Fact" XXIII) because the shorter route required two difficult creek crossings, "rendering it difficult to get stock to water."⁴⁹ The remaining 20 findings were denied.

In his closing remarks, the judge ruled that both "the claimant's [reference to Shrewsbury; same applied in Stuart case] petition and the defendant's counter-claim be dismissed."⁵⁰ The reason given was that there were too many unknowns which divided the Court. Specifically, determining the number of trains that followed the Mountain Route in contrast with those that chose the Cimarron Route was impossible. The same related to the Wet/Dry Routes. Of course, that was not the end of the matter because the government appealed. On November 25, 1879, the U.S. Supreme Court rejected the appeal, and thus ended the nine year dispute.

Who were these freighters who sued the U.S. Government, William S. Shrewsbury and Andrew Stuart? The 1860 census reported that Shrewsbury, born in Kentucky in 1827, lived in Council Grove, Kansas, in 1864-65. No specific records of his freighting experience were located aside from references as joint owner in Shrewsbury, Slemmons, & Co. By 1870 he had moved to Olathe, Kansas, with his wife and children, and was a grocer. In the 1880 census he was in St. Louis, Missouri, employed in a beef canning factory.

St. Louis was his residence until his death in 1893.

Andrew Stuart was born in 1823 near Pittsburgh, Pennsylvania. In 1850 he moved to Steubenville, Ohio, with his wife, Henrietta, where he was elected to the U.S. House of Representatives in 1853. He was unsuccessful in his re-election bid. After this short and disappointing venture in politics, he turned to freighting between the years 1861-67. During his Santa Fe Trail freighting days he served as Shrewsbury's attorney. He died in Washington, D.C. in 1872, where he had resided since 1869.

Among the many witnesses to the suit was John W. Prowers, who freighted for Shrewsbury, Slemmons, & Co. in 1865.⁵¹ John Prowers is well known to Santa Fe Trail patrons as the co-founder with Thomas Boggs of Boggsville, a historic town south of Las Animas, Colorado, along the Santa Fe Trail. Prowers County in far eastern Colorado, through which courses the Mountain Route of the Santa Fe Trail, is named for him.

The tale of the 1876 Santa Fe Trail resurvey is not finished, but until some presently-hidden evidence emerges, it is time to stop. There are troubling gaps in the Court records, the most significant being the absence of all Shrewsbury/Stuart maps, and survey notes produced by both parties. Was the judge derelict, or perhaps the court recorder? Although the government's maps do not bring any significant changes to the Santa Fe Trail route, they do provide detail missing in most other maps, thus contributing important data to what is already known about the Trail. But most importantly, the public now has a new official Santa Fe Trail map. All the struggles notwithstanding, the search was definitely worth the 20 years it was in progress.

Notes

1. *Kansas State Historical Society Collection*, XVII: 866.
2. National Archives and Records Admin. (NARA), RG 123 Gen. Jur. Case File #6201

Folder #3, 37. "Cases Decided in The Court of Claims," December Term, 1877, Decisions of the Supreme Court, Appealed Cases, XIII: 192. Washington: Govt. Printing Office, 1879. The July date is questionable, considering that the contract extended from April 1 to September 30, 1864, and the train was already on the road. No explanation in NARA files.

3. *Ibid.*, File #6321 #1, 63-7; "Cases Decided in The Court of Claims", 185.

4. *Ibid.*, File #6321 #1, 62.

5. *Ibid.*, File #6321 #1, 234.

6. *Ibid.*, File #6201 #3, 32. Two oxen constitute a yoke.

7. Clapsaddle, David, *A Self Guided Auto Tour of the Santa Fe Trail in Pawnee, Edwards, and Ford Counties, Kansas*. (Wet/Dry Chapter, Santa Fe Trail Association).

8. NARA, File #6321 #1, 81, 174, 201.

9. *Ibid.*, 232.

10. *Ibid.*, File #6321 #1, 1.

11. *Ibid.*, File #6321 #5, 2-3.

12. *Ibid.*, File #6321 #3, 108-09.

13. *Ibid.*, File #6201 #3, 59.

14. *Ibid.*, "Cases Decided in The Court of Claims", 188.

15. *Ibid.*, File #6201 #1, 29-30. Brevet Maj. Gen. Quartermaster Gen., U.S. Army. Signature illegible.

16. *Ibid.*, File #6321 #5, 15.

17. *Ibid.*, File #6321 #6, 94-8.

18. *Ibid.*, 94.

19. *Ibid.*, File #6201 #3, 29.

20. "Gunter's Chain," Topographical Engineer Detachment, United States Corps of Engineers. http://pages.suddenlink.net/topogs/gunters_chain.htm.

21. NARA, File #6321 #5, 17.

22. *Ibid.*, File #6201 #2, Peter Cosgray, p.60; Percival Lowe, p. 25; Robert E. Palmer, p.47.

23. *Ibid.*, File #6321 #6, 84.

24. *Ibid.*, File #6201 #2, 19.

25. *Ibid.*, File #6201 #2, 21.

26. *Ibid.*, File #6321 #6, 125.

27. *Ibid.*, File #6321 #1, "Court of Claims, Opinion," 5.

28. *Ibid.*, File #6201 #3, 29.

29. *Ibid.*, File #6321 #2, 74. Jeremiah Fields

deposition

30. *Ibid.*, File #6201 #1, 10.

31. Gardner, Mark L., *Wagons for the Santa Fe Trade*, (Albuquerque: University of New Mexico Press, 2000), Chap. 6.

32. NARA, File #6201 #2, 26; File #6321 #3, 145; File #6321 #4, 5; File #6321 #6, 84.

33. *Ibid.*, File #6321 #1, 69-74, 103-4, 106-7.

34. Dulle, Ronald J., *Tracing the Santa Fe Trail*. (Missoula, Mont: Mountain Press Publishing Co., 2011).

35. Riddle, Kenyon, *Records and Maps of the Old Santa Fe Trail*. (West Palm Beach: John K. Riddle, 1963).

36. Linda Colle, from McPherson, KS Public Library.

37. *Santa Fe National Historic Trail, Comprehensive Management and Use Plan: Map Supplement*. Washington: Dept. of the Interior/National Park Service, 1990.

38. NARA, File #6201 #2, 19.

39. *Ibid.*, "Report of Persons and Articles Hired," Record Group No. 2, Additional Information.

40. *Ibid.*, File #6201 #2, 81-2.

41. *Ibid.*, File #6201 #2, 97.

42. *Ibid.*, File #6201 #2, 82, 99, 103, 112, 117.

43. *Ibid.*, "Report of Persons and Articles Hired."

44. *Ibid.*, File #6201 #2, 25.

45. *Ibid.*, File #6201 #2, 24.

46. *Ibid.*, File #6321#1, 3.

47. *Ibid.*, File #6201 #2, 127.

48. *Ibid.*, File #6321 #5, 2, 4-5.

49. *Ibid.*, File #6321 #1, 18-26, 91-102; "Cases Decided in The Court of Claims," 186-7, 194.

50. *Ibid.*, "Cases Decided in The Court of Claims," 190, 195.

51. *Ibid.*, File #6321 #5, 26-7. ♦

Margaret Sears has served as president of SFTA, and has held numerous other positions in over two decades of membership. End of the Trail is her home chapter. She has traveled the entire Trail numerous times, and is especially knowledgeable about north central New Mexico.

Chapter Reports

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

Missouri River Outfitters

President Larry Short
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It has been an active and productive past few months for MRO. The installation of the local and original route tour signs was completed across South Kansas City in early June. The route along our 3-Trails corridor can now be followed via these NPS signs from the Upper Independence Landing on the Missouri River to New Santa Fe located on 123rd Street just east of the Missouri/Kansas State Line Road in south Kansas City. Also the installation of the original route tour signs in Lexington, Missouri, is scheduled for completion by July 1.

On June 4, MRO members joined the Trails Head Chapter of OCTA and KCAHTA for the dedication of the new granite bench placed next to the DAR marker at Cave Spring at the Barnes Enclosure in Raytown, Missouri. This National Trails Day event featured speakers Congressman Emmanuel Cleaver, Raytown Mayor Mike McDonough, and Al Mad-dox, the Executive Director of Cave Spring Park.

MRO was instrumental in planning and implementing the PNTS meetings/workshops held at the Stoney Creek Hotel in Independence, Missouri, from June 7 through June 9. Ross Marshall led the mobile workshop bus tours and introduced attendees from as far away as Hawaii to the massive amount of interpretation and signage that has been accomplished along our 3-Trails corridor in the greater Kansas City area. As part of the tour, the travelers attended the dedication of the Fairbanks Oregon Trail Bronze Medallion marker on the historic Independence Courthouse Square, and the ground breaking for the new playground additions to McCoy Park, which will feature trail interpretive signs in braille for the visually impaired and new playground equipment with a trails theme designed by children. On the Thursday bus tour the travelers were present for the dedication of the new Powder Mill Bridge, a National Park Service Centennial Event, which was attended by over 175 community leaders and trail enthusiasts.

The Salem Park project continues to move forward. The three interpretive panels have been approved and are under production by the National Park Service. Jackson County Parks and Recreation will soon have the pad for the signs poured. The final part of the plan will be the relocation of the DAR marker at the site. MRO is currently holding a special appeals drive to secure the approximately \$3,500 that is needed to have the marker reset on a new base next to the pad.

A joint potluck dinner meeting with the Douglas County Chapter will be held in Baldwin, Kansas, on Sunday, September 18. The featured program will be Joy Poole, who will give a presentation on her book *Over the Santa Fe Trail to Mexico: The Travel Diaries & Autobiography of Dr. Rowland William 1825-1828*.

The MRO and Douglas County team is continuing to move forward with plans for a great SFTA Symposium 2017 in Olathe, Kansas. Mark your calendars now for this September 27-30, 2017 event.

Douglas County

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

The Douglas County Chapter will have their annual covered dish dinner on Sunday, September 18, at The Lodge, 502 Ames St., Baldwin City, Kansas. We will gather at 5:00 p.m. with dinner starting at 5:30 p.m. The Society will provide drinks and barbecue meats; attendees are asked to bring a side, salad, or dessert. Following the meal we will have some entertainment by the Alfred Packard Memorial String Band, led by Matt Kirby, and a program by author Joy Poole of Santa Fe, New Mexico.

Ms. Poole will talk about her recent book *On the Santa Fe Trail to Mexico: The Travel Diaries and Autobiography of Dr. Roland Willard 1825-1828*. Dr. Willard was one of the few physicians to travel the trail and keep records. He is also known to have examined the famous mountain man Hugh Glass after Glass had been mauled by a grizzly bear. Glass's story was told in the movie *The Revenant* starring Leonardo DiCaprio. The public is invited. If coming from a distance, plan to stay overnight at the Lodge. Reservations can be made by calling 785-594-3900. For more information contact Roger Boyd, Chapter President.

Heart of the Flint Hills

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

The month of June has been a busy one in our part of the world. The Kansas Archaeology Training Program Field School completed its work at the Last Chance Store and grounds on June 17. The Principal Investigator, Bob Blasing, reported at the wrap-up dinner and program that they are very pleased with all the "finds" dating back to the era of the construction of the building. We look forward to his final report which will be published sometime in the near future. The location of the Last Chance Store, a unique SFT site located on Council Grove Main Street and right on the trail, attracted much attention for the local community. Visitors to the site were treated to guided tours around the site and close-up inspection of the archaeology examination of the inside of the store and the basement.

Many evening programs occurred during the three weeks the field school was in Council Grove. One highlight was Kittie Hays' return to her home—Kitty Frank of Americus, Kansas, portrayed Kittie Hays from the front steps of the Seth Hays Home, the last home built by her adoptive father, Seth Hays. Following her performance, the visitors toured the home, which is on the National Register of Historic Places and an SFT site, and is owned and managed by the Morris County Historical Society. Kittie's performance was supported by the SFT Association.

On July 12 and 13, NPS and SFT staff visited Council Grove

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Chapter Reports

to survey and consider a redevelopment of a Boy Scout SFT hiking route that was developed in the 1950s and 60s. The signs marking the trail have not been repaired and replaced, and the route has fallen into disuse. This is another exciting possibility for the Heart of the Flint Hills Chapter.

Cottonwood Crossing

President Steve Schmidt
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John Burchill, Associate Professor of Criminal Justice at Kansas Wesleyan University, presented an interesting and entertaining program about Kansas Anti-Horse Thief Societies at the chapter's June 23 meeting. On July 11, the Quivira Chapter hosted the Cottonwood Crossing Chapter on a field trip to tour Native American sites in Rice County, including the Intaglio, the Hayes Pit House, Council Circles, and the Peverly Petroglyphs.

The chapter's next meeting will be August 25 when Gary and Margaret Kraisinger will speak about the Great Western Cattle Trail.

Quivira

President Linda Colle
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On June 4, Britt Colle installed the replacement site identification signs for Cow Creek Crossing and Buffalo Bill's Well. In addition, the chapter has received restitution for the damaged signs and has reimbursed the SFTA for the cost of the replacement signs. This ends the year-long saga of the damaged signs!

On June 5 and 6, Chapter President Linda Colle toured several chapter sites with SFTA Manager Joanne VanCoevern and National Park Service Intermountain Region Superintendent Aaron Mahr, Deputy Superintendent John Canela, Chief of Interpretation Carole Wendler, and Landscape Architect Kristin Van Fleet. Chapter sites included the Fort Zarah Park near Great Bend, Kansas; Ralph's and Kern Ruts near Chase, Kansas; Swanson Swales, Camp Grierson, and the Fry Ruts near the Little Arkansas Crossing south of Windom, Kansas; and the roadside park for the Kaw Treaty site near Elyria.

On June 6, the group followed the Trail through Marion County and on to Council Grove, visiting multiple Trail sites along the way. The ultimate destination was Independence, Missouri, where we attended the Partnership for the National Trails Historic Trails Workshop. Many trails were represented, and people attended from all over the country, including several people from Hawaii. The SFTA was well represented. At the workshop, a lot of great information was shared, and we toured the sites in the greater Kansas City area and attended several dedications, including the Powder Mill Bridge over Interstate 435. It was a good opportunity to see all the work that has been done in the area to support historic trails.

The Quivira Chapter hosted a tour of American Indian sites in Rice County on June 11. The tour was originally scheduled for June 4 but, due to an abundance of rain, we had to reschedule. The group met at the Coronado Quivira Museum where we viewed photographs and artifacts from the sites we were going to visit. Our tour guide Jonelle Hays met us at the Intaglio and then took us to the Hayes Pit House, which was excavated in 1981. From there we moved to the Peverly Petroglyphs, stopping first to read the sign telling of Coronado's journey through

Kansas and to discuss the council circles, one of which was marked in the field behind the Coronado sign. From there, several in the group continued to the original archaeological digs of 1940, the Tobias and Thompson sites. Although it was a hot day, it was great to see all these historic sites, since they are all on private land and not accessible to the public.

The next program is scheduled for July 25 when the Quivira Chapter will have a joint program with the Barton County Historical Society and the Wet/Dry Routes Chapter. The program will be held at the Barton County Historical Museum, 85 S. U.S. Highway 281, Great Bend, Kansas. This is a Kansas Humanities Council Program at 7:30 p.m., presented by Leo Oliva, "Women Writers on the Santa Fe Trail."

On October 22, we will have a day of celebration of the Santa Fe Trail and the National Park Service Centennial. The event will be held at the McPherson Museum, 1111 E. Kansas Ave., McPherson, Kansas. Several activities and speakers are planned, and the museum will have an exhibit about the bison. And for those interested in American Indian artwork, the McPherson Museum is currently displaying many of the carvings done by our chapter member Robert Button.

Wet/Dry Routes

Rosetta Graff

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We are sorry for the loss of President David K. Clapsaddle on April 28, 2016, in Larned, Kansas. Wife Alice Clapsaddle and daughter Jennifer Duncan wish to thank all who gave memorials to the Wet/Dry Routes Chapter and the Fort Larned Old Guard groups, as well as many tributes and cards. Vice President Rosetta Graff of Kinsley will continue to act as the leader of the chapter until new officers are installed in January 2017. The other officers and committee chairs will remain for the duration of the current year. For additional information contact Alice Clapsaddle, 620-285-3295.

The summer meeting was held on Monday, July 25, 7:00 p.m. in Great Bend, Kansas, in a joint meeting with the Quivira Chapter and the Barton County Historical Society at the historic village just south of town on U.S. Highway 281. After a short business meeting, Dr. Leo Oliva gave a presentation about "Women Writers on the Santa Fe Trail."

Several members of the Santa Fe Trail Association attended the Partnership for the National Trails System meetings, workshops, and mobile tours on June 6-10 at the Stoney Creek Inn, Independence, Missouri. Alice Clapsaddle, Greg and Joanne VanCoeven, and Ross Marshall attended, with Ross Marshall leading the tours. The rededication by the National Park Service of the large bronze medallion at the Independence, Missouri, courthouse and the dedication of the Powder Mill pedestrian bridge at Bannister Road in South Kansas City were highlights of the convention, as well as high-schoolers giving first-person narratives at the Wayne City Landing near Sugar Creek (just north of Independence, Missouri). Participants were from all over the United States.

The Susan Shelby Magoffin signage will be in place for dedication at the Ash Creek Crossing during Rendezvous 2016. Santa Fe Trail Association members will not want to miss this important milestone. The Chapter and the Association encour-

age all who have never attended Rendezvous to avail themselves of this opportunity.

Dodge City/Fort Dodge/Cimarron

President Bill Bunyan

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The new Burr Parkway limestone post and brass plaque are in place on the island in the middle of the street that has Dry Route ruts. Chapter member Milam Jones and some of his neighbors marked this Santa Fe Trail site. Our chapter paid half of the cost of the plaque and chapter member Darrell Dupree donated the limestone post. Darrell is also working to mark Santa Fe Trail Mountain Route ruts on the Cimarron Country Club golf course and on his own property.

Vice-President Mike Strodtman led the placement of the new Point of Rocks sign. Bill Bunyan and Gary Kraisinger helped with this two-sided sign. One side was sponsored by our chapter and highlighted the Point of Rocks as a trail landmark, as well as other landmarks on the trail. Dr. Leo Oliva wrote the text, and National Park Ranger Carol Clark developed the landmark map. The other side was about the Point of Rocks as a Great Western Cattle Trail landmark. Chapter member Gary Kraisinger wrote the text, a grant from the Dodge City Convention and Visitors Bureau paid \$2,000 toward the cost of the signs, and our chapter and the Great Western Cattle Trail Chapter split the rest of the cost.

Maria Ruiz, proprietress of the Dodge House Restaurant in Dodge City, has placed the Santa Fe Trail placemats under glass on her tables, and they are drawing a lot of interest. Diners are even slipping them out from under the glass and asking for more. Chapter member Mike Casey is also using the placemats at his Cowtown Restaurant.

The chapter recently had a great meeting in Meade. Twenty-two members and guests traveled down to eat at the Cancun Restaurant and then met at the Meade County Historical Society Museum for our business meeting, followed by Norman Dye, the Society president, speaking about his work with the Kansas State Historical Society archaeological digs, and especially about the recent dig at the Last Chance Store in Council Grove. This was of particular interest as the store was the last place wagon trains going west could get supplies on the Santa Fe Trail.

Susan and Bill Bunyan were excited to show off the museum, as they are the last of the folks who put the museum together for its opening in 1974. Our thanks to president Dye and Nancy Ohnick and Larry Lemaster, museum staff, for hosting us for a very nice meeting and program.

Wednesday, July 6, the chapter dedicated the new Chilton Park sign that tells the story of Major Robert Chilton and Thomas Fitzpatrick. These two Santa Fe Trail Hall of Famers were the leaders in the 1853 Peace Treaty with the southern plains tribes at Fort Atkinson, the military post located on the edge of present-day Dodge City.

Nancy Sherer and her children had chosen our chapter as one of the memorials for her late husband Jim, who had been our chapter president. The Robert Wright sign in Wright Park and part of the Chilton sign were paid for by that memorial. Nancy

is moving to Indiana and the signs are testament to her and Jim's love of the Santa Fe Trail.

The Chilton Park sign is located next to the Chilton monument and the new walkway. The Chilton monument was dedicated on May 28, 1931. Park Superintendent Dan Cecil accepted the sign for Dodge City, and Melissa McCoy, Dodge City Development Director, also attended.

Our next meeting will be on Sunday, September 25, at the Boot Hill Museum. National Park Rangers on their way back from Rendezvous in Larned will present a program about the 100th anniversary of the National Park system and their work with the Santa Fe Trail.

Wagon Bed Spring

Cimarron Cutoff

President Leon Ellis
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Bent's Fort

President Pat Palmer
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719-931-4323

Bent's Fort Chapter members have definitely "hit the trail running" this spring. April 16 found the members working hard on their annual clean-up day at Boggsville. On May 13-15 the members enjoyed an overnight trek along the Cimarron Cutoff in western Oklahoma and southwest Kansas. We enjoyed museums in Boise City, Oklahoma, and Elkhart, Kansas, and Santa Fe Trail swales, Autograph Rock, remains of Fort Nichols, Point of Rocks, McNees Crossing, and the Cimarron National Grassland.

On June 11, over 30 members and friends met at the 1899 Star School. From there we traveled to Bent's New Fort and the Prowers town site, viewing DAR SFT markers along the way. We then had the pleasure of exploring the remains of the Caddo Indian Agency site. The tour ended with lunch at the visitor center at John Martin Dam.

As a result of these activities, our membership keeps growing. As of 6/23/16 we have 148 memberships. Yes, the Bent's Fort Chapter has been very active and has some outstanding upcoming speakers and events. Check out the schedule of activities on the Santa Fe Trail website and come along with us!

Corazon de los Caminos

President Dennis Schneider
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Our chapter still has the problem of so many summer activities and commitments that many of our members can't break free to attend our events. We had a fair turnout at the annual spring meeting in March at Las Vegas, even though many of us had to drive through a spring snowstorm to get there. Our April trip to the Point of Rocks had to be canceled because of bad roads. Only a handful of people could make the Taos trip in May (half of them visitors). About a dozen of us made the "Trail Travelers and their Descendants" conference in Las Vegas in June. Our

chapter did have a booth set up for this occasion.

We followed a section of the trail between Wagon Mound and the Rock Crossing in July, and plan a trip to Sugarite State Park near Raton in August. We also have the Larned Rendezvous on our calendar for September, and plan to join the Bent's Fort Chapter on their outing in October. We will finish our year with our annual fall meeting at the St. James in Cimarron in November. Steve Zimmer will be our guest speaker again. We hope that all of you are having a great summer! Fall will be here before we know it.

End of the Trail

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On Saturday, May 21, chapter members visited the San Isidro church in the historic village of Agua Fria. Melinda Romero Pike, a long-time resident of the village located just south of Santa Fe, shared some of her extensive knowledge about the history of the San Isidro Church and the role of the village in the history of both el Camino Real and the Santa Fe Trail. Despite the inability of coordinators to get the church doors open, the impromptu outdoors talk by Melinda was fascinating and well-received.

Some chapter members attended the "Santa Fe Trail Travelers and Their Descendants Conference" in Las Vegas, New Mexico on June 15-18. The conference was hosted by the Las Vegas Citizen's Committee for Historic Preservation through an SFTA partnership. Its emphasis was on the descendants of the Santa Fe Trail travelers telling family stories of ancestors who plied the trail. George Bayless gave a presentation about his ancestors and signed copies of the newly released 25th Anniversary Edition of *Mary Donaho: New First Lady of the Santa Fe Trail*.

On September 17, our program will be provided by Alysia Abbott, Ph.D., Principal Investigator – Abboteck, Inc., speaking about "Santa Fe Cemeteries and the Santa Fe Trail" at the Eldorado Community Center at 1:30 p.m.

On November 19, François-Marie Patorni, retired historian, will present "Frenchmen on the Santa Fe Trail" at the Eldorado Community Center at 1:30 p.m.



*San Isidro Church
visited by End of
Trail Chapter*

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



CHANGE SERVICE REQUESTED

EVENTS

August 4-7: Dodge City, KS. Dodge City Chapter/Great Western Trail Association Convention.

August 13: LaVeta, CO. Bent's Fort Chapter tour

August 13: Fort Union, NM. Candlelight tour

August 13: Mora, NM. Cleveland Roller Mill Benefit Dance

August 20: NM. Corazon Chapter tour of Sugarite State Park

August 25: KS. Cottonwood Crossing Chapter meeting, Gary Kraisinger re the Great Western Cattle Trail

August 25: NPS 100th birthday

September 1: Deadline for student photo contest entries

September 9-10: Marshall, MO. Santa Fe Trail Heritage Days

September 11-30: Santa Fe, NM - New Franklin, MO. Santa Fe Trail Bicycle Trek

September 16-17: Council Grove, KS. Voices of the Wind People

September 17: MRO Chapter meeting

September 17: Santa Fe, NM. End of Trail Chapter meeting, Alysia Abbott re Santa Fe cemeteries

September 17: Bent's Old Fort, La Junta, CO. Hispanic Heritage Day

September 18: Baldwin City, KS. Douglas County/MRO Chapter meeting

September 22-24: Larned, KS. 2016 Rendezvous

September 25: Dodge City, KS. Dodge City Chapter, NPS anniversary celebration

October 8: Fort Larned, KS. Candlelight Tour

October 8: Apishapa Canyon. Bent's Fort Chapter

October 10: *Wagon Tracks* deadline

October 22: McPherson, KS. Quivira Chapter at McPherson Museum

October 27: KS. Cottonwood Crossing Chapter meeting

April 20-22, 2017. SFTA /NPS Workshop and SFTA board meeting

May 27, 2017: Waynesville, NC. Geo-Woodstock 2017

September 27-30, 2017: Olathe, KS.

SFTA Symposium "America's First Highway of International Commerce"

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 2021: Bent's Old Fort, CO. SFTA Symposium