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WAGON TRACKS

The Quarterly Publication of the Santa Fe Trail Association

volume 29 ♦ number 4

August 2015



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Damaso Lopez Traveled El Camino Real and the Santa Fe Trail ♦ page 26

On The Cover: Fur Trader at Bent's Fort

Pictured in the cover photo is living history presenter John C.F. Luza-der, Vice President of Programs of the National Association for Interpretation, Principal of Living Museums of the West, at Bent's Old Fort. Photo by Ruth Friesen.

William and Charles Bent, along with Ceran St. Vrain, opened the original fort on this site near present-day La Junta, Colorado, in 1833 to trade with Plains Indians and trappers. The adobe fort quickly became the center of the Bent, St. Vrain & Company's expanding trade empire that included Fort St. Vrain to the north and Fort Adobe to the south, along with company stores in Mexico at Taos, Santa Fe, Westport, and St. Louis. The primary trade was with the Southern Cheyenne and Arapaho Indians for buffalo robes.

For much of its 16-year history, the fort was the only major permanent white settlement on the Santa Fe Trail between Missouri and the Mexican settlements. The fort provided explorers, adventurers, and the U.S. Army a place to get needed supplies, wagon repairs, livestock, good food, water, and company, rest, and protection in this vast "Great American Desert." During the war with Mexico in 1846, the fort became a staging area for Colonel Stephen Watts Kearny's "Army of the West." Disasters and disease caused the fort's abandonment in 1849. Archeological excavations and original sketches, paintings, and diaries were used in the fort's reconstruction in 1976.



Photo: Ruth Friesen

Wagon at Bent's Fort

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.

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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 the article remains in the author's name. Articles may be edited or abridged at the editor's discretion.

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Photo: National Park Service/Bent's Old Fort

Fur trader camping at Bent's Old Fort, with guests

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President's Corner *by LaDonna Hutton*



You will truly enjoy this issue of *Wagon Tracks* which is focused on the fur trade. Every three years sponsoring organizations vie for the opportunity to host the Fur Trade symposium. Bent's Old Fort National Historic Site has received the honor of hosting the 2015 Fur Trade Symposium, September 23-26.

The 2015 Fur Trade Symposium, returning to the Southern Rockies for the first time since 1988, will place special emphasis on the Southern Rocky Mountain trade through presentations, seminars, and living history reenactors. Read more about this symposium on page 6.

Why not make a full week of history, culture, and camaraderie and attend the Three Trails Conference in Santa Fe, New Mexico, on September 17-20, and then travel up the Santa Fe Trail to La Junta, Colorado, for the Fur Trade Symposium, September 23-26. What a fabulous week!

I hope you have all registered for the Three Trails Conference in Santa Fe. As the first joint conference of three historic trail associations, Santa Fe Trail Association, Old Spanish Trail Association, and El Camino Real de Tierra Adentro Trail Association, this conference promises to be a phenomenal experience.

Because this seminar will be a joint conference, we will not be following our usual symposium format. For example, the banquet will be for all attendees, not just the SFTA members. Therefore, our Awards and Hall of Fame inductees will be recognized at the SFTA General Membership meeting which is scheduled for Saturday morning, September 19, from 7:30 a.m. to 8:45 a.m. In addition, we will announce the Officer and Board of Director election results. Time will be very tight so please plan to arrive early for this meeting.

Summer is flying by: before long we will all be traveling to Santa Fe. As the conference theme suggests, "All Trails Lead to Santa Fe."

It has truly been an honor and a pleasure serving as the SFTA President the last two years after the untimely death of Roger Slusher, then SFTA President. I have enjoyed the camaraderie and the support of Joanne VanCoevern, SFTA Manager, my fellow SFTA officers, the entire SFTA board of directors, and the SFTA chapter presidents. I am gratified and happy to report you will have outstanding leadership with the new officers and board members coming on board in September. I look forward to continuing to serve the Santa Fe Trail Association in any way I can. Happy Trails! And, always believe, "the best is yet to be."

See you in Santa Fe!

EDITOR'S NOTE

This issue of *Wagon Tracks* features fur trading in the West, in a bow to the Southern Fur Trade Symposium occurring at Bent's Fort on September 23-26. Attendees at that symposium will receive a copy of this issue, and perhaps will be inspired to learn more about the Santa Fe Trail.

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

May 5, 2015

Dear Editor;

I want to say Thank you to an amazing group of folks, the cream of the crop, our Santa Fe Trail travelers. You are my family even tho I may not know all of you. You are all special and it is my privilege to be in your company. Again thanks for a super evening [at the SFTA Board of Directors meeting April 11]. Especially Steve and Glenda who hosted my stay in Kansas and traveling all the trails in that area. How great my trip was!

*Thanks, Ruth, for another good issue of *Wagon Tracks*.*

Sincerely, Faye Gaines

Joanne's Jottings

by Joanne VanCoevern, Association Manager



Janet Armstead Named Junior Wagon Master Program Director

SFTA and the National Park Service (NPS) announce that Janet Armstead has been named the Program Director for the Junior Wagon Master Program.

The Junior Wagon Master program began several years ago when the NPS came to the SFTA Education Committee with a creative idea for developing a program aimed at various age levels of children through the use of activity booklets. The goal of

the program centered on encouraging participants, and their parents, to travel the Santa Fe Trail, visit sites along the Trail, and provide a way for them to learn basic trail facts, become more engaged with the Trail, and hopefully become more active with the Trail and interested in preserving it. The SFTA Education Committee embraced this project and after extensive work, the Junior Wagon Master Program became a reality. During the past few months, NPS has asked SFTA to assume the day-to-day operation of the Junior Wagon Master program.

Janet Armstead is a life member of the SFTA and a member of the Education Committee. She is a recently retired teacher with extensive experience developing youth trips following the Santa Fe Trail. As one of the three writers of the Junior Wagon Master booklets, Janet stated, "I have a vested interest in the continuation and success of the pro-

gram and planting the seeds of our historical heritage in the lives of students and their respective families."

To date, NPS has printed two of the four booklets (Freighter and Bull Whacker) and has distributed them to participating sites along the length of the Trail. In addition, these booklets are available on their website as digital files for download and/or printing. NPS has also created a supply of the reward patches that accompany this activity. NPS anticipates that the Scout and Cavy booklets will be available in the not-too-distant-future on the NPS website. However, it is doubtful that NPS will be able to provide the printed booklets due to budget limitations.

As the director of the Junior Wagon Master program, Janet will provide needed booklets, answer questions, and provide training for volunteers, as well as award the patches. This role will also allow Janet to track information about the program, the participants, the sites visited, where interest is strong, what is working, and relieve the cooperating sites of distribution responsibilities for the patches provided as rewards for completion of the booklets.

For more information about the Junior Wagon Master program, contact us at info@santafetrail.org.

At the recent Partnership for the National Trails System (PNTS) conference in Franklin, Tennessee, Aaron Mahr received the Extraordinary Trail Partner award. He is pictured here with Ross Marshall, left, SFTA's PNTS representative. Leo Oliva was honored with a Lifetime Achievement Award, and will receive his plaque at the Three Trails Conference in Santa Fe. Read more on page 9.

Photo: Chelsea Bodamer



Bent's Fort and the Southern Fur Trade Symposium September 23 — 26

By Rick Wallner

Chief of Interpretation, Bent's Old Fort National Historic Site

Bent's Old Fort National Historic Site will come to life with the sights, sounds, and smells of the past during the upcoming Fur Trade Symposium, September 23–26, 2015. The fur trade, with special emphasis on the Southern Rocky Mountain trade, will be examined and embodied through scholarly presentations, informal seminars, and Living History representations of those involved in the southern fur trade during its peak.

The 2015 symposium intends to inform and entertain a wide range of attendees on the full scope and diversity of the southern fur trade. The goal of the symposium is to examine the breadth of the fur trade's effects, including animal populations, people involved in the business, their lifestyles, interactions, economics, and more. The conference will enrich scholars, fur trade interpreters and enthusiasts, students, teachers, the general public, and all who have an interest in the history of the fur trade, the growth of the nation, and the distinct cultural interactions of the era.

Presenters and topics at the Symposium will include:

- Dr. Barton Barbour: The Trade and Intercourse Laws, Fur Traders, and the US Government: Symbiosis in Indian Country, 1800–1840
- Dr. Susan Boyle: Contraband and Trade in New Mexico, 1820–1835: Challenging Hispano Stereotypes
- Dr. Jay H. Buckley: William Clark's Role in the Southern Fur Trade and Overland Trade with Mexico
- Mark Lee Gardner: "What's a 'gone beaver,' stranger?": The Fur Trade of the Southern Plains and Rockies in the Popular Imagination
- Dr. James A. Hanson: Empires of Similar Differences: The Cooperative Struggle Between Pierre Chouteau Jr. & Co. and Bent & St. Vrain
- Jim Hardee: Taos Trappers and the Demise of the Rocky Mountain Rendezvous
- Carol Kuhn: The Role of Bent's Fort in Natural Science Exploration of the Southwest through 1849
- John C. F. Luzader: Living History Archaeology: Utilizing Fur Trade Locale in Rediscovering the Past.
- Craig Moore: Red Moon Rising: The Southern Cheyenne in the Buffalo Robe Trade
- Mike Moore: The Culinary Aspects of the Early American Southwest (or "What's for dinner, hoss?")
- Michael Schaub: The 1837 Fort Jackson Trading Camp Inventory: A Typical Outfit for the Plains Indian Trade.
- Elizabeth (Betsy) Watry: Containing the Gratifying Information: Letters and Business Papers of the Fur Trade
- Dr. Elliot West: Bent's Fort: American Crossroads



Living historians/trappers above are: (left to right) Mike Moore, Tom Karnuta, John Carson, and Jim Sebastian. Photo right: Jim Sebastian demonstrates how to skin an animal.



Photos: National Park Service/Bent's Old Fort

In addition to the formal speakers, over 60 juried living history presenters have been selected to provide ongoing first-person living history at both the fort and in camps around the fort during this event. The living historians selected are some of the finest in terms of authentically bringing the fur trade era to life. Special musical performances, on Thursday by Mark Lee Gardner and Rex Rideout, and on Saturday by Dr. Lorenzo Trujillo and the Southwest Musicians, will feature song and dance of the Fur Trade period.

The symposium opens on Wednesday, September 23 with registration and a reception at Bent's Old Fort National Historic Site. Thursday will feature fur trade tours (include one aboard an Amtrak train) of southern Colorado and an evening social at the fort. Friday and Saturday will include formal presentations at Otero Junior College in La Junta and ongoing living history at the fort. The event will wrap up with a banquet and fandango in the fort plaza on Saturday, September 26.

After the Three Trails Conference in Santa Fe, plan to make tracks for Bent's Old Fort. For a full list of events, and to register for what will surely be one of the other highlights of the year along the Western trails, go to www.2015fts.org. ♦

THREE TRAILS CONFERENCE

The first joint conference of the Santa Fe Trail Association, the Old Spanish Trail Association, and El Camino Real de Terra Adentro Association will be held on September 17 – 20 at the Santa Fe, New Mexico Convention Center.

Registration

You still have time to register for the conference. Approximately 265 people have registered as of mid-July, and all of the field trips and events are still available. You can either register using materials sent in the January *Wagon Tracks* or go to the conference website at www.3trailsconferencesantafe.org and download the registration materials, or register online. Conference organizers hope to break the attendance record of 500 from 1989, which was the only other time SFTA met for a symposium or conference in Santa Fe. It will be a great time to gather and learn about the linking trails in our western heritage.

Accommodations

Three hotels still have rooms remaining in their room blocks for the conference. These rooms will be held only a few more days. Please see the Accommodations page on the website or call directly and refer to the Three Trails Conference or Santa Fe Trail Association: **Hotel Santa Fe at 800-825-9876 (block expires August 1), the Lodge at Santa Fe at 505-992-5858 (block expires August 17), or the Santa Fe Sage Inn at 505-982-5957 (block expires August 17).** All three hotels have a shuttle to the plaza area or directly to the convention center. There is also convenient underground parking at the Convention Center.

Raffle Items

Two special raffle items will be offered at the Three Trails Conference. Ann Barker of Santa Fe has donated her original quilt of “Southwestern Wild Flowers” in counted-cross stitch with hand quilting. The Dodge City/Fort Dodge/Cimarron Chapter of the Santa Fe Trail Association and the Roy DuPree Family of Cimarron donated a dramatic laser-etched hide commemorating the Confer-



ence and featuring a map of the Santa Fe Trail and wagon trains. Tickets will be sold at \$5 per ticket and a 5 ticket package for \$20.

Trail Traveler Session: Saturday, September 19

Seven trail travelers will tell their tales to the conference attendees at the final Saturday morning general session at the Santa Fe Convention Center. Dr. Mike Olsen will moderate this special session which includes individuals representing a variety of trail travelers on all three trails. Included will be:

- Dr. James Jefferson – Ute Indian
- John Carson – Kit Carson
- Bob Mizerak – Josiah Gregg
- Ron Miera – Bernardo Miera y Pacheco
- Joy Poole – Dr. Roland Willard
- Julianne Burton-Carvajal – Josefa de Pas Bustillos y Ontiveros
- Alexander King – Juan Manuel Baca

Book Signing

Phyllis Morgan's new book *As Far as the Eye Could Reach: Accounts of Animals Along the Santa Fe Trail, 1821-1880*, will be hot off the press at the time of the conference, and available for purchase. Marc Simmons, who wrote the foreword, and Ron Kil, who illustrated the book and also designed the conference poster, may be available for book-signing along with the author.

Trail Riders

The Backcountry Horsemen of America organization is commemorating the 1,200 mile Old Spanish Trail trading route from Cajon Pass, California, to Santa Fe, New Mexico, with a team of riders and others, some of whom who plan to arrive on the Plaza in front of the Palace of the Governors at about 3 p.m. on September 16, helping to kick off the Three Trails Conference. For more information about the trek and to view a trailer about the documentary being made, see <http://wanderingthewest.com/old-spanish-trail/ost.html> ♦



Photo of Ceran St. Vrain Discovered

By Kate Nelson

NM History Museum News Blog, March 5, 2015

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The Palace of the Governors Photo Archives has acquired a rare carte de visite depicting Ceran St. Vrain, Dick Wootton and José Maria Valdez. Photo Curator Daniel Kosharek obtained the ca. 1865 image from Cliff Mills, a photographer, collector and dealer who has sold his own and historical images on the Santa Fe Plaza for 20 years.

"I come from an old Taos family," Mills said. "I'm pretty sure Valdez was a relative. This is a picture that came down to me through the family."

Carte de visites were an early phenomenon of photography. Mounted on cardstock, they could be given to friends or guests. That ease helped create a Victorian craze—"cardomania." This particular carte de visite represents the first original photograph that the Photo Archives has of St. Vrain, a legendary frontiersman, military leader and wheat magnate. The museum has one small original photograph of "Uncle Dick" Wootton, and none of Valdez.

"This is very early for photography in New Mexico—very early," Kosharek said. "So very little exists from that time period. It is rare when a photograph of historical significance on New Mexico becomes available."

Mills considered offering the photo to a wider market, but chose the Photo Archives, he said, in part because "I like Daniel and Tomas" Jaehn, of the museum's Fray Angélico Chávez History Library.

Ceran St. Vrain (1802-1870), standing in the center of the photo, was a frontier entrepreneur and close associate of Territorial Gov. Charles Bent and Kit Carson. In the 1820s, he traveled from St. Louis to Taos, becoming a trapper and trader. In the 1830s, his partnership with Bent blossomed. With Charles' brother, William, the men built Bent's Fort in Colorado, headquarters of a mercantile empire and an important stop for travelers on the Santa Fe Trail. In 1855 he was part of the "St Vrain's battalion" during the Indian Wars and in 1861 was a Captain and later a Lt. Colonel in the New Mexico Volunteers. St. Vrain built the first grist mill in the Taos Valley and others in Mora, Santa Fe and Peralta. He became wealthy selling flour to the [Army] at Fort Union and Fort Craig. He also invested in sawmills, became involved in banking projects and railroad speculation, dabbled in politics and owned a share of *The Santa Fe Gazette*. He was buried at the Mora Presbyterian Church. His mill still stands in the town, though in an endangered condition.



Dick Wootton, Ceran St. Vrain, José Maria Valdez (left to right), circa 1865. Courtesy of the Palace of the Governors Photo Archives (NMHM/DCA), HP.2015.11.1

Dick Wootton (1816-1893), seated at left in the photo, was also a frontiersman, born in Virginia, who hired out to Bent and St. Vrain at Independence, Mo., in 1836. He later gained infamy for building a toll road over Raton Pass and, for 13 years, charging travelers to use it.

José Maria Valdez, seated at right, was born in La Joya (now Velarde) in 1809. He married Maria Manuela Jaramillo in Taos in 1834 and was a witness at the wedding of his wife's sister, Maria Josefa Jaramillo, when she married Kit Carson in 1843. (Another sister, Maria Ygnacia Jaramillo, married Charles Bent.) He served in the Territorial Legislature and in 1859 was one of the petitioners for the Mora Land Grant.

See more at www.nmhistorymuseum.org/blog/?p=2886#sthash.Ms4w66DA.dpuf ♦

Wagon Tracks Wins Award

Wagon Tracks was awarded second place in the New Mexico Press Women 2015 Communications Contest in the category "Editing and page design, print publications regularly edited by entrant - newsletter." New Mexico Press Women, organized in 1950, is an affiliate of the National Federation of Press Women. It is an organization of professional journalists and communicators.

Monument to Surveyor Joseph C. Brown to be Dedicated

Steve Schmidt, SFTA Ambassador, scheduled to speak

The year 2015 marks the 200th anniversary of the establishment of the 5th Principal Meridian and its Baseline, and the Initial Point created by their intersection in southeastern Arkansas southwest of Memphis, Tennessee. The public land surveys in all or parts of Missouri, Arkansas, Iowa, Minnesota, and North and South Dakota are referenced to those lines. "So what does this have to do with the Santa Fe Trail," you may ask?

Well, it so happens that the base line and therefore the Initial Point were surveyed by none other than Joseph C. Brown, who later became the surveyor on the Sibley Expedition to mark out and survey the Santa Fe Trail in 1825-26. Brown was arguably the premier surveyor of the time in the West. Among other things: he surveyed the boundary of St. Louis as originally incorporated; in 1816, he surveyed the Osage Treaty Line of 1808; and he surveyed the western and southern boundaries of Missouri.

On October 17, 2015, the Missouri Society of Professional Surveyors (MSPS) will sponsor a dedication ceremony for a monument being erected at the grave of Joseph C. Brown in Bellefontaine Cemetery in St. Louis (invitation only, see website link below). The discovery of his grave

has only recently been confirmed, and the MSPS believes it only fitting that Brown receives the recognition he so justly deserves. Many other notable figures related to the Santa Fe Trail are buried at the cemetery, including Susan Magoffin, Gen. Stephen Watts Kearny, Augustus Chouteau, and Sen. Thomas Hart Benton. Other notable figures buried there who figured prominently in westward expansion include William Clark, Samuel Hawken, Manuel Lisa, and William Sublette.

In addition, the bicentennial of the 5th Principal Meridian and the accomplishments of Joseph C. Brown will be the theme of the MSPS's 2015 annual convention to be held in Osage Beach, Missouri, on The Lake of the Ozarks, October 8-10. Steve Schmidt, SFTA Ambassador, has been invited to give a presentation at the conference about the Sibley Expedition and Brown's survey of the Santa Fe Trail from near Ft. Osage to Taos and return. The talk will be based on Steve's research of the Sibley Expedition which can be found on the SFTA website at www.santafetrail.org/about-us/scholarly-research/sibley-survey/index.html. If you would like to learn more about Brown or care to donate to the cost of the Joseph C. Brown memorial, see www.stlsurveyor.org/JCBrown. ♦

Partnership for the National Trails System

by Ross Marshall, SFTA Representative to PNTS

PNTS 15th Long Distance Trails Conference:

The 15th biennial PNTS LDT Conference was held June 27 - July 1, attended by over 130 people from all over the nation representing most of the 30 National Scenic and Historic Trails and including many from various agencies like the National Park Service. Also included were a couple of dozen wonderful young trail apprentices that work with a number of the trails. Joanne and Greg VanCoevern, Aaron Mahr, and Steve Burns from the NPS Santa Fe office, plus Shirley and I were among the attendees.

At the awards dinner on the final evening, Aaron received the Extraordinary Trail Partner award from PNTS, which read: "In recognition of his years as a truly extraordinary trail partner as Superintendent of the NPS Intermountain Region National Trails System office, in personal availability, promoting public-private partnering, high standards for research and trail corridor planning, completing on-the-ground trail projects, strategic planning, and strong support for the Partnership." Well-deserved congratulations, Aaron!

The theme was Find your Trail! Planning and Making Pathways into the 21st Century. The three conference

tracks included mobile workshops, speakers, and plenary sessions corresponding with the three Decade Goals of PNTS which are: increase public awareness of the national trails system, complete and preserve our trails, and build organizational and agency capacity: Track #1 – Telling Our Stories And Engaging New Partners; Track #2 – Preserving Special Places and Protecting the Tapestry of the Land; Track #3 – Strengthening our Trail Organizations and our Trail Communities.

At the awards dinner on the final evening, several people received Lifetime Achievement Awards, among whom was our own Leo Oliva for his lifetime of service to SFTA and the Santa Fe Trail. It will be presented to him in September at the Three Trails Conference in Santa Fe.

Hosting the conference were the Natchez Parkway Association, the support group for the Natchez Trace National Scenic Trail, and the Overmountain Victory Trail Association. It was a very enjoyable and quality learning experience.

Volunteer hours and expenses reports: Please plan to accumulate these totals for 2015.

The Pepperbox Revolving Pistol and Its Use in the West

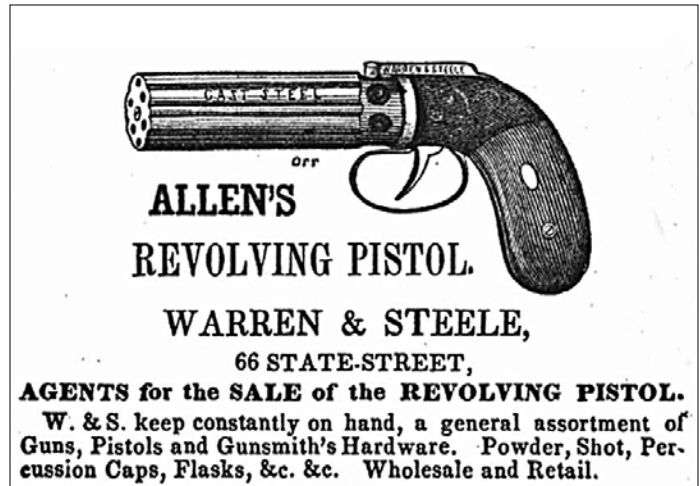
by Michael Schaub

Even though the pepperbox pistol was one of the earliest multi-shot pistols in widespread use, it saw only limited acceptance in the West because of its generally diminutive caliber and limited effective range. Still, there is documentation to show that the pepperbox was not unknown in the West, finding use as a weapon of last resort.

The pepperbox revolving pistol encompasses multiple barrels which rotate about an axis into firing position. This was, unlike the Colt Patterson pistol, one of the earliest weapons in which chambers containing powder and ball were successively rotated into alignment with a single fixed barrel. Although the Colt Patterson pistol was developed and put into production only a couple of years later than many of the pepperbox designs, the pepperbox dominated the market for multi-shot pistols from the 1830s up through the Civil War because it was much cheaper than Colt's pistol (\$10 as opposed to \$40) and because Colt's pistol was delicate, prone to breakage and fouling.¹ Throughout most of the period that pepperbox pistols were manufactured, they were referred to as revolving or rotary pistols.² The term "Pepperbox" was not generally applied to these pistols until the late 1860s and 1870s.

Gunsmiths had been experimenting with multi-shot, revolving barrel pistols starting well before 1700. The early multi-shot guns depended on a single lock requiring priming between each shot, or loose priming powder in tap action or multi-lock systems for ignition. These ignition systems were far from reliable. It wasn't until the percussion ignition system was developed that revolving or rotary multi-shot pistols truly became practical and their acceptance widespread.⁴ During the 1830s patents were approved for these types of pistols in the United States, England, and France. In 1834 Ethan Allen, an American gun maker of that time, patented a double action mechanism for the pepperbox pistol. Ethan Allen was a leading producer of pepperbox revolving pistols in the United States, producing some 50 different models between 1837 and 1865 under the brand names Ethan Allen, Allen & Thurber, Allen & Wheelock, and other variations.⁵

Pepperbox pistols were generally of a small caliber, mostly ranging from 28-36 caliber, though calibers ranging from 25 upwards to 58 are known. Most have six barrels, though some have as few as three and others as many as 24. Many of the pepperbox pistols with large numbers of barrels were designed so that a single percussion nipple would cause multiple barrels to discharge. Barrels were generally smoothbore, ranging in length from four to six inches. As can be expected, these guns were very front-



Advertisement for an Allen's Revolving Pistol³

heavy, and with their smoothbore, short barrels, were effective only at point-blank ranges.⁶ Mark Twain in *Roughing It* describes the accuracy and effectiveness of the pepperbox:

*"George Bemis...wore in his belt an old original "Allen" revolver, such as irreverent people called a "pepperbox". ...To aim along the turning barrel and hit the thing aimed at was a feat which was probably never done with an "Allen" in the world. But George's was a reliable weapon, nevertheless, because as one of the stage-drivers afterward said, "If she didn't get what she went after, she would fetch something else." And so she did. She went after a deuce of spades nailed against a tree, once, and fetched a mule standing about thirty yards to the left of it. Bemis did not want the mule; but the owner came out with a double-barreled shotgun and persuaded him to buy it, anyhow."*⁷

Some pepperboxes were constructed with percussion nipples which were exposed to each other. This would sometimes lead to unintended chain firing of the barrels. According to J.M. George, *"The consequence was that ... the weapon would go off like a fire-cracker, the flash from one nipple firing the cap upon the next, and so on round the cylinder in a sputtering "feu-de-joie," which was...most disconcerting for the user of the weapon but which must have been even more so for any unfortunate standing in the line of fire."*⁸

Mark Twain in *Roughing It* also describes this tendency of the pepperbox to chain fire: *"It was a cheerful weapon the "Allen." Sometimes all its six barrels would go off at once, and then there was no safe place in all the region round about, but behind it."*⁹

Because of these problems the pepperbox is more easily characterized as a weapon of intimidation, rather than

death and destruction. In 1851, an assault to kill case was dismissed by the Mariposa California Justice of the Peace who ruled, "*An Allen's pepperbox could not be construed as falling within the category of a dangerous weapon.*"¹⁰

In spite of the problems with the pepperbox revolving pistols, these guns did find their way into the Rocky Mountain West for use by trappers and traders to serve as a weapon of last resort. Ceran St. Vrain, one of the partners of the Bent & St. Vrain Company, had a pair of Blunt and Syms pepperbox pistols with holsters which mounted on the pommel of his saddle.¹¹ Jim Baker, a mountain man and trapper, is stated to have possessed a pepperbox,¹² and a pepperbox revolving pistol was found at the Rocky Crossing of the Big Sandy, on the route followed by pack trains to rendezvous on the Green River. Two of this gun's barrels were still loaded at the time it was lost by its owner.¹³

Use of the pepperbox revolving pistol in the West wasn't limited only to traders and trappers. During Col. Sumner's 1857 campaign against the Cheyenne Indians, the Indians possessed a small number of Allen's revolving pistols and at the battle of Solomon's Fork 1st Lt. James E.B. Stuart (of later Civil War fame) was injured when a warrior fired on him at point-blank range with an "Allen" revolver.¹⁴

Mr. Schaub's has had an interest in Native American culture and the fur trade since a child when he would walk corn rows outside of the Wisconsin community he grew up in, picking up relics related to the trade. During his midlife years this pastime was subordinate to establishing a career, a family, and stability, though he never lost his fascination for this period of history. Since retirement he has pursued all aspects of the fur trade with a passion.

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William Becknell Descendants Attend Cemetery Dedication



Photo: Darcy Mitchell

William Becknell descendants attending the dedication of the William Becknell Robinsonville Cemetery on May 7 in Clarksville, Texas, were (l. to r.): John Becknell, Roberts Ekstrom, Chris Caldwell, Josie Harris, Jeauxleigh Cantu Caldwell, Lang Harris, Faye Strickland Caldwell, Celice Franklin, Kathleen Love, Lynn Golden, Alan Wheeler (non-descendent, portrays William Becknell), Richard Harris, and Ronnie Golden.

The Bent, St. Vrain & Company and Bent's Fort: A Background to 1842

By **John Carson**, *Park Ranger – Interpretation*
Bent's Old Fort National Historic Site

[1842 will be the year portrayed at the 2015 Fur Trade Symposium "Bent's Fort and the Southern Fur Trade," September 23–26]

To Charles Bent for two years, with twenty-nine men employed, at Fort William on the north side of the Arkansas, about forty miles east of the Rocky Mountains, about twenty miles north of the Spanish Peaks, and about five miles below one of the principal forks of the Arkansas; at Union Point, on the north side of the Arkansas, near the foot of the Rocky Mountains, about ten miles below the Black Hills; and at a point near the mouth of Bear river, on the waters of the Grand river, or the Colorado of the West, with the Arapahoes, Cheyennes, Kiowas, Snakes, Sioux, and Arickaras

Thus reads the initial December 13, 1834, trading license, with capital valued at \$3,877.28 and employing 29, which William Clark issued to Charles Bent on behalf of the infant Bent, St. Vrain & Company, authorizing the company to initiate trade with specific tribes out of Fort William (aka Bent's Fort, aka Bent's Old Fort). Though the beaver trade was beginning to wane, that year the annual caravan from Mexico moved \$15,000 worth of the "hairy bank notes" back to Missouri. Also included were 50 packs of buffalo robes – perhaps a sign of things to come. But as this 1834 license definitely illustrates, the intent of Bent, St. Vrain & Company was to turn their attention to that growing trade: the Indian – buffalo robe trade.

In mid-May, Charles and William Bent and Ceran St. Vrain were part of the 1830 Santa Fé caravan consisting of 60 wagons, 120 men, and \$120,000 worth of merchandise. That fall, while William joined Robert Isaacs, Joshua Griffith, and Joseph Reynolds out of Taos to trap the Gila River, Charles Bent and Ceran St. Vrain entered into a partnership which would develop into Bent, St. Vrain & Company, the most powerful and influential fur trading company on the southern plains and in the southern Rockies.

1831 was a boom year for traders along the Santa Fé Trail. A half of a million dollars worth of goods were shipped west, including two "sizeable" caravans headed by Charles Bent. This, along with the company's stores in the Santa Fé – Taos area, and their trading expeditions along the *El Camino Real de Tierra Adentro* into Mexico would foreshadow a successful partnership which would include holdings at Westport Landing by 1842. Yet, Bent, St. Vrain & Company was largely missing out on the growing Indian buffalo trade on the southern plains.

After building a short-lived stockade on the Upper Arkansas River and essentially running the competition, namely John Gantt, out of business, the company began looking for a site which would attract a bigger, and more diverse, group of customers to a new permanent post. With the input of a number of people, including a meeting with a Cheyenne party under Yellow Wolf, Little Wolf, and Wolf Chief, William realized that if he wanted to attract especially the Cheyenne as well as other tribes to his post, as Yellow Wolf stated, a post ... near the mountains was too far away from the buffalo range. If the fort was built near the mouth of the Purgatoire, he [Yellow Wolf] would bring his band and others there to trade.

On October 14, 1834, the St. Louis *Missouri Republican* reported that Bent, St. Vrain & Company had arrived with 11 wagons, presumably containing furs, robes, and specie. The company's business would grow from there. The next year, under the 1834 trading license, Bent, St. Vrain & Company would deliver 15 wagon loads of principally buffalo robes to St. Louis. Continuing to increase their business, the company would hit their (known) peak in 1840 when 15,000 buffalo robes and a "considerable amount of furs" made their way east. To help explain the growing business, it should be noted that in 1837 the company sent George Bent to the South Platte River as Forts Lupton, Jackson, and Vasquez were siphoning some of Bent & St. Vrain's business away from them. Moving downstream from the three competitors, George and employee Frank DeLisle selected a site for the construction of Fort Lookout (later called Fort George and eventually known as Fort St. Vrain). This post would be the first encountered by tribes and travelers as they moved south from the North Platte River, enabling Fort St. Vrain, in a short time, to force the other three posts out of business.

Following a peace conference in 1841 that took place three miles downstream from Bent's Fort among the Cheyenne and Arapaho, with the Comanche, Kiowa, and Kiowa-Apache, the company saw another opportunity to expand their influence. On March 4 of that year, a party of Kiowa and Comanche arrived at Bent's Fort in an attempt to improve relations with the company. In the fall of 1842, Charles Bent would send John Hatcher and Robert Fisher to establish a log post on the Canadian River near the mouth of Mustang Creek (in the present-day Texas Panhandle) to trade specifically with these southern tribes for buffalo robes and horses. Business grew so well that in 1845, Bent, St. Vrain & Company replaced the wooden post with an adobe fort just 10 or 12 miles downstream on what would be known as Bent Creek, the ruins of which would be known as "Adobe Walls".

Photo: National Park Service/Bent's Old Fort



Aerial view of Bent's Fort, reconstructed near La Junta, Colorado

The expanding trade and influence of Bent, St. Vrain & Company would benefit the Company greatly. The May 19, 1842, St. Louis *Daily Missouri Republican* reported that a Bent, St. Vrain & Company caravan had arrived with 283 packs of 2,936 buffalo robes, 2,319 pounds of beaver pews, 100 muskrat skins, 1 grizzly bear hide, 4 otter, 1 mink, 1,668 buffalo tongues, and 1 pack of deer skins. Pierre Chouteau Jr. & Company credited Bent, St. Vrain & Company's account \$7,790.30 for their buffalo robes (\$2.70 for each regular seasonable and summer robe and \$1.25 for each summer and seasonable calf robe.) The beaver traded in by Bent, St. Vrain & Company added another \$7,826.60 to their account with Chouteau.

Additionally, in the previous month, Charles Bent had reported that the company had 435 more packs of beaver en route from Taos and that there were still more furs to be sent from Mexico, but these could not be shipped due to a want for wagons. Wagons were so scarce in 1842 that the company decided to try to float the robes acquired at Fort St. Vrain down the Platte River. Due to low water levels that year, this experiment would only work for about 45 miles, as far as St. Helena Island, where on July 9, John C. Fremont's first expedition found Jean Baptiste Charbonneau, who had been left in charge of the company's cached robes and furs.

On the Platte River, trading posts were out of, or going out of, business in 1842 due to the ongoing economic depression in the States accompanied by growing pressure from the Bent, St. Vrain & Company's influence out of Fort St. Vrain. The American Fur Company's Fort Jackson had been abandoned in 1837; by 1842, Fort Vasquez was no more, and Lancaster Lupton would last just two more years as he abandoned his trading post in 1844. The growing power of Fort St. Vrain facilitated 15-20 men being

stationed at the Fort now under the leadership of Marcelin St. Vrain, and a weekly express supposedly began between Fort St. Vrain and Bent's Fort.

Yet on the Arkansas, it was a different story. As the Bent, St. Vrain & Company caravan returned to Bent's Fort in August 1842, the company's partners learned that three former employees, Alexander Barclay, George Simpson, and J. B. Doyle, were establishing a trading post, which came to be called *El Pueblo*, at the mouth of Fountain Creek. From Taos, on September 19, Charles would write an extended letter to the United States Senator from Missouri, L. F. Linn. Bent would strongly suggest to Linn that the United States Army should build a military post at the mouth of Fountain Creek. From this post, Bent said, the Army would be able to protect travelers on both the Santa Fé and the Oregon Trails. Additionally, a force placed there would awe the area tribes into peaceful relations. Bent concluded that this military presence, in case of war with Mexico, would be a "greate advantage in preventing the Mexicans" from rousing the Indians against "our frontiers." Silently, Bent felt a military post at the mouth of the Fountain would stymie the competition at El Pueblo and, specifically, curtail their use of alcohol in the trade for which they became well-known.

Back at Bent's Fort, three days prior to Charles Bent's letter writing, Methodist Minister Joseph Williams arrived. Reverend Williams recorded that "I tried to preach on two Sabbaths; ... These people were wicked, and would play cards and billiards on the Sabbath. But they were very civil, friendly and kind to me. There was not as much swearing and drunkenness as at other places I had passed." The Reverend would stay at Bent's Fort until September 26, and then he, Solomon P. Sublette, A. Shutz, James Ross, and Mr. McCarty would continue on their eastbound journey.

Bent, St. Vrain & Company would survive close to another seven years: through the death of Charles Bent (January 19, 1847) and other family members, from winters so cold that men froze to death in the saddle (1846), a measles outbreak (1846), the arrival of the Army of the West (1846), and the ongoing "Texan threat." But as early as February of 1848, surviving partners William Bent and Ceran St. Vrain would dissolve their partnership, laying to rest Bent, St. Vrain and Company.

One year later, on August 21, William Bent loaded ten to twenty wagons (accounts vary) full of goods from his fort and headed down the Arkansas to Big Timbers where he would establish Bent's New Fort in 1853. This short-lived trading post was leased to the United States Army in 1859 as the commissary for their military post, soon to be known as (the first) Fort Lyon.

Reconstructing the Castle on the Plains

The road to reconstruction began in 1912 when the La Junta (Colorado) Chapter of the Daughters of the American Revolution (DAR) erected a marker near the site's entrance. Eight years later, landowner A. E. Reynolds separated 4.5 acres which contained the fort ruins and gave that land to the DAR. The DAR is credited for not only preserving the site but for putting forth the first ideas of some type of reconstruction of the old trading post.

The State of Colorado purchased the land on behalf of the Colorado Historical Society on June 14, 1954. The society hired Professor Herbert W. Dick of Trinidad State Junior College to do a 42-day archaeological study of the site in 1954. Beyond that, state funding for reconstruction never materialized.

The National Park Service recognized the site's importance relative to the theme of westward expansion. Feasibility studies soon followed. On June 3, 1960, President Dwight D. Eisenhower signed legislation authorizing the establishment of a national historic site at Bent's Old Fort. Extensive studies would follow both on the ground and in searches of old diaries and journals, especially those of United States Army Topographical Engineer Lieutenant James W. Abert. Eventually a decision was reached and President Gerald R. Ford signed legislation to reconstruct the structure on August 31, 1974, and construction began on May 27, 1975. ♦

Bent's Old Fort To Become Immersive Virtual Reality Game

The Immersive Education Initiative has announced that Bent's Old Fort will be reconstructed virtually in the video game Minecraft and also as a fully immersive 3D virtual reality (VR) environment. Through the Initiative's Learn to Earn program, students in Colorado, working in collaboration with Stanford University's Architecture Design Program, will actively participate in reconstructing the fort in both Minecraft and virtual reality (VR).

Minecraft is an "open sandbox game" that revolves around the deceptively simple concept of breaking and placing blocks in a virtual world. Minecraft can be considered to be a highly sophisticated immersive alternative to Legos that includes circuits, levers, switches, pistons, sensors, repeaters, and comparators. In the hands of a certified Immersive Education teacher, Minecraft is a powerful and compelling instructional technology that immerses learners in Science, Technology, Engineering, Art and Architecture, and Mathematics (immersive STEAM, aka iSTEAM).

One of several new activities under the Initiative's Immersive Arts and Culture program, Immersive Bent's Old Fort is being developed in collaboration with the United States Department of the Interior National Park Service, the City of La Junta, Colorado, Otero Junior College, and Colorado's East Otero School District.

Immersive Bent's Old Fort, along with corresponding history curricula and teaching materials, will be available free of charge to the general public and to schools around the world. Online virtual tours of the immersive fort will be available to schools as a complement to the in-person tours currently conducted on-site at the fort by National Park Service rangers. For details visit <http://ImmersiveEducation.org/fort>

Mountain Route Sections Nominated for National Register of Historic Places

Two stretches of the Santa Fe Trail Mountain Route in Otero County, Colorado, have been nominated to the National Register of Historic Places. The two "archaeological districts" are in the Timpas area, where about 96 acres running along two and a half miles of the Trail are involved, and in the Bloom area, where about a mile and three quarters are involved, according to a report in the *Rocky Ford Daily Gazette*, May 6, 2015.

The Mexican Connection

By Dr. James A. Hanson

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In 1803 the United States completed the purchase of Louisiana. Amos Stoddard, an officer in the American army, was ordered to take command of upper Louisiana on behalf of the new government. The Major published a factual and enlightening book in 1812 about what he had learned of the new territory. Stoddard remarked that Spanish traders regularly crossed the Great Plains from New Mexico and camped on the Missouri at the mouth of the Platte to await St. Louis merchants ascending the great river with Indian trade goods. The New Mexicans paid for them with great rawhide bags of Spanish milled dollars minted from the mines of Mexico. Hoards of hard currency flowed into St. Louis when the Santa Fe Trail opened in 1821; it is little wonder that the Spanish milled dollar was legal tender in the United States until 1857, or that Missouri's U.S. Senator, Thomas Benton, was known as "Old Bullion."

Major Stoddard also recorded the presence of New Mexican traders on the Platte, upper Missouri, and Red rivers, where they carried on a lively commerce with the various Indian tribes.¹ Stoddard's observations were confirmed by Zebulon Pike, whose Southwestern Expedition visited the Pawnee villages in Nebraska in 1805. Finding the Spanish flag flying over the earth lodge village and a Spanish peace medal around the chief's neck, Pike learned that a Spanish trading caravan arrived every three years, bringing iron tools, blankets, and horse equipment to exchange for furs and buffalo leather.² While in prison in Santa Fe after his arrest by Spanish authorities for trespassing, Pike learned from his cellmate, James Purcell, of an extensive trade in Mexican horses to the Mandan villages on the upper Missouri, conducted by Kiowa and Kiowa-Apache Indians. Purcell had served the Indians by attempting to negotiate friendly relations with the government in Santa Fe.³

The Spanish Era

Actually, this vast New Mexican-Indian trade was already more than a century old.⁴ It reached all the way north to the Columbia River and the Canadian Plains, east to the Missouri, and west to California. Huge amounts of leather and dried bison meat were acquired by the New Mexicans, while the best tanned leather and fine furs such as beaver went to old Mexico and Spain.⁵

The principal New Mexican settlements, Santa Fe, Taos, and Albuquerque, were all located within the Rocky Mountains or within sight of them. There were no Spanish settlements

east or west of New Mexico, so the province served as a magnet for Western tribes. The New Mexicans were the first to ship beaver skins from the Rockies, and they were among the last to conduct a viable fur trade with the region's Indians.

Between the founding of New Mexico in 1598 and the restoration of Spanish control over New Mexico following the Pueblo Revolt of 1680, the provincial government believed that the colony's interests were best served by having the Indians come in. It encouraged the Indian trade at controlled settings called *rescates*, or trade fairs. Among the locations for these were Taos, Picuris, Pecos, San Juan, and Santa Clara. Because of Spanish efforts to thwart the growing power of the Comanches after 1700, the trade fair sites were later expanded to include Santa Cruz de la Cañada and Abiquiú.⁶

It was illegal to make trading expeditions, known as *entradas*, to the Indian villages because such contact was beyond government oversight and might lead to misunderstandings and reprisals, jeopardizing the general peace. French reports, however, noted that Spanish traders were already doing business at Indian villages on the Missouri.⁷ Governor Juan Ignacio Flores Mogollón asserted in 1712 that New Mexican traders were illegally visiting the Apaches in present-day Colorado and Kansas and the Utes in today's Utah.⁸ A later governor stated that trade with the Utes was the only source of income for New

Mexico's entire Española valley. Much of the Ute trade was in slaves, purchasing Indian women and children captured from other tribes and sold into bondage as Spanish house servants. This trade continued until the mid-nineteenth century, but it existed in diminished form until the end of the American Civil War.⁹

The Spanish crown was primarily interested in New Mexico serving as a bulwark against encroachments on its rich mines further south. The government of New Spain became increasingly apprehensive of French incursions as reports arrived from [present-day] Kansas, Texas, and Oklahoma of the presence of French traders and goods. In 1720 the Villasur Expedition was sent to ascertain the strength of French traders encroaching from the east. Probing for French intruders near present-day Columbus, Nebraska, on August 14, 1720, [the town] was destroyed by Pawnee and Otoe Indians, allies of the French. Among the dead: expedition leader General Don Pedro de Villasur; Captain of War Jose Naranjo, who had earlier explored the Platte River; Indian trader Juan de l'Archeveque, survivor of LaSalle's 1684 expedition, and the flower of New Mexico's cavalry militia.¹⁰ At this time Spanish New Mexico also faced a new adversary, the Comanches, who swept out of the Rockies on newly acquired horses, changing the balance of power everywhere they went.

While the Spanish introduction of weaving and metalworking had revolutionized Indian material culture, Spain's most valuable contribution was undoubtedly the introduction of the horse.¹¹ Instead of being the poor neighbors of the sedentary horticultural tribes, the new equestrians became the lords of the Plains, able to find and pursue food sources, bullying the farming tribes to exasperation, humiliation, and in some cases, near extinction. In the eighteenth century the transformative herds moved north through trade all the way to Canada. Major tribal shifts occurred as entire populations moved south and west to be closer to the source of these remarkable creatures.

This reinvention of Plains Indian life was primarily the work of traders. The Cheyennes, as well as the Kiowas and Kiowa-Apaches for whom James Purcell was working when Pike met him in Santa Fe, were instrumental in this commerce. At the Mandan and Arikara villages, horses were exchanged, a hundred or more at a time, for a like number of trade guns. The firearms moved south and west, further changing the balance of tribal power.¹²

As their power and reputation increased, the Comanches stepped up raiding New Mexico. To placate them, and in paranoid fear of a Franco-Comanche alliance, a succession of New Mexican governors proffered (in trade or as outright gifts) horses, "all the ironware possible, such as axes, hoes, wedges, picks, bridles, *machetes*, scabbard knives [large, heavy fighting knives called *belduques*], and knives."¹³

Comancheros

Efforts to placate the Comanches were for naught. It remained for Governor Juan Bautista de Anza (1736-1788) to bring them to account during his rule, from 1777 to 1787. Using skillful diplomacy with allied tribes and aggressive military action, Anza forced the Comanches to contract a binding peace, and made peace as well with the Utes and Navajos. These treaties were with New Mexico alone, leaving the tribes free to raid settlements in Texas, Arizona, and old Mexico.¹⁴ Anza's treaty with the Comanches permitted New Mexican buffalo hunters, called *ciboleros*, access to the herds of the southern Plains. Even more useful was the Comanche acceptance of New Mexican traders, now called *Comancheros* no matter what tribe they traded with, and the guarantee of reasonable safety for them while traveling to and from their customers.¹⁵

In short order, New Mexican traders fanned out across the Plains. They bought slaves and ransomed Christian captives at prearranged rendezvous in West Texas, purchased blankets in Arizona, traded horses and mules in Kansas and Colorado, and bought buckskins and buffalo robes in Utah, Montana, and the Dakotas. As an example of a successful ransom, Texas Republican Sarah Van Horn had been

captured and spent nearly two years with the Comanches. She was finally purchased by a New Mexican Comanchero working for American traders in Santa Fe. The price was a horse, four excellent bridles, two blankets, two looking glasses, two knives, tobacco, powder and balls; the aggregate value of the ransom was \$80.¹⁶

More than a decade before the Louisiana Purchase, St. Louis traders had found a wide range of New Mexican trade goods including axes, kettles, saddles, and even horses with Spanish brands at the Mandan villages on the Missouri in North Dakota.¹⁷ Hudson's Bay Company traders in Canada realized that Spanish adventurers were already nearby when they saw Blackfoot warriors on the Saskatchewan plains riding horses with Spanish saddles and carrying lances with blades bearing Spanish inscriptions.¹⁸ North West Company trader Francois Larocque mentioned the arrival of both Spanish traders and Lewis and Clark on the Yellowstone in 1805.

In response to Lewis and Clark and other American adventurers, Juan Lucero was appointed as New Mexico's roving Indian diplomat. He visited the Kiowas in 1805 and passed

out gifts including Spanish flags, sheath knives, tobacco, beads, vermilion, mirrors, sugar, flour, mutton, and cigars.¹⁹ In 1810 New Mexican authorities began issuing permanent trading licenses to its citizens to help secure the commercial ties between New Mexico and the "gentile" tribes to the

north.²⁰ That same year Governor Josef Manrique recorded that some three hundred New Mexicans had gone to trade with the Indians. Sixty were from Taos Pueblo, a hundred had gone west, up the Arkansas River to the Kiowa villages, and another hundred had passed down the Arkansas to the Comanche camps. In 1815 the mayor of Taos reported being unable to meet a militia levy because so many traders had left for Indian country.²¹

The Comanchero trade followed several different routes from various New Mexico settlements, and regular rendezvous sites were known—*Casas Amarillas* (Yellow Houses), *Canon de Rescate* (Rendezvous Canyon), *Canon de las Lagrimas* (Canyon of Tears), *Las Tecovas* (a Hispanicized Comanche word for pemmican bag), and so on.²²

Another common rendezvous point was [present-day] Pueblo, Colorado. By this time the New Mexican trade goods had moved beyond horses, blankets, and ironwork.

*Hordes of Mexican traders ... from Taos traveled with pack mules loaded with dark, unbolted flour, coarsely ground corn meal and raw whiskey. They also brought dried onions, squash and chili peppers, as well as piloncillos, little pillows [actually, cones] of brown sugar, and biscochos, hard-crusted [and toasted] rolls with the long-lasting properties of hardtack but a much better flavor. They had Navajo blankets and silver trinkets the Indians liked.*²³

Major Stephen H. Long's report of his 1820 expedition to the Southern Plains noted that "the Indians of this region seem to have had intercourse with the Spaniards from a very early date," and he met Indians traveling to meet Santa Fe traders on the headwaters of the Canadian River. In 1821 the Glenn-Fowler trading party encountered a caravan of sixty New Mexican traders on the upper Arkansas. The same year Thomas James visited a party of fifty on the Canadian River. Josiah Gregg saw a similar group at the same locale in 1839. Earlier, Albert Pike had crossed a New Mexican trading trail in 1831 that followed the Pecos River and then headed onto the Texas Staked Plains. The Pease River was called *El Rio de las Lenguas*, or the River of Tongues, because so many different languages were spoken there during trading sessions. When Charles Goodnight brought cattle from Colorado to the Texas Panhandle in 1876, he saw three distinct and well-worn New Mexican traders' trails.²⁴

The Rocky Mountain Fur Trade

In the years following Lewis and Clark, the Rocky Mountain fur trade was indelibly marked by the presence of hundreds of American, Canadian, and British beaver trappers and businessmen. Those who left a record of their passing usually mention the New Mexicans who preceded them. In Idaho, HBC Snake River trapping brigade leader Peter Skene Ogden noted that the Ute Indians "belonged" to the New Mexicans and that the Bannocks and Shoshones regularly went to New Mexico to buy blankets and other goods.²⁵ American trader Rufus Sage worked for a time at Fort Lancaster, Colorado. He wrote of the arrival of a party of Taos traders in 1842. The Mexican trading outfit included comestibles such as corn, flour, toasted bread, beans, onions, dried pumpkin, salt, and peppers. He also stated that the New Mexicans carried on an extensive trade in abalone; some of the shells traded for six to eight buffalo robes apiece.²⁶ Lewis Garrard passed through Colorado in 1846 and mentioned Mexican traders swapping dried pumpkin, corn, beans, and pinole to the Southern Cheyenne.²⁷

U.S. Army Lieutenant James Abert in 1845 encountered traders from Taos, guided by a Pueblo Indian. They had traveled twenty days to reach the upper Arkansas, and the lieutenant left this description:

They were dressed in conical-crowned sombreros, jackets with stripes running transversely, large bag breeches extending to the knee, long stockings, and moccasins. They were badly armed, and presented a shabby and poor appearance, though we learned they were a good specimen of the class to which they belong. They are called "Comancheros" and make frequent trading excursions into the country of the Indians with whom they exchange their stock for horses and mules, which the Indians frequently retake before they reach their homes. Their defenseless state gives the Indians little to

*fear. They suffer them to traverse the country even whilst they are at war with the Mexicans.*²⁸

In 1858, Comancheros could still be encountered on the South Platte, hauling flour to trade with the Indians.²⁹ This commercial enterprise was similar to the one Stoddard described in 1803. The traders ransomed captives and spread the use of Spanish saddles, silver ornaments, and Navajo blankets. They satisfied the Indians' appetite for sugar, chocolate, bread, pumpkins, and apples. The foods purchased by the Plains tribes, or rather, wealthier individuals within the tribe, were not used to supplement regular meals so much as to provide an exotic and well-appointed banquet for friends and relatives less fortunate.³⁰

An Arikara warrior named Soldier who later served as one of George A. Custer's scouts told of meeting a party of Mexican traders in the Black Hills in 1834:

*They had long yellow hair, wore mustaches, carried guns with bows and arrows, were dressed like Indians, and rode horses. They had fine blankets and different kinds of corn and the Arikara traded robes for the corn. Some of the robes that the Arikara had for trade were decorated with the sign of the cross. He remembers that the white men gave very much more for these robes for they said the cross was a holy sign ... These traders came from the south ... This took place in the Black Hills country.*³¹

New Mexico became a major source of trade goods for the Americans as well as the Comancheros. Because of the prohibition on importing liquor from the United States, it was tempting--and easy--to bring alcohol from Mexico. United States liquor inspector Andrew Drips wrote Indian agent D. D. Mitchell in 1843 that the private Indian traders around Fort Laramie had lots of whiskey. "If he is prevented from taking it from St. Louis he would have it brought from the Spanish country."³² The liquor was known as "Pass whiskey" if it was the grape or fruit brandy made around El Paso, and "Taos lightning" if it was the unaged American whiskey made from wheat and produced in Albuquerque and Taos. It was palatable enough to satisfy the needs of most Indians and mountain men. Traders often referred to it as "Mex milk."³³

The Santa Fe Trail

Another major source of revenue and trade for New Mexico was the opening of the Santa Fe Trail in 1821. Once operating, it became an ancillary supply route for the mountain men as well as another venue for their western adventures.³⁴ Beginning at least as early as Etienne de Bourgmont in 1719, the French, and later the Americans, had been obsessed with opening a road to Santa Fe and tapping the vast riches of New Spain.³⁵ Following the Louisiana Purchase, several American efforts to open business opportunities took place,



A caravan of traders on the Santa Fe Trail arrives at Santa Fe, seen in the distance in this illustration from Josiah Gregg's *Commerce of the Prairie* (1844)

notably Manuel Lisa's attempt to open trade between the upper Missouri and Santa Fe. The results were uniformly disastrous, but one of Lisa's men, Ezekiel Williams, who was sent south, survived and was the subject and main source of a book entitled *The Lost Trappers*, an account of one of the earlier mountain man adventures in the West.³⁶

In the first decade of the nineteenth century, Governor Fernando de la Concha recognized that goods were far too costly in New Mexico, and that trade with St. Louis across the Plains would greatly enhance his colony's economy. He employed two foreigners, Pedro Vial and Juan Chalvert, to survey a trail across the Plains. The expedition succeeded in crossing the Plains from west to east, but was unable to promote a commercial thoroughfare.³⁷

In 1821, Mexico achieved independence from Spain. The new government met American William Becknell and his caravan from Missouri with open arms, inaugurating the great Santa Fe Trail. Because of prior bad geographical knowledge, most early Santa Fe expeditions had ascended the Missouri and then struck west diagonally across Nebraska and Kansas. Fort Atkinson, the first U.S. Army post west of the Missouri, was established in 1821 at the Council Bluff in Nebraska, and served as the starting point for several caravans. Mexican commissioners attended a major peace council with the Pawnees, presided over by William Clark's nephew, Benjamin O'Fallon, at the fort. By 1827 the geographical reality had become clear. The fort was relocated to Kansas and renamed Fort Leavenworth.³⁸ The road was important to the development of the fur trade in the Southwest, and it is worth noting that after the Mexican War (1846-1848), more New Mexicans than Americans led caravans on the Trail.

Mountain Men of New Mexico

Beaver trapping in the West, begun at the time of Lewis and Clark, hit its ultimate stride with the coming of the rendezvous system and the trapping brigade in the 1820s. The whole concept of making dramatic and waterproof hats from beaver fur had begun with the European Spanish, and as mentioned, they had been purchasing beaver skins from New Mexico since the seventeenth century. New Mexico generated mountain men such as Mariano Medina, Manuel Alvarez, and Marcelino Baca; it also served as a place of rest and recruitment for American mountain men.³⁹ The province provided great food, plenty of drink and smoking material, comfortable beds, safety, and most important, pretty girls, a number of whom became trappers' wives. An 1841 article about Santa Fe in *Niles' National Register* rhapsodized:

*The ladies, certainly, are far more beautiful in this country than those of the same ranks in America; their jetty black eyes, slender and delicate frame, with unusual small ankles and feet, together with their gay winning address, make you at once easy and happy in their company.*⁴⁰

New Mexican Spanish words became prominent in the mountain man's vocabulary: *palaver*, *lingo*, *poncho*, *lasso*, *lariat*, *serape*, *mustang*, *savvy*, and a dozen others joined colonial French and Appalachian English to enrich the trapper's speech.

Some mountain men, such as Kit Carson and Ewing Young, made their homes in New Mexico. Young had arrived in Santa Fe in 1822, immediately following Mexican independence from Spain, and commenced trapping the Pecos River. With an organized trapping brigade he hunted the San Juan River to the northwest in 1824. In 1826, a year after William

Ashley inaugurated the rendezvous system to supply the beaver hunters, the governor of New Mexico issued five trapping licenses to American brigades intending to trap the Colorado River basin. Three years later, Young trapped California's San Joaquin Valley. Among the trappers who were part of Young's crews were such luminaries as Milton Sublette, Michel Robidoux, George Yount, James Ohio Pattie, Thomas "Peg leg" Smith, and Kit Carson.⁴¹ A number of trappers became naturalized citizens of the Republic of Mexico; among them were Abraham Ledoux, Joseph "Bijou" Bissonette, William Wolfskill, Jean Baptiste Trudeau, and Pierre Lesperance, to name a few whose papers actually survive.⁴²

The United States-Mexico border established in 1819 was known as the Adams-Onís line. It demarcated a great deal of the West, even parts of Wyoming, as Spanish and later as Mexican, and this border remained in effect throughout the rendezvous period. One of the best-known mountain man stories concerns the 1825 clash near Great Salt Lake, when American Johnson Gardner charged into HBC brigade leader Peter Skene Ogden's camp and demanded that he withdraw from American territory. Both were actually in Mexico! The boundary was completely redrawn under the Treaty of Guadalupe Hidalgo, after the Mexican War; a third of Mexico, including the province of New Mexico, became U.S. territory.

New Mexican settlements continued to serve as production and supply centers for certain types of essential Indian trade goods: liquor, blankets, comestibles, horse equipment, and jewelry. These goods were brought from New Mexico to the rendezvous as early as 1827, and were an important component of the Indian trade of the Central Plains and Rockies. Joseph Bissonette advised trader David Adams in 1843:

*Should you have traded any Shells Blankets or other Spanish goods Suitable for this market [Fort Laramie area], you will please forward them with all haste.*⁴³

Plains trader John Richards made a career of bringing Navajo blankets and Pass whiskey.⁴⁴

New Mexico's cultural mix may have encouraged its citizens to be multilingual. Joe Meek mentioned a New Mexican mountain man named Loretta who was an interpreter for the Blackfoot. Another New Mexican, Isidor Sandoval, was the well-regarded interpreter for the Blackfoot at Fort Union. Jose Miravile was an important interpreter for the Lakota. It is worth noting that the family names of the two latter men were later rendered as Sanderville and Merrivale, making Hispanic Mexicans into French Canadians.⁴⁵

During the fur trade period of the American Trans-Missouri West, New Mexican crews were employed to build or reconstruct several major trading posts. From the Southern Plains come the obvious examples: Bent's Old Fort, Bent's New Fort, Fort Lupton, Fort Vasquez, and Fort St. Vrain, all

in Colorado, and Adobe Walls No.1 in Texas. Farther north were adobe posts like Fort Benton, Montana, and Fort John (Laramie), Wyoming. The crew from this last project, built in 1841, stayed on in the North Platte Valley and established a settlement called Mexican Hill where they created the first irrigation project in Wyoming.

One of the great advantages enjoyed by New Mexican traders was the use of the *aparejo* by their packers, who were called *arrieros*. Instead of the American-style pack saddle composed of a rigid wood frame with "L" or "X" cross braces, the Mexican version was an envelope made of heavy leather that could be stuffed with grass to conform to each animal's physiognomy. Mexican *arrieros* could load double the weight on their mules than Americans normally carried on theirs.⁴⁶ During the Indian Wars, the U.S. Army employed hundreds of Hispanic packers who served the army well in campaigns against the Nez Perce and Shoshones in Montana and Idaho, and the Apache wars in Arizona and old Mexico. Photographs of General Crook's troops on the starvation march through the Black Hills following the Battle of the Little Bighorn clearly show the Spanish *aparejos* on horses and mules. One of these Mexican packers, Andrew Garcia, left military employment to become a trader in Montana. One of the most vivid and engrossing pieces of fur trade literature is his memoir, *Tough Trip through Paradise*, covering the period 1879-1880.⁴⁷

End of an Era

All things eventually meet their end, and the New Mexican Indian trade died following the Civil War. As Texas and Arizona settled up, the Comanches were presented with boundless opportunities to obtain cattle and horses. They began selling the loot from their raids to the New Mexicans. A credible estimate of the extent of this contraband trade is 300,000 head of cattle and 100,000 horses passing from Texas to New Mexico in thirty years. Just one herd recaptured by the army numbered 7,300 animals. The soldiers intercepted one trader's burro train of 120 animals loaded with ammunition, whiskey, fifty bolts of stroud, and several hundred pounds of piloncillos (sugar cones). United States government investigators also managed to prove that New Mexicans were preselecting the herds and sending men along to guide the Comanches driving the animals to their final destinations.⁴⁸

The Comanche trade finally ended only when the U.S. Army managed to subdue the remnants of the wild tribes following the astonishing destruction of the buffalo herds. This same destruction also ended the role of the New Mexican *ciboleros*, who had been hunting buffalo commercially for nearly a century. The last great defeat of the free Comanches was the Battle of Palo Duro Canyon in 1874, in which over a thousand horses were captured and shot by U.S. soldiers under Ranald S. Mackenzie. His total surprise of the Indians was made possible by the army's capture of one of the most

veteran Comancheros, José Piedad Tafoya.⁴⁹ Encountered by army scouts while traveling alone on the Staked Plains, he at first feigned ignorance of the whereabouts of any Indian village. Mackenzie propped up a wagon tongue and hanged Tafoya until his memory dramatically improved. He was able to identify their precise location for the army scouts.

It seems a final touch of irony that the end of the Indian trade with the Comanches was caused by the most senior of the Comancheros.⁵⁰ After nearly three hundred years of trade with the Indians of the Rockies and the Western Plains, New Mexico's most interesting business ended with hardly a whimper.

Dr. James A. Hanson is a recognized expert on frontier material culture. He recently completed an appraisal of over one million objects retrieved from the steamboat Arabia, which sank in the Missouri River in 1856 near Kansas City, Missouri. Dr. Hanson has authored numerous acclaimed books, has done field research on American Indian history and Indian-White relations across the continent, and is currently developing a six-volume encyclopedia of Indian trade goods. The first volume, Firearms of the Fur Trade, appeared in 2011. The second volume, Clothing and Textiles of the Fur Trade, appeared in 2014. Both received national awards for excellence. A popular lecturer and panelist, he is presently historian and editor for the Museum of the Fur Trade in Chadron, Nebraska.

NOTES

1. Major Amos Stoddard, *Sketches, Historical and Descriptive of Louisiana* (Philadelphia, PA: Mathew Carey, 1812), 359, 454, 457, 459. Stoddard, an artilleryman born in Connecticut in 1762, served in the American Revolution. He died May 11, 1813, from wounds received at Fort Meigs, Ohio.
2. Zebulon Pike, *An Account of Expeditions to the Sources of the*

Mississippi and the Western Parts of Louisiana Territory ... (Baltimore, MD: James Blane, 1810; repr., Ann Arbor, MI: University Microfilms Inc., 1966) Appendix to Part 2, 16, 54.

3. Ibid., 758. For an account of the spread of horses to Indians before 1680, see Michel Pi joan, "The Herds of Oñate," in *El Palacio* 81, no. 3 (Fall1975): 11. For an excellent description of the spread of horses northward to Canada, see John C. Ewers, *The Horse in Blackfoot Culture* (Washington, DC: Smithsonian Institution Bureau of Ethnology, 1954), Bulletin 159, 1-19.
4. For an important overview of the fur trade in the Spanish Southwest, see David J. Weber, *The Taos Trappers: The Fur Trade in the Far Southwest, 1540-1846* (Norman, OK: University of Oklahoma Press, 1971).
5. The Spanish, in fact, were the first to wear the cavalier hats made of beaver; they set the fashion trends that Europe followed for many years.
6. Cheryl Foote, "Spanish-Indian Trade along New Mexico's Northern Frontier in the Eighteenth Century," in *Journal of the West* 24, no. 2 (April 1985): 22.
7. Addison E. Sheldon, "The First White Explorers," *Nebraska History Magazine* 8 (1925): 7.
8. Foote, "Spanish-Indian Trade," 23. References to modern U.S. states are to aid the reader's geographic orientation.
9. An excellent source on this subject is L. R. Bailey, *Indian Slave Trade in the Southwest: A Study of Slave-taking and the Traffic of Indian Captives* (Los Angeles: Westernlore Press, 1971).
10. For a more complete account of the Villasur massacre, see Gottfried Hotz, *Indian Skin Paintings of the American Southwest* (Norman, OK: University of Oklahoma Press, 1970). For a chronology of Spanish New Mexican efforts to counter French threats to Northern New Spain, including documents relating to the Villasur debacle, see Alfred Barnaby Thomas, *After Coronado: Spanish Exploration Northeast of New Mexico, 1696-1727* (Norman, OK: University of Oklahoma Press, 1935).
11. That event has been misunderstood and misinterpreted by most historians. Plains Indians did not encounter the descendants



DOUGLAS COUNTY CHAPTER ACTIVITIES



The Douglas County Chapter of SFTA is partnering with Midland Railroad and the city of Baldwin City to extend the loading platform with canopies and benches for patrons to load the trains at the Santa Fe Depot. Read more in their chapter report on page 33.

Photos: Roger Boyd

of Coronado's war horses. Coronado lost few horses, and destroyed the mares for food. Male war horses were almost always gelded. The Western Sioux did not capture wild mustangs until the nineteenth century, long after they had obtained mounts through trade with New Mexicans and neighboring tribes. The Spanish method of mounting a horse, from the right side (instead of the left, as with British and American riders), the style of riding, and the use of the lance and lariat add further proof that Indians were thoroughly cognizant of culture rather than simply seeing strange animals and deciding they might be useful means of transportation.

12. For an expanded account of this, see Ewers, *The Horse in Blackfoot Culture*, Charles E. Kenner, *A History of New Mexican-Plains Indian Relations* (Norman, OK: University of Oklahoma Press, 1969); Elizabeth Johns, *Storms Brewed in Other Men's Worlds* (College Station, TX: Texas A&M Press, 1975); Alfred Barnaby Thomas, *Forgotten Frontiers* (Norman, OK: University of Oklahoma Press, 1975).

13. "Father Varo's Report," Charles W. Hackett, ed., *Hackett's Historical Documents Relating to New Mexico...* (Washington, DC: Carnegie Institution, 1923-1927), 3:486. For the exponential growth of Comanche power, see Stanley Noyes, *Los Comanches* (Albuquerque, NM: University of New Mexico Press, 1993); Thomas Kavanaugh, *Comanche Political History* (Lincoln, NE: University of Nebraska Press, 1996); and Pekka Hamalainen, *Comanche Empire* (Boston, MA: Yale University Press, 2008).

14. Ronald J. Benes, "Anza and Concha in New Mexico: A Study in Techniques," in *Journal of the West* 4, no. 1 (January 1965): 63.

15. For an excellent account of the activities of Anza and the Comancheros, see Kenner, *History of New Mexican-Plains Indian Relations*.

16. Carl Coke Rister, *Comanche Bondage* (Glendale, CA: The Arthur H. Clark Company, 1955), 171. The "Christian captives" were Mexicans from Texas, New Mexico, and Arizona, usually women and children taken in raids. After about 1830, a number of the captives were Anglo-Americans or Anglo-Texans, captured either from ranches or as they traveled.

17. Lawrence Kinnaird, "Spain in the Mississippi Valley," in *Annual Report of the American Historical Association* 4 (1946): 93.

18. Samuel Hearne, *A journey from Prince Wales's Fort in Hudson's Bay to the Northern Ocean* (Rutland, VT: Charles E. Tuttle Company, 1971), lii.

19. Forrest D. Monahan, Jr., "The Kiowas and New Mexico, 1800-1845," in *Journal of the West* 8, no. 1 (January, 1969): 68.

20. Foote, "Spanish-Indian Trade," 31.

21. Monahan, "Kiowas and New Mexico," 70.

22. For a detailed map and an overview of the trade, see James A. Hanson, "The Comancheros" in *When Skins Were Money: A History of the North American Fur Trade* (Chadron, NE: Museum of the Fur Trade, 2005), chapter 18.

23. Janet LeCompte, *Pueblo, Hardscrabble, Greenhorn: The Upper Arkansas, 1832-1856* (Norman, OK: University of Oklahoma 1978), 81.

24. J. Evetts Haley, "The Comanchero Trade," in *The Southwestern Historical Quarterly* 38, no. 3 (January 1935): 160-162.

25. E. E. Rich, ed., *The Publications of the Hudson's Bay Record Society: Peter Skene Ogden's Snake Country Journals 1824-26*, (London: Hudson's Bay Record Society, 1950), 173, 263.

26. Rufus Sage, *Rocky Mountain Life* (New York, NY: Worthington Company, 1887), 211.

27. Lewis Garrard, *Wab-To-Yab and the Taos Trail* (Glendale, CA: The Arthur H. Clark Company, 1938), 116, 123.

28. By this time the New Mexicans were buying horses and mules instead of selling them to the Indians as they had a half century earlier. Lieutenant James W. Abert, *Through the Country of the Comanche Indians in the Fall of the Year 1845* (San Francisco, CA: John Howell, University 1970), 42-43.

29. Kenner, *History of New Mexican-Plains Indian Relations*, 87.

30. Monahan, "Kiowas and New Mexico," 71.

31. O.G. Libby, ed., *The Arikara Narrative of the Campaign against the Hostile Dakotas, June, 1876* (Bismarck, ND: North Dakota Historical Collections, 1920), 6:179-180.

32. 1843 Notebook, Drips Papers, Missouri History Museum, St. Louis, MO. For more on liquor in the Southwest, see Joe Kierst, "The Taos Whiskey Trade," *RMFTJ* 3 (2009): 21-41.

33. 1841 Journal, Adams Papers, Missouri History Museum, St. Louis, MO.

34. Note, for example, that following their departure from the beaver trapping and rendezvous business in 1830, Smith, Jackson, and Sublette went into the Santa Fe Trail trade. On their first journey, Jedediah Smith was killed by Comanches.

35. As examples, see the Mallet Brothers, the Chouteau-De Mun Expedition, and Manuel Lisa's efforts to reach Mexico from the upper Missouri.

Continued next page

CALL FOR PAPERS

The Historical Society of New Mexico invites papers, session proposals, and presentations for the 2016 New Mexico History Conference, to be held at the Farmington Civic Center, Farmington, New Mexico, April 14-16, 2016. Deadline for submissions is September 30, 2015.

Papers on any aspect New Mexico history, the Southwest or Borderlands will be considered. However, individual papers and full sessions related to the history, development and growth of San Juan County and northwest New Mexico will be welcome. Topics associated with the greater "Four Corners" region of southwest Colorado, Southeastern Utah, and northeast Arizona are suggested. This may include a broad range of subjects that explore the influence of the region's ethnic groups, as well as history of the Navajo, Jicarilla, and Ute Nations and the region's historic sites.

Proposals may be submitted as attachments to email at robertjtorrez@gmail.com or by mail to HSNM Program Committee, P.O. Box 1912, Santa Fe, NM 87504-1912. Notification of acceptance will be sent on or about January 1, 2016. To learn more about the Historical Society of New Mexico visit www.hsnm.org or if you have questions contact Robert J. Tórréz, program chair, at robertjtorrez@gmail.com or (505) 836-9699.

36. David Coyner, *The Lost Trappers* (1847, repr., Albuquerque, NM: University of New Mexico 1970)
37. For Pedro Vial, see Noel M. Loomis and Abraham P. Nasatir, *Pedro Vial and the Roads to Santa Fe* (Norman, OK: University of Oklahoma Press, 1971); for Juan Chalvert, see Abraham P. Nasatir, *Borderland in Retreat* (Albuquerque, NM: University of New Mexico Press, 1976), chapter 7.
38. James A. Hanson, "Spain on the Plains," *Nebraska History* 74, no. 1 (Spring 1993): 17.
39. Leroy R. Hafen, ed., *The Mountain Men and the Fur Trade of the Far West* (Glendale, CA: The Arthur H. Clark Company, 1965-1972) details numerous connections between the mountain men and the province of New Mexico. They range from indigenous residents who became trappers (Mariano Medina), Americans who were imprisoned there (James Ohio Pattie) or arrested (Milton Sublette), Americans who lived there (Kit Carson), Americans who became Mexican citizens (Ewing Young), Americans who visited there (Lewis Garrard), and so forth.
40. "Santa Fe and the Far West," *Niles' National Register* 61 (December 4, 1841), 209-234.
41. Dale Topham, "The Rivals," in Fred Gowans and Brenda D. Francis, eds., "The Mountain Men," *Museum of the Fur Trade Quarterly* 42, no. 1 (Spring 2006): 10.
42. Weber, *The Taos Trappers*, 187.
43. Charles E. Hanson, Jr., *David Adams Journals* (Chadron, NE: Museum of the Fur Trade, 1994), 54-55.
44. *Fourth Annual Report of the Bureau of Ethnology 1882-83* (Washington, DC: Smithsonian Institution, 1886), 121, 143; and *Tenth Annual Report of the Bureau of Ethnology 1888-89* (Washington, DC: Smithsonian Institution, 1893), 283.
45. Isidor Sandovai/Sanderville is discussed in Stephen S. Witte and Marsha V. Gallagher, eds., *The North American Journals of Prince Maximilian of Wied: April-September 1833* (Norman, OK: University of Oklahoma Press, 2010), vol. 2. Jose Miravile/Merrivale is discussed in Richard E. Jenson, ed., *Voices of the American West: The Settler and Soldier Interviews of Eli S. Ricker, 1903-1919*, (Lincoln and London: University of Nebraska Press, 2005), vols. 1 and 2.
46. Charles E. Hanson, Jr., "Aparejos and Arrieros," *Museum of the Fur Trade Quarterly* 9, no. 4 (Winter 1973): 2-4.
47. Andrew Garcia, *Tough Trip through Paradise 1878-1879*, ed. Bennett H. Stein (Moscow, ID: University of Idaho, 1967).
48. Haley, "The Comanchero Trade," 168-171.
49. In an 1893 deposition, Tafoya named seventeen other Hispanic Comancheros who had been active just after the Civil War. Another trader, Julian Baca, also named two more Comancheros, and listed some ten rendezvous points in West Texas. See Lowell H. Harrison, ed. "Three Comancheros and a Trader," *Panhandle-Plains Historical Review* 38 (1965): 73-94.
50. Haley, "The Comanchero Trade," 175. ♦



BENT'S FORT CHAPTER ACTIVITIES

Members of the Bent's Fort Chapter along with the board members of Colorado Preservation, Inc. toured the Beatty Canyon Ranch (south of La Junta, Colorado) on June 13. The tour leaders were Rebecca Goodwin of the CPI and the ranch owners Steve and Joy Wooten (Steve is standing on the upper left in the white shirt and hat and Joy is standing next to him).

Photos: Dotti Russell



Installing signs are Troop 376 members, Troop chaplain CJ Mays (standing by sign), and Pat Palmer in cowboy hat.

Military Almost Impotent Against Indian Tribes

Submitted by Steve Schmidt, SFTA Ambassador

From *The Prairie Traveler* by Capt. Randolph March, 1859.
Available online at www.kancoll.org/books/marcy/

From Chapter Six: The military system, as taught and practiced in our army up to the time of the Mexican war, was, without doubt, efficient and well adapted to the art of war among civilized nations. This system was designed for the operations of armies acting in populated districts, furnishing ample resources, and against an enemy who was tangible, and made use of a similar system.

The vast expanse of desert territory that has been annexed to our domain within the last few years is peopled by numerous tribes of marauding and erratic savages, who are mounted upon fleet and hardy horses, making war the business and pastime of their lives, and acknowledging none of the ameliorating conventionalities of civilized warfare. Their tactics are such as to render the old system almost wholly impotent.

To act against an enemy who is here to-day and there to-morrow; who at one time stampedes a herd of mules upon the head water of the Arkansas, and when next heard from is in the very heart of the populated districts of Mexico, laying waste haciendas, and carrying devastation, rapine, and murder in his steps; who is every where without being any where; who assembles at the moment of combat and vanishes whenever the fortune turns against him; who leaves his women and children far distant from the theater of hostilities, and has neither towns or magazines to defend, nor lines of retreat to cover; who derives his commissariat from the country he operates in, and is not encumbered with baggage wagons or pack-trains; who comes into action only when it suits his purposes, and never without the advantage of numbers or position – with such an enemy the strategic science of civilized nations loses much of its importance, and finds but rarely, and only

Our little army...has seldom been in a situation to act successfully on the offensive against large numbers of these marauders.

in peculiar localities, an opportunity to be put in practice.

Our little army, scattered as it has been over the vast area of our possessions, in small garrisons of one or two companies each, has seldom been in a situation to act successfully on the offensive against large numbers of these marauders, and has often been condemned to hold itself almost exclusively upon the defensive. The morale of the troops must thereby necessarily be seriously impaired, and the confidence of the savages correspondingly augmented. The system of small garrisons has a tendency to disorganize the troops in proportion as they are scattered, and renders them correspondingly inefficient.”

From Chapter 7: I find some pertinent remarks upon this subject in a very sensible essay by ‘a late captain of infantry’ (U.S.). He says:

‘It is conceived that scattered bands of mounted hunters, with the speed of a horse and the watchfulness of a wolf or antelope, whose faculties are sharpened by their necessities; who, when they get short of provisions, separate and look for something to eat, and find it in the water, in the ground, or on the surface; whose bill of fare ranges from grass-seed, nuts, roots, grasshoppers,

lizards, and rattlesnakes up to antelope, deer, elk, bear, and buffalo, and who have a continent to roam over, will be neither surprised, caught, conquered, overawed, or reduced to famine by a rumbling, bugle blowing, drum-beating town passing through their country on wheels at the speed of a loaded wagon’

‘If the Indians are in the path and do not wish to be seen, they cross a ridge, and the town moves on, ignorant whether there are fifty Indians within a mile or no Indian within fifty miles. If the Indians wish to see, they return to the crest of the ridge, crawl up to the edge, pull up a bunch of grass by the roots, and look through or under it at the procession.’ ♦

Roller Mill Benefit Dance August 15

A benefit dance at Cleveland Roller Mill Museum is scheduled for Saturday, August 15. Proceeds benefit the Mill, which is the only flourmill of its size and type that has been restored to operating condition in the southwestern United States. The mill is located in Cleveland, New Mexico, near Mora. For more information: Dan Cassidy 575-387-2645 dancas@nnmt.net, Linda Todd 505-699-0508 taosdancing@gmail.com, Diann Coulson 505-294-8033 or www.clevelandrollermillmuseum.org.

Mark Eaglehart and friends open at 5:00 p.m. followed by the Rifiers, one of northern New Mexico's favorite southwestern country dance bands, at 7:00 p.m. Tickets are \$20 per person. This unique event includes a potluck on the lawn in front of the Mill starting at 4:30 p.m. for those who would like to participate. Following the dance there is informal picking and singing under the stars around a campfire. Camping is available on site and breakfast is free.

BOOKS



Revisiting Four Classic Accounts Of The Western Fur Trade And The Santa Fe Trail

By Mike Olsen

The relationship between the Rocky Mountain fur trade and the Santa Fe Trail may be more enshrined in myth than in fact. The lack of trapper and trader business records, including those of Bent, St. Vrain & Co., make this relationship especially hard to document.

Nonetheless, we have various superb works on the fur trade west of the Mississippi River which consider the role of the Santa Fe Trail and those engaged in the fur trade who frequented it. Four of these classics will be considered here – those by Hiram Martin Chittenden, Bernard DeVoto, David Lavender, and David Weber. They all provide fundamental information and interpretation of specific aspects of the trail and the fur trade.

The American Fur Trade of the Far West by Hiram Chittenden¹

This three volume account by Hiram Chittenden was first published in 1902, well over a century ago. It has remained the bedrock of fur trade studies notwithstanding any new documentation or analyses which have succeeded it. Its scope, to use a phrase of its day, is “magisterial.” Its “sub-title” conveys its coverage: *A History of the Pioneer Posts and Early Fur Companies of the Missouri Valley and the Rocky Mountains and of the Overland Commerce with Santa Fe*. Chittenden’s review of the Santa Fe trade, covering nearly 100 pages, begins with the early history of the Spanish in New Mexico and carries the story forward through the 1830s. Interestingly, in his “Preface,” Chittenden notes, “Of the many published works consulted, those of Washington Irving and Josiah Gregg are the most important, for they handle in a thoroughly comprehensive and accurate way the special subjects of which they treat. *Astoria*, *Captain Bonneville*, and the *Commerce of the Prairies* will never be surpassed in their particular fields.”²

Few reviews of *The American Fur Trade* appeared at the time of its publication, in part because there were so few national historical journals. Cyrus Brady, a prolific novelist favoring western adventure stories, found little to criticize in the three lengthy columns he devoted to his review in the *New York Times* of May 10, 1902. He particularly mentioned that Chittenden “remorselessly deprives history of the garments with which romance has enshrouded her,” and that he “ruthlessly explodes many a time-honored legend of the plains, too.” Ripley Hitchcock, a prominent book editor of the day – he edited the early novels of Zane Grey – also

found little fault with Chittenden’s account in his three page review in *The Book Buyer: A Review of Current Literature*. He went so far as to predict that “Captain Chittenden’s well-studied, comprehensive, and most important *History of the American Fur Trade* . . . will take its place with the little group of Western classics produced by army officers, with the literature of exploration left by Lewis and Clark, Pike, and Fremont.”³

Across the Wide Missouri by Bernard DeVoto⁴

Bernard DeVoto was one of the consummate narrative American historians of the past century. He knew how to tell a story. In *Across the Wide Missouri* he writes of the Rocky Mountain fur trade in its decline, from 1832 to 1838. In his preface he notes, “I have tried to describe the mountain fur trade as a business and a way of life: what its characteristic experiences were, what conditions governed them, how it helped to shape our heritage, what its relation was to the western expansion of the United States, most of all how the mountain men lived.”⁵ His account is loosely organized around the expeditions of a Scottish nobleman, William Drummond Stewart, in the Rockies. Stewart commissioned an artist, Alfred Jacob Miller, to accompany him and capture “western life” in a series of watercolors, which today are a living witness to that vanished time, but which only became extensively known when they were published as an integral part of DeVoto’s chronicle.

DeVoto garnered both the Pulitzer and Bancroft prizes with this book. It was widely and almost affectionately reviewed. Wallace Stegner, still today recognized at the “Dean of American Western Writers,” said, “The story has never been more excitingly told than it is here.” Stanley Vestal, author of *The Old Santa Fe Trail*, published in 1939, remarked, “[DeVoto] writes with great spirit and gusto, and whenever he loses himself in his subject, as in his description of the smallpox epidemic, carries the reader away.”⁶

Although the Santa Fe Trail is in no way central to DeVoto’s vision, its role in the Rocky Mountain fur trade is delineated. Personalities of the trade and the trail, such as Kit Carson, Ceran St. Vrain, and William and Charles Bent, are mentioned. Taos as the southern focus of the fur trade is fully considered. Santa Fe Trail aficionados will appreciate the context for trail history that DeVoto ultimately offers.

Bent’s Fort by David Lavender⁷

The title of David Lavender’s history speaks for itself. As he says in his introductory essay, “This book attempts to reconstruct the story of [William Bent], his brothers, his partners, and their forts.”

And what a story he tells. He begins “Toward noon on September 23, 1806, excitement swept the little village of St. Louis.” It was then that the Bent family, including six-year-old Charles Bent, arrived at this frontier outpost,

The Taos Trappers: The Fur Trade in the Far Southwest, 1540-1846 by David J. Weber¹⁰

Weber pays close attention to the role of the Santa Fe Trail in this burgeoning trade. Significantly, he devotes an entire

Applications for SFTA Scholarly Research grants for 2016 are now being accepted. A total of \$1500 per grant is available. The deadline for applications is December 1, 2015.

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This volume was widely noticed. The reviewer for the *American Historical Review* noted that “This is the first detailed study of the Southwestern trappers. . . . Weber [has] ferreted out from scarce, unused materials found in Mexican archives a fresh overview and a new perspective of the New Mexico fur trade.” The *New Mexico Historical Review* commented, “Both the western history buff and the professional will learn from *The Taos Trappers*. . . . The author and the University of Oklahoma Press are to be congratulated for a job well done.”¹³

All four of these books are in print and multiple earlier editions can be found for sale in various book websites and in used book stores. Volume One of Chittenden's *The American Fur Trade* is even available via a Kindle download from Amazon and can be accessed full-text online at <https://archive.org/details/americanfurtrade01chit>.

1. New York: Harper, 1902
2. Chittenden, I:xiv
3. 24:2 (May 1902), 302-304
4. Boston: Houghton Mifflin Company, 1947
5. DeVoto, xi
6. Stegner, *Atlantic Monthly* CLXXXI (January 1948), 124; Vestal, *American Historical Review* LIII (April 1948), 560-561
7. Lincoln: University of Nebraska Press, 1954
8. Lavender, 12, 15
9. James Rogers, *The Colorado Magazine* XXXII:1 (January 1955), 80; Dale Morgan, *Saturday Review* (January 29, 1955), 12, 28.
10. Norman: University of Oklahoma Press, 1971
11. Michael Husband, *Journal of the West* X:3 (July 1971), 555-556
12. Weber, 64
13. Jim Pearson, *American Historical Review* 78:3 (June 1973), 726-727; Duane Smith, *New Mexico Historical Review* XLVII:1 (January 1972), 71 ♦



Don't forget to submit your nominations to the SFTA Hall of Fame for 2015. For more information contact bonita_oliva@ruraltel.net or Association Manager Joanne VanCoevern.

Damaso Lopez: He Traveled El Camino Real and the Santa Fe Trail

By Doyle Daves

Damaso Lopez was born in Spain, relocated to Chihuahua, Mexico, as a young man and traveled to New Mexico in 1820 via El Camino Real de Tierra Adentro (the Royal Road of the Interior Land) a year before Mexican independence from Spain.^{1,2} From 1820 on, although Lopez continued to travel extensively throughout the remainder of his life, New Mexico remained the center of his extensive business enterprises. He was actively engaged in mining, freighting, merchandising, real estate development, and livestock raising and trading. These business activities involved Lopez in extensive freighting to and from New Mexico, both on El Camino Real between Mexico and Santa Fe and on the Santa Fe Trail joining New Mexico to Missouri and other eastern American states. In addition, Lopez drove large flocks of sheep from New Mexico to California. Damaso Lopez had intimate knowledge of these commercial roads and used them extensively to further his many business enterprises. Lopez was a major figure in the commerce of New Mexico and the greater southwest from his arrival in Santa Fe in 1820 until his death in California in 1852.

Damaso Lopez, the Written Record

Damaso Lopez was a wealthy, highly successful businessman and entrepreneur in both Mexico and New Mexico during the first half of the nineteenth century. As a result, there are many records related to his various activities which enable us to reconstruct major parts of his life. However, the written record has many gaps and there are important elements of Lopez' life that can only be speculated about. This account will try to be clear about the extent, or lack thereof, of supporting documentation.

The Lopez-Sasiain Family in the Basque Region of Spain

In the late 1700s, Damaso Lopez' parents, Lorenzo Lopez and Francisca De Sasiain, lived in the Basque region of northern Spain. Their home was in Gordexola, a small village located some 20 kilometers southwest of Bilbao, the capitol city of the province of Vizcaya. Bilbao is an ocean port on the Bay of Biscay near the Pyrenees Mountains and the border with France. Lorenzo and Francisca were married in Gordexola on November 11, 1779, at the church of San Esteban Protomartir and, over a period of 19 years, became parents to eight children, all of whom were baptized in this church. The eight children, five sons and three daughters, born to Lorenzo and Francisca (Sasiain) Lopez were: Martin Thomas Maria (1780), Felipe Santiago Pedro (1783), Maria Jaquina Theresa (1785), Feliz Lorenzo (1789), Thomasa (1791), Josef Damaso

(1793), Maria Antonia (1796), and Manuel Francisco Laurencio (1798). The various church records indicate that Lorenzo Lopez was a native of the nearby village of Villate and that Francisca Sasiain came from Villanueva.³ There are several towns in Spain called Villanueva (new town); however, there does not appear to be a town of this name in the vicinity of Bilbao, where it seems likely that Francisca grew up. *Sasiain* is an unusual surname, probably of Basque origin; in genealogical compilations, *Sasiain* occurs most frequently in the Spanish province of Guipuzcoa, in the Basque region east of Vizcaya and adjoining France.⁴

Spanish marriage records exist for the three daughters Jaquina, Thomasa, and Antonia, and for son Manuel, and also a death record (1871) for Felipe. There is a record indicating that Francisca (Sasiain) Lopez died at Gordexola on January 5, 1809. It is likely that her husband also died at about that time: a death record dated December 9, 1808 exists for Lorenzo Lopez; however, there are others of this name also listed, so it is uncertain whether this is Francisca's husband. No other information about the Lopez-Sasiain family in Spain has been found.

The Move From Spain to Mexico

Damaso Lopez left Spain and relocated to Spanish North America, but it is unknown why or exactly when the move to Mexico occurred or even which other members of the Lopez family made the journey. Later records indicate that "Lorenzo Lopez" was associated with Damaso in business in Chihuahua, Mexico, before 1818. Before substantial information about the family in Vizcaya was obtained, it was thought that this Lorenzo was Damaso's father. However, knowing that some (probably most) of the Lopez children remained in Vizcaya and that their mother, Francisca, and likely her husband, Lorenzo, died there, it is now evident that the travelers to Spanish North America were Damaso (born in 1793) and his older brother, Lorenzo (born in 1789). Indeed, Francisca (Lopez) Kimball, Damaso's only daughter, writing in 1897 a decade before she died, indicated that her father had left Spain "to seek [his] fortune."^{5,6}

Damaso and Lorenzo Lopez Settle in Chihuahua; Damaso Travels El Camino Real to New Mexico

Just when the Lopez brothers arrived in Chihuahua is not known; a reasonable guess is that they remained in Vizcaya until after the deaths of their parents and perhaps a few more years, as Damaso was only fifteen when his mother died. What is known is that before 1818, they had established a thriving mercantile business in Chihuahua and were able to supply, on credit, large quantities of

goods to well-established purchasers. This suggests that Lorenzo, at least, was probably involved in some similar activity in Viscaya. Clearly, members of the Lopez-Sasiain family in Vizcaya were well-educated people of means and accomplishments; indeed, it is clear that the brothers brought enough capital from Spain to establish their Chihuahua business. It is noteworthy that in early nineteenth-century Mexico, and particularly in frontier towns like Chihuahua, most people were poor and uneducated with few skills or resources.

In Chihuahua, the Lopezes joined a small elite group; as Moorhead notes: "Most of the trade [over El Camino Real] was monopolized by a few merchants from Chihuahua, to whom the local [New Mexican] traders were almost continually in debt."⁷ Just such a commercial transaction between Lorenzo Lopez and New Mexico traders played a key role in the life of Damaso Lopez.^{8,9} In 1818, as Robert T rrez tells us, "Lorenzo Lopez, a merchant from Chihuahua, contracted with Francisco Ortiz, Jose Francisco Ortiz and Fernando Delgado [from Santa Fe] for nearly ten thousand pesos in goods...As is wont to happen in business, something went wrong."¹⁰ The New Mexicans did not pay Lorenzo Lopez as agreed. As a result, Damaso Lopez traveled to New Mexico to collect on the debt.

Thus, Damaso Lopez traveled El Camino Real from Chihuahua to Santa Fe, possibly for the first time, where he filed charges on June 17, 1820, against Francisco Ortiz, Jose Francisco Ortiz, and Fernando Delgado for nonpayment of debt.¹¹ William Baxter explained that these New Mexico merchants had "obtained merchandise from Chihuahua for which repayment was to have been in carneros (rams) valued at 7 reales each, and the remainder in cash. The debt was never contested, but it was not repaid at the agreed time either."¹² Following Damaso's arrival in Santa Fe, the issue apparently was quickly resolved. It might be supposed that Damaso would have returned to Chihuahua to resume his business activities there; this is not what happened. Damaso remained in New Mexico; perhaps the Lopez brothers decided that their business would prosper better with Damaso situated there.

The Early Years in New Mexico

Damaso did remain and settle in New Mexico as, scarcely a year after his arrival in Santa Fe, in the baptism of infant Jose Vicente Sandoval at Santa Fe on July 8, 1821, Damaso Lopez, "comercio de [merchant of] Chihuahua" was named as padrino (godfather).¹³ This record appears to be the first which lists Damaso Lopez as a godparent of a newly baptized infant; over his 32-year residency in New Mexico, Damaso (and later his wife also) assumed the role of godparent many times. Indeed, the baptisms in which Damaso participated help track his movements. Less than a year after his standing as godfather for an infant in Santa

Fe, he performed a similar service at least three times at Belen south of Albuquerque.¹⁴ Lopez was present in New Mexico throughout the 1820s as baptismal records indicate that Lopez stood as godfather at least 12 times from 1821 to 1832. Undoubtedly, during this period, Lopez continued his relationship with his brother, Lorenzo, and actively freighted goods on El Camino Real between Chihuahua and New Mexico.

Damaso Lopez Expands His Business Interests

Mining historian Homer E. Milford related that "by 1833, he [Damaso Lopez] was prominent enough [in New Mexico] to receive the appointment as expert to inspect the mine grant request of Ignacio Cano and Jose Francisco Lopez for the Santa Rosalia Mine Grant."¹⁵ This suggests that, in addition to merchandising, the Lopez brothers had been actively involved in the extensive mining activities around Chihuahua. In fact, Damaso Lopez approved the Ortiz-Cano claim as a new discovery on December 18, 1833; soon afterwards Lopez became a partner of Cano and Ortiz in operating the mine.¹⁶ However, after a short period during which the mine proved quite profitable, Lopez was forced out of the enterprise when the New Mexican government invoked a seldom-enforced law excluding native Spaniards from such activities. Josiah Gregg, in his 1844 classic *Commerce of the Prairies* explained that this action was taken because, "the governor [and other leaders] begrudged [Damaso Lopez] his prospective fortune."¹⁷

Undaunted, Lopez joined with close friend and fellow Spaniard Manuel Alvarez in a merchandising enterprise in Santa Fe.¹⁸ Lopez and Alvarez, who served for many years as United States Consul to New Mexico, remained business partners on and off as long as Lopez lived. Alvarez, upon his arrival in New Mexico in the early 1820s, became a fur trapper. When Damaso Lopez first partnered with him in 1833, Alvarez, although still active in the fur trade, had begun to emphasize merchandising and freight-ing goods across the Santa Fe Trail. There is no evidence that Damaso Lopez was ever a trapper, although he undoubtedly was involved with Alvarez in fur trading as late as 1839.¹⁹ The partnership with Alvarez involved him in "one of the largest merchantile businesses in New Mexico" that required goods for sale to be replenished on a regular schedule.²⁰ So, although definitive records have not been found that Damaso Lopez was personally transporting goods over the Santa Fe Trail during the 1830s, almost surely he did so. Undoubtedly, Lopez also continued to freight goods between Santa Fe and Chihuahua, perhaps also still remaining a partner of his brother, Lorenzo.

Thomas Chavez relates an interesting story in attempting to explain the origin of the significant amounts of gold bullion Manuel Alvarez acquired about 1840.²¹ Trader John Rowland reported to Alvarez in that year that he had learned that gold had been found along tributaries of

the Arkansas River not far from Bent's Fort. Rowland, skeptical of the claim, obtained samples of the ore which he brought to "experienced miner Don Damaso [Lopez]" for appraisal. Lopez indicated that the samples were of poor quality and there is no evidence of any attempts to develop a mine. Nevertheless, Alvarez afterward possessed significant amounts of gold; it is not known whether Damaso Lopez shared in these riches.

During the 1840s, Damaso Lopez greatly expanded his business activities. He acquired properties in and around Santa Fe, including a home on the Plaza.²² He purchased additional properties in the north at Santa Cruz de la Canada and at Abiquiu.^{23,24} With these acquisitions, Lopez got into the livestock business. Indeed, in 1843-1844, he drove thousands of sheep to California.²⁵ Hafen tells us that "this famous route, deviously traced from one watering place to another, had been broken through from [Santa Fe] New Mexico, the land of sheep, to [Los Angeles] California, the land of horses and cattle."²⁶ It is noteworthy that Damaso Lopez went to California during the period of Mexican rule (1821-1846) and well before the California gold rush of 1849 which created a great need for meat in the mining camps.

Damaso Lopez Marries and Has a Family

Damaso Lopez and Maria del Carmen Severina Esparza were married in late 1834 or early 1835. Surprisingly, no birth or marriage records for Maria del Carmen have been found, although such records exist for her parents and siblings. Her parents, Teodoro Ruiz de Esparza and Maria Josefa de Angulo, were married September 9, 1811, at El Sagrario Metropolitano Victoria in Durango, Mexico.²⁷ The couple apparently came to New Mexico directly after their marriage. Their first child, Manuela Francisca Ruiz de Esparza, was born July 10, 1812, at the village of San Miguel del Vado east of Santa Fe.²⁸ Two additional children, Maria Antonia de la Cruz and Jose Manuel Mateo, were born in 1815 and 1817 at Tome, a village along the Rio Grande, near present-day Los Lunas south of Albuquerque. Teodoro Ruiz de Esparza died at Albuquerque in 1820. These facts suggest that Maria del Carmen was probably the youngest child, likely born in 1819. If this speculation is correct, Maria del Carmen was 15 or 16 when she married Damaso Lopez who was then 43 or 44.²⁹

Damaso and Maria del Carmen (Esparza) Lopez became parents to four children.³⁰ Jose Sabas de la Trinidad was born in Abiquiu, December 5, 1836. Jose Melquiades was baptized in Santa Fe, on December 19, 1838, with New Mexico Governor Manuel Armijo and his wife Trinidad Gabaldon serving as godparents.³¹ This certainly attests to Damaso Lopez' prominence as a New Mexico businessman. Then, on October 21, 1841, their only daughter, Maria Francisca, was born. Surprisingly, family memory is

that she was born, not in New Mexico, but in Chihuahua; a confirming record has not been found. Finally, on February 16, 1844, the youngest son, Jose Francisco de Paula Julian, was born in San Miguel del Vado. For this birth, Maria del Carmen apparently went to be with her widowed mother, Josefa Angulo de Esparza, who was living there at the time.

In addition to these natural children, Damaso and Maria del Carmen adopted at least two Indian children. In 1842, two little girls "bought from Utes" and probably Navajo, were baptized in Abiquiu and apparently raised along with the natural Lopez children.

Maria del Carmen's Untimely Death; the Lopez Children Travel the Santa Fe Trail to Missouri

Maria del Carmen died of unknown causes in Santa Fe, probably in 1847, at about 28 years of age. Her death came within a year or so of the American conquest of New Mexico by General Stephen Watts Kearny and the Army of the West in August of 1846.³² Hafen has noted that, following the arrival of the Army of the West at Santa Fe and for at least the following two years, disease was rampant and that many soldiers and locals died.³³

Maria del Carmen's death left Damaso with four motherless children ages three to eleven. His solution to this difficult situation was to take them across the Santa Fe Trail and place them in boarding schools in Missouri. The eldest, Trinidad, was enrolled in Saint Louis University, the two younger boys, Melquiades and Francisco, were placed in an academy at Chapel Hill in Lafayette just east of the Missouri terminus of the Santa Fe Trail at Westport. Daughter, Francisca, age six or seven, was placed in Saint Louis at Visitation Academy.³⁴

Final Trip to California and Damaso Lopez' Death

In the fall of 1851, Damaso Lopez was actively planning for another trip to California with thousands of sheep for the now burgeoning market that developed in California following the gold rush. He apparently left New Mexico with a large flock of sheep in the spring of 1852; it is known that he arrived in southern California in August. The *Los Angeles Star* (August 28, 1852) reported: "A large drove of sheep, 4,800, are at Vallecita. They are from New Mexico and were owned by Don Damaso Lopez – the owner had died at Caracita, near Warner's Ranch, which circumstances may keep the sheep from market for some time yet." In another report in the same issue of the newspaper we learn more:

"Died at Caricita, near Warner's Ranch, August 20, Don Damaso Lopez, a native of Spain, but for many years a resident of New Mexico. Senor Lopez was the proprietor of a large flock of sheep [mentioned in

another column as having arrived at Vallecita] and was on his way to the Northern part of this State, when he sickened and died. The deceased leaves four children in school at St. Louis, Mo. He was a man of talent and worth, and of the strictest integrity, and in his day performed much good. He had property [the sheep above alluded to] sufficient, if properly administer upon, to provide well for his orphaned children. We mention this, because the instances are so frequent in California of the property of deceased persons being diverted from the rightful inheritors, so as to give rise to the fear that this case may be ranked in the same catalogue. Senor Lopez was well known to several of our good citizens – to Messrs Rowland, Wilson, Alexander and Workman,^[35] and it is to be hoped they will interest themselves in keeping an oversight of his effects, in order that his children may not be defrauded of their rights, and left entirely destitute.”

Thus, in California on August 20, 1852, Damaso Lopez unexpectedly died. As a result, his four children now aged eight to sixteen were orphans and were still living in boarding schools in Missouri.³⁶ The flock of sheep, worth many thousands of dollars, which he had herded to California, were left in southern California, far from the intended market in the gold fields of northern California, without anyone having authority to make decisions about their disposal. In addition, Lopez had several properties and other assets in New Mexico. Luckily, as the newspaper article noted, Damaso Lopez was a respected man with many friends among merchants and traders.

On November 30, 1852, Manuel Alvarez, long-time friend and partner of Damaso Lopez, was named executor of his estate (*Santa Fe Weekly Gazette*, February 26, 1853). Alvarez, who was a co-owner with Lopez of the sheep in California, immediately began the difficult task of administering the Lopez estate and dealing with the California property. With help from the administrator appointed by the California authorities, the sheep (and some mules) were sold in 1853 for more than \$26,000.³⁷ In addition to his role as executor of the Lopez estate, Manuel Alvarez also became the guardian of the Lopez children. He took this role seriously; we learn from daughter Francisca that Alvarez traveled to Saint Louis to visit with the children personally.³⁸ Unfortunately, in a second tragedy for the Lopez children, Manuel Alvarez also died July 5, 1856, a few months after returning to Santa Fe from a trip to Europe, undoubtedly with stops in Saint Louis to visit the Lopez children.³⁹

The Lopez Children Carry On

With the death of Manuel Alvarez, Anastacio Sandoval, a native of Santa Fe and another long-time friend of Damaso Lopez, became executor of the estate and guardian of the Lopez children (*Santa Fe Weekly Gazette*, November

22, 1856). By 1860, the three Lopez boys had left their schools in Missouri and were back in New Mexico. The oldest, Trinidad, was living at Mora with his wife, Cleofas Bonney, and two children. Francisco was living in the household of Anastacio Sandoval at Santa Fe and would soon marry his daughter, Efiginia. Daughter Francisca, called Fanny by her Saint Louis friends, never returned to New Mexico. In 1860, Francisca married Benjamin Kimball, a member of a prominent Saint Louis family.

Today, there are many proud descendants of Damaso Lopez and Maria del Carmen Severina Esparza in New Mexico, in Missouri, and elsewhere who treasure their rich heritage.

Doyle Daves has written extensively about Santa Fe Trail travelers. His articles have appeared in previous issues of Wagon Tracks, and can be found online at www.santafetrail.org.

Notes

1. Family records made available by descendants Joe Lopez, Ronald A. Lopez, and Mary Kimball Outten; extensive interviews over the period 2002-2015 with these individuals.
2. Doyle Daves, "Trinidad Lopez, College Boy on the Santa Fe Trail," *Wagon Tracks*, 24 (February 2010), 1, 16-19.
3. Archivo Historico Eclesiastico De Bizkaia-Bizkaiko Elizaren Histori Arkibua, accessed at internet.ahbe-beha.org, December 2014.
4. The Mormon Church website (familysearch.org) is a good example.
5. Francisca (Lopez) Kimball, unpublished remembrances, April 5, 1897, provided by great-great-granddaughter, Mary Outten.
6. There is a family story that the mother, thought to be Francisca Sasiain, died on board ship while enroute to Mexico. This clearly does not accord with her now-known death in Vizcaya. It is possible that a wife of one of the Lopez brothers did die in this way.
7. Max L. Moorhead, *New Mexico's Royal Road: Trade and Travel on the Chihuahu Trail* (Norman: University of Oklahoma Press, 1958), 49.
8. List of Purchases, Jose Francisco Ortiz from Lorenzo Lopez, 1818, Ortiz Family Papers, Folder 16, Box 2, New Mexico Archives and Records Center, Santa Fe.
9. Robert J. Tórriz, "The Richest Men in New Mexico," *Herencia*, 22 (April 2014): 2-11.
10. Robert J. Tórriz, "The Risks of Business," *Around the Roundhouse*, 11 (March 25-April 22, 1999): 6
11. Lopez, Damaso: Civil Suit to recover debts totalling about 12,000 pesos, Spanish Archives of New Mexico 1621-1821, Roll 020, folios 233-285, New Mexico Archives and Records Center, Santa Fe.
12. William Baxter, *The Gold of the Ortiz Mountains* (Santa Fe: Lone Butte Press, 2004), 39.
13. Santa Fe Baptisms, III, 1798-1833, 52
14. Margaret Leonard Windham and Evelyn Lujan Baca, *New Mexico Baptisms, Church of Our Lady of Belen, 1810-1851* (Albuquerque:

New Mexico Genealogical Society), 113

15. Homer E. Milford, interview and notes, 2010.

16. Baxter, 42.

17. Josiah Gregg, *Commerce of the Prairies*, (1844 reprint, Norman: University of Oklahoma Press, 1954), 121.

18. Thomas E. Chavez, *Manuel Alvarez, 1794-1856, a Southwestern Biography* (Boulder: University of Colorado Press, 1990).

19. David J. Weber, *The Taos Trappers, The Fur Trade in the Far Southwest, 1540-1846*. (Norman: University of Oklahoma Press, 1970), 219.

20. Moorhead, 129.

21. Thomas E. Chavez, 64, 65.

22. Damaso Lopez rents to Alexander Duvall a storeroom fronting the Santa Fe Plaza, April 28, 1851, Manuel Alvarez Papers, Correspondence, Series I folder, New Mexico State Archives and Records Center, Santa Fe.

23. *Fray Angelico Chavez, New Mexico Roots, LTD* (New Mexico Libraries, 1983), vol 5, 945. Accessed March 22, 2015 at: <http://hdl.handle.net/1928/14546>.

24. Damaso Lopez buys land in Vallecito (near Abiquiu) from Juan Antonio Martin, April 29, 1839. Ralph Emerson Twitchell collection, series 6, folder 126, New Mexico Spanish Archives, New Mexico Archives and Records Center, Santa Fe.

25. John O. Baxter, *Los Carnerados, Sheep Trade in New Mexico, 1700-1860* (Albuquerque: University of New Mexico Press, 1987), 117.

26. LeRoy R. Hafen, *Broken Hand, The Life of Thomas Fitzpatrick, Guide and Indian Agent* (Lincoln: University of Nebraska Press, 1973), 205.

27. Mexico, Selected Marriages 1570-1950, <http://familysearch.org/search/record/>, accessed March 22, 2015.

28. *San Miguel del Vado Baptisms 1799-1829*, New Mexico Genealogical Society.

29. This marriage may have been the second for Damaso Lopez; it seems possible that he had earlier married Ana Maria Rael as the two served several times as godparents during the 1820s.

30. One of the most curious and puzzling aspects of the life of Maria del Carmen is her use of surnames. After their marriage, Da-

maso and Maria del Carmen, frequently were named as godparents. Invariably, she is listed as "Maria del Carmen Esparza," that is until 1842, when she began to be listed as "Maria del Carmen Lebya." Moreover, Maria del Carmen's brother, Manuel, also began to use the "Lebya" surname. It is likely that the change somehow relates to Cura Jose Francisco Lebya who seems to have been associated with the family; for example Cura Lebya was named as godfather at the baptism of the Lopez' first child, Trinidad.

31. Don Bullis, *New Mexico Historical Biographies* (Santa Fe: Rio Grande Books, 2011), 33.

32. Glenn D. Bradley, *Winning the Southwest, A Story of Conquest* (Chicago: A. C. McClurg & Co., 1912).

33. Hafen, 248.

34. Jerome Wood Cahill, family genealogy (<http://trees.ancestry.com/tree/884015>). Accessed January 2010.

35. John A. Rowland (1791-1873) and William Workman (1799-1876), see: *Donald E. Rowland, John Rowland and William Workman: Southern California Pioneers of 1841* (Los Angeles and Spokane: Historical Society of Southern California and Arthur H. Clark Company, 1999); Cyrus Alexander (1805-1872), see: Charles Alexander, *The Life and Times of Cyrus Alexander*, (Los Angeles: Dawson's Bookshop, 1967); Benjamin Davis Wilson (1811-1878, see: Nat B. Read, *Don Benito Wilson: From Mountain Man to Mayor Los Angeles 1841 to 1878* (Los Angeles: Angel City Press, 2008). These men were all fur trappers in New Mexico before becoming early California pioneers.

36. The Lopez children were informed relatively quickly (within two months) of the death of their father as it was reported in the *Daily Missouri Republican* in its October 22, 1852, issue. The news likely was carried east by the overland mail service established by Congress in 1851 (John M. Townley, "Stalking Horse for the Pony Express: The Chorpensing Mail Contracts between California and Utah, 1851-1860," *Arizona and the West*, Vol. 24, No. 3 (Autumn 1982), 234.

37. F. X. Aubry, Los Angeles, letter to Manuel Alvarez, March 15, 1853, Alvarez Papers, reel 2, frame 2067, box 2, folder 25, New Mexico Archives and Records Center, Santa Fe.

38. Francisca (Lopez) Kimball, unpublished remembrances, April 5, 1897.

39. Thomas E. Chavez, 184. ♦



MISSOURI RIVER OUTFITTERS CHAPTER ACTIVITIES

This bridge under construction is part of a multi-use/pedestrian trail along the 40-mile corridor from Upper Independence/Wayne City Landing on the Missouri to Gardner Junction, Kansas. The Powder Mill Bridge over I-435 on the north side of the Bannister Road Bridge should be completed by September 2015. Read more about it in the MRO chapter report on page 32.

Misconception: The Pony Express Carried Mail on the Santa Fe Trail

By Steve Schmidt, SFTA Ambassador

I run across this statement from time to time in talking to people about the SFT; I'm sure you have also: "Santa Fe Trail? Why, yes, my grandfather talked about a Pony Express Station on the Santa Fe Trail over by _____. For example:

There is a very old pressed metal sign recently repainted blue with white letters at Lost Spring Station, Marion County, Kansas that proclaims (among other things):¹

Pony Express post office in hotel

Pony Express stockade south of hotel

Further perpetuating and reinforcing the myth of the Pony Express running on the Santa Fe Trail was the 2007 Great Santa Fe Trail Endurance Ride organizers who published their "Official Newspaper" entitled in large bold letters, "*Santa Fe Trail Pony Express News*."² In addition, *Simply Marvelous Horse World* posted an article about the end of the Great Santa Fe Trail Endurance Ride September 17, 2007: "Six horses and their cowboy-clad riders arrived on the Independence [MO] Square commemorating rides by messengers who worked for the Pony Express. Mayor Don Reimal proclaimed the ride a historic representation of the days when the Pony Express delivered the mail. One rider even carried a leather satchel, like the ones carriers used to deliver mail The mail pouch represented one brought up the Santa Fe Trail from New Mexico."³

No doubt, you know of other examples which illustrate and perpetuate this myth of the Pony Express running on the Santa Fe Trail.

In actuality, the Pony Express was the brain-child of William H. Russell of the famous freighting firm Russell, Majors & Waddell. The three business partners formed the Central Overland California & Pike's Peak Express Company which became known simply as the Pony Express. The Pony Express carried U.S. Mail under contract to the government overland from St. Joseph, Missouri, to Sacramento, California, then continuing by boat to San Francisco. From St. Joseph, the Pony Express ran more or less westward along the St. Joseph Road to connect with the Oregon-California Trail near present day Hanover, Kansas, west of Marysville, Kansas.⁴ It then followed the Oregon and/or California Trails to Salt Lake City, Utah. From there to Carson City, Nevada, the Pony Express route was south of the California Trail⁵ along a route established by James Simpson in 1858. Westward from Carson City, the Pony Express followed the California Trail.⁶

The first 'run' of the Pony Express was April 3, 1860, and the last run was 19 months later on November 20, 1861,

about a month after it was made functionally obsolete by the completion of the transcontinental telegraph. The mail was not carried in a pouch or satchel; instead, it was carried in four, locked leather boxes sewn onto the corners of a leather *mochila*⁷ that fit over the saddle.

The Pony Express operated on a 10-day or less schedule, and initially departed weekly from St. Joseph and San Francisco, but later twice-weekly departures were instituted. This was quite an improvement over the four weeks or more required in 1848 if mail was carried by steamship from New York to San Francisco, using rail across Panama. It was also an improvement over the 25-day schedule from Texas to California over the route operated by John Butterfield beginning in 1857.⁸

On the Santa Fe Trail prior to 1850,⁹ mail, government dispatches, and military dispatches were carried on an "as needed" and irregular basis using individual contracts. This transportation of the mail is often referred to as "expresses."¹⁰ Sometimes mail and newspapers were carried by the wagon trains plying the trail.¹¹

The first regular mail service over the Santa Fe Trail had been authorized March 3, 1847, by the U.S. Congress. The route specified was "from Independence, via Bent's Fort, to Santa Fe."¹² This mail service actually began July 1, 1850, when the mail left Independence, Missouri. Initially, the mail stages departed monthly, with departures becoming semi-monthly in 1857, weekly in 1858, and tri-weekly in 1866.¹³ The stages prior to 1862 were not the "stage coach" Concord-type conveyances we see in the John Wayne western movies. The stages were vehicles similar to Dearborn or Jersey wagons, generally pulled by 4-mule teams.¹⁴

The monthly schedule involved travel by day and making camp at night, with fresh mules being obtained at Council Grove, Ft. Atkinson, and Ft. Union.¹⁵ To maintain a weekly schedule, the wagons had to travel at night, and additional locations (called Mail Stations, and not to be confused with US Post Offices) to obtain meals, fresh mules, and other provisions were established. Fourteen Mail Stations were established between Independence, Missouri, and Pawnee Fork, Kansas Territory, to support the establishment of the weekly mail schedule.¹⁶ Some Mail Stations were associated with road ranches.

In conclusion, the system of routes, including routes along the Santa Fe Trail, established throughout the western United States to carry U.S. Mail on regular schedules by government contractors was NOT the Pony Express. The Pony Express operated for only 19 months in the 1860s on a very specific route. The Pony Express never operated on the Santa Fe Trail.

Continued next page

Pony Express, continued from previous page**Notes**

1. Author's photo collection.
2. Internet accessed August 17·2014 at http://zellgraphics.com/sft_logo/Newspaper_High_Rez_Art/SFT_NP_Issue_3_Final_082107a.pdf
3. Internet accessed August 17, 2014 at <http://simplymarvelous.wordpress.com/2007/09/07/great-santa-fe-trail-race-update-sept-5/>
4. Franzwa, Gregory M., *Maps of the Oregon Trail*, The Patrice Press, 1990, Maps 21 and 22.
5. Based on comparison of *the California National Historic Trail* map and brochure published by the National Park Service et al with the *Pony Express National Historic Trail* map and brochure published by the National Park Service, et al.
6. Information in this paragraph is from the *Pony Express National Historic Trail* map and brochure published by the National Park Service, et al unless otherwise noted.
7. See www.xphomestation.com/mochila.html accessed August 19, 2014 for a description and photos of the Pony Express *mochila*.
8. Ibid.
9. A thorough discussion of how mail was transported west of the Mississippi/Missouri Rivers prior to regular routes being established is beyond the scope of this article and is a topic that that should be further researched.
10. Taylor, Morris F., *First Mail West, Stagecoach Lines on the Santa Fe Trail*, University of New Mexico Press, 1971, First Paperback Edition 2000 with Foreword by Mark L. Gardner, pp 12, 23-27; Barry, Louise, *The Beginning of the West – Annals of the Kansas Gateway to the American West 1540-1854*, Kansas State Historical Society, 1972, pp 652, 667, 673, 688-689, 724, 726-727 (to cite a few of Barry's entries on this topic).
11. Taylor, p 6.
12. United States of America, Statutes at Large, Volume 9, pp 188, 194. See <http://memory.loc.gov/ammem/amlaw/lwslink.html> Accessed August 19, 2014.
13. Taylor, pp 1, 16.
14. Taylor, pp 14; Barry, p 1099.
15. Barry, p 1099.
16. Berry, L. J., Surveyor, *Survey of U.S. Mail Route No. 8912 from Independence, Mo. to Santa-Fe, N.M. as far West as Pawnee Fork, K.T. Showing the Location of the Mail Stations on Said Route*, C.B. Graham, Lith, Surveyed March 1858, available at Kansas State Historical Society Research Library at Call No. / Locator P5-F2. ♦

Donate to the Marker Fund

The Marker Fund is the focus of this year's fund-raising effort. An impressive number of new Trail markers have been installed but many more need to be placed. Contributions to the Marker Fund can be sent to Linda Revello, Santa Fe Trail Center, 1349 K-156 Hwy, Larned, Kansas, 67550, earmarked for the "Marker Fund."

Chapter Reports

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

Missouri River Outfitters

President Larry Short

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

MRO and SFTA, in our leadership roles with the new 3-Trails Corridor Partnership group, are working to develop a comprehensive plan for a multi-use/pedestrian trail along the 40-mile corridor from Upper Independence/Wayne City Landing on the Missouri to Gardner Junction, Kansas. This is being developed in conjunction with the National Park Service, MARC (Mid America Regional Council), OCTA, the Trails Head Chapter of OCTA, KCAHTA (Kansas City Area Historic Trails Association), government entities from eight communities along the trail, and the local parks and recreation departments. The plan will be developed by NPS with input from all of the groups involved.

In conjunction with the 40-mile corridor, construction is moving rapidly forward on the Powder Mill Bridge over I-435 on the north side of the Bannister Road Bridge. The bridge should be completed by September 2015, and will become what we think is the longest pedestrian bridge dedicated to the National Historic Trails in the United States. This major bridge will provide continuous use of the new multi-use trails from Sugar Creek to the Missouri/Kansas State line at New Santa Fe. With the many pedestrian biking/hiking trails already in place in near proximity to the original Santa Fe, Oregon, and California Trails, it won't take much to complete the full 40-mile corridor in a short period of time. Through our presentations, the communities along the trails are finally realizing the very positive economic impact that these trails offer each of their communities and their future expansion, and are giving us their full support.

Progress continues on developing the interpretive panels for the new open-air kiosk at Salem Park in eastern Independence, Missouri. MO-DOT is currently reconstructing the entire intersection where the park is located on the northwest corner. These new enhancements will include curbing and sidewalks to help with both the accessibility and appearance of the park area. The kiosk is still on schedule for completion by September 2016.

MRO members will participate in the Santa Fe Trails Day in Marshall, Missouri, on September 12, 2015. With 2021 fast approaching we are excited about the prospects for celebrating the 200th Anniversary of the Santa Fe Trail across the entire region and on to Santa Fe.

Douglas County

President Roger Boyd

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

We will have our fall potluck at the Black Jack Cabin, three miles east of Baldwin City on US 56 on Sunday, September 27. We will gather at 5:00 p.m. and dinner will start at

SFTA Annual Membership January 1, 2015 to December 31, 2015

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

I am a member of the following chapter _____

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

☐ \$50 ☐ \$100 Other \$ _____

I'd like to donate to the Leo E. Oliva Scholarly Research Fund.

☐ \$50 ☐ \$100 Other \$ _____

I'd like to donate to the Marker Fund.

☐ \$50 ☐ \$100 Other \$ _____

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

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

TOTAL ENCLOSED _____

Make checks payable to Santa Fe Trail Association

Mail to Ruth Olson Peters, Treasurer, Santa Fe Trail Center, 1340 K-156, Larned, KS 67550

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

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

Chapter Reports, *continued*

5:30. Pulled pork and barbecued chicken will be provided and everyone is to bring salad, vegetable, or dessert. Drinks will be provided.

Our speaker for the evening will be Barbara Sue Sweetwood, local author from Wellsville. Barbara writes fictional western books about independent women. She has published seven books and has several more in the making. Entertainment will also be provided by Matt Kirby and the Alfred Packard Memorial String Band.

In other news, we are partnering with Midland Railroad and the city of Baldwin City to extend the loading platform with canopies and benches for patrons to load the trains at the Santa Fe Depot. Our match on the project will be \$10,000. We have also contracted with a stone mason to re-tuckpoint much of the brick on the west and south sides of the depot as well as repair some of the waist high limestone on the side of the building. This project will cost approximately \$7,000 to complete.

The railroad was built in 1867 from Ottawa through Baldwin to Lawrence. The current depot was the second and it was built in 1906. The Midland Tourist Train leases the depot from the Santa Fe Trail Historical Society and runs the train south to Ottawa and back on most weekends. There is also a dinner train that runs out of the depot and uses Midland engines. We have accumulated the \$17,000 for these two projects from a portion of ticket sales on the train rides.

Heart of the Flint Hills

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

Cottonwood Crossing

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

The chapter has identified locations and land owners of existing SFT ruts in Marion County, Kansas. The next step will be to contact the landowners to make sure they realize the historic resource they have, and to invite them to a chapter meeting where they can be recognized for their preservation efforts.

On October 22, John Sharp, professor of history at Hesston College, will present a program on the orphan trains and their impact on central Kansas. The meeting will begin at 7:00 p.m. at the Goessel Kansas Community Center.

Quivira

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

The next program for the Quivira Chapter will be at 7:30 p.m. on July 27 at the Barton County Historical Society in Great Bend. Ron Parks will read a few pages from chapter five of his recently published book, *The Darkest Period: The Kanza Indians and Their Last Homeland, 1846-1873*.

Duane Johnson and Britt Colle spent the afternoon of May 2nd installing signs at the Chavez Site and Cow Creek Crossing and Buffalo Bill's Well. They also replaced a couple of Auto Tour signs along the way that had disappeared. The site signs were installed using the same metal posts that the

Auto Tour signs utilized. Due to the work required to drive the posts, the decision was made to put the Cow Creek Ranch and Buffalo Bill's Well signs on the same posts. Those signs, along with the Santa Fe National Historic Trail sign, really caught the Kansas wind, which was blowing strong that day. Duane determined that the sign at Cow Creek could benefit from some bracing which he planned to design and go back and add to the sign in the next week or two.

One week after the signs were installed, on May 9, the Cow Creek/Buffalo Bill's Well sign was discovered damaged beyond repair and it had to be removed. Vandals attempted to pull down the sign, but before that they also used the sign for target practice. This event was reported to the Rice County Sheriff. This is very disappointing as the focus of the Santa Fe Trail Association is to preserve, protect and educate the public about the Santa Fe Trail and this sign was meant to assist with that goal. The good news is the individuals who damaged the sign have been caught. The case is set for court on August 5.

Wet/Dry Routes

Dr. David Clapsaddle
215 Mann, Larned KS 67550
620-285-3295 ♦ adsaddle@cox.net

The summer session of the chapter along with the annual ice cream social was held on Saturday, July 18 at 7:00 p.m. at the Clapsaddle residence in Larned, Kansas. Hosts for the event were Joan and Jim Bohart and David and Alice Clapsaddle. Following the business meeting, Ranger Ellen Jones of the Fort Larned National Historic Site presented the traveling trunk program titled "The Boy and the Bullfrog," an original children's story by Clapsaddle. Applications for the Faye Anderson Award are available, the only award given by the chapter which includes a lifetime membership in the chapter.

Plans are underway for the installation of a large marker to identify the site of Susan Magoffin's near-death experience at the Ash Creek Crossing, located five miles northeast of Larned. Donations have already been made toward the cost of the marker. The chapter takes pride in all expenses of their projects coming from local sources. Plans for the dedication of the marker are scheduled for Rendezvous 2016.

Dodge City/Fort Dodge/Cimarron

President Bill Bunyan
PO Box 1656, Dodge City KS 67801
620-227-8203 ♦ dchawk38@gmail.com
News from the Dodge City/Fort Dodge/Cimarron Chapter

The chapter, along with the Kansas Chapter of the Great Western Cattle Trail Association, has a double-sided sign in production. This sign will be placed 10 miles south of Dodge City on Highway 283 and will highlight the Lower Crossing of the Santa Fe Trail and the Fort Dodge - Camp Supply Military Road. On the Great Western side, author Gary Kraisinger wrote the text about the cattle trail and supplied a map of all the trails coming out of Texas to Dodge City.

President Bunyan gave a talk at the spring meeting about Francis X. Aubrey and his record-setting rides from Santa Fe to Independence. The chapter has added a lifetime membership category, \$250 for an individual and \$300 for a couple.



Destroyed sign. Read more in Quivira Chapter report.

Photo: Linda Colle

The chapter and the Great Western Cattle Trail Chapter will share a booth at the 3-I show to promote our chapter activities.

Chapter members responded very well with cookies for the Young Wagon Masters, 5th and 6th graders who visited the Boot Hill Rut site on their trip down the Santa Fe Trail. The Convention and Visitor's Bureau supplied water for the 70-some students and 20 adults. Hopefully many of these students will be future members of Trail chapters and the Santa Fe Trail Association.

We are still hopeful of getting the Chilton Park sign placed this summer but the walkway has to be built first. The Fort Dodge - Camp Supply markers will be placed soon from the fort to the state line, and Oklahoma is placing markers up to the Kansas line. We may have a joint celebration at the state line to mark the completion of this project.

The Great Western Cattle Trail Chapter received a \$2,000 grant from the Convention and Visitor's Bureau to place a sign at our Point of Rocks. Our chapter will partner with them and do one side of the sign.

The chapter and the Roy Dupree family of Cimarron have donated a laser engraved hide to the End of the Trail Chapter for the 3 Trails Conference at the National Symposium in Santa Fe in September. The hide shows the trail and is exceptionally well done. Boot Hill Casino is looking into getting a full hide showing the Great Western Cattle Trail to hang on their wall.

The chapter summer meeting will be held at the Occident at Boot Hill on Sunday, September 13 at 1:00. Gary Kraisinger, a chapter member and author of the definitive book on the Great Western Cattle Trail, will discuss his new book *The Western Cattle Trail - 1874-1897: Its Rise, Collapse and Revival*. After the meal and Gary's talk, we will drive 10 miles south on Highway 283 to dedicate the new sign.

Our fall meeting will be in early November and Mark Berry will portray California Joe, one of Custer's scouts who was on the Fort Hays-Fort Dodge-Camp Supply Military Road with Custer for the 1868 Washita River campaign against the Cheyenne Indians.

Wagon Bed Spring

President Jeff Trotman
PO Box 1005, Ulysses KS 67880
620-356-1854 ♦ swpb@pld.com

Cimarron Cutoff

President Leon Ellis
PO Box 668, Elkhart KS 67950
620-453-2286 ♦ lbe@elkhart.com

Bent's Fort

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

Spring and early summer have been busy, busy times for the Bent's Fort Chapter.

May 9: Chapter members enjoyed a trek to the outstanding trail swales near Hoehne, Colorado, and then in Trinidad, toured the Loudon-Henritze Archaeology Museum, the A.R. Mitchell Museum, the Trinidad History Museum, and the Santa Fe Trail Museum. In addition, members were treated to a walking or driving tour of Trinidad.

May 31: Santa Fe Trail Crossing signs were planted in Prowers County with the help of Boy Scout Troop 376 from Commerce City, Colorado.

June 8: Chapter members fed 84 Santa Fe Trail kids and their sponsors from Wamego, Kansas.

June 13: Chapter members and Colorado Preservation Inc. board members experienced a phenomenal and spectacular trek through the Beatty Canyon Ranch led by Steve Wooten, owner.

June 25-26: Chapter members planted seven Santa Fe Trail Crossing signs throughout Bent County where the trail crosses county roads.

July 11: Chapter members heard Lakota Indian Martin Knifechief speak at the historical Grand Theater in Rocky Ford. Approximately 75 people attended this extremely informative presentation.

2015 chapter events have been wonderful. There is still time to join us. August 15 will find us at the Rawlings Library in Pueblo, Colorado, for a full day of Western Cattlemen, Cowboy and Wrangler presentations. In September we will attend the Three Trails Conference in Santa Fe, New Mexico, September 17-20 and then the following week attend the Fur Trade Symposium at Bent's Old Fort, September 23-26. On October 10 the chapter will tour the Cedar Creek Ranch and Pettigrew Stage Station south of Lamar. November 14, Dr. Paul Schmelzer and Rebecca Atkinson will speak at the chapter's education meeting. Their topic will be Sand Creek Massacre and its aftermath.

Corazon de los Caminos

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

Our chapter has had a flurry of activity. We have had two guest speakers give special presentations, and one field trip to the Mill's mansion in Springer and Mills canyon on the Canadian. By the way, if anyone is interested in purchasing and renovating this mansion and grounds, it is for sale. We have two more outings before the symposium: Ocate crossing on July 11, and

Metcalf station in August. We are already booked up for the August trip. All of us are busy and active this season. I hope you are having a great summer

End of the Trail

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

The End of the Trail Chapter hosted the Rock Creek School kids from Kansas. The students visited the historic Santa Fe Plaza, the San Miguel Mission, and the Loretto Chapel, home to the "Miracle Staircase." They were duly impressed with the circular staircase which has 33 stairs and two complete turns of 360 degrees without a center support. It was built without nails, with only a T-square and a hammer. Students also visited Journey's End Monument, a bronze sculpture depicting the arrival of a Santa Fe caravan.

In addition, they visited the Santa Fe National Cemetery and the graves of Charles Bent, the first governor of New Mexico, and Private Dennis O'Leary. The cemetery was established in 1870 shortly after the end of the Civil War as a place to inter the Union soldiers who died during the brief period of military action within the territory of New Mexico.

After enjoying the many activities in Santa Fe, the students explored Bandelier National Monument, the home of the cliff-dwelling Pueblo Indians. Many of the students climbed the 140 feet of ladders to reach the alcove house and see the kiva.

Following the long and busy day, they had pizza provided by the End of the Trail Chapter members, and ended their day with an awards ceremony for their Junior Wagon Master booklets.

On May 16, chapter members took part in an activity presented by Program Chair Kermit Hill, Two-by-Two Historical Activity. Various items were part of an exercise to learn how Santa Fe became viewed as an arts and culture community.

On June 20, a few members endured the blazing heat of summer to go on a field trip to Ft Union for their Ft. Union Days activities.

The End of the Trail Chapter members look forward to co-hosting the Three Trails Conference later in September. The Santa Fe Trail Lives On!

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



CHANGE SERVICE REQUESTED

EVENTS

July 27: Great Bend, KS. Quivira Chapter, Ron Parks, *The Darkest Period*

August 15: Cleveland, NM. Roller Mill benefit dance

May 10-September 7: La Junta, CO. Trails and Rails trips on Amtrak Southwest Chief. 719-383-5024.

September 13: Dodge City, KS. Dodge City Chapter, Gary Kraisinger about the Great Western Cattle Trail

September 15: Marshall, MO. MRO and Santa Fe Trails Days

September 16: Santa Fe, NM. SFTA Board of Directors meeting

September 17-20: Santa Fe, NM. 2015 conference with Old Spanish Trail and CARTA

September 23-26: Bent's Old Fort NHS. National Fur Trade Symposium. www.2015fts.org

September 27: Baldwin City, KS. Douglas County Chapter potluck

October 8-10: Osage Beach, MO. Missouri Society of Professional Surveyors

Convention. Steve Schmidt presents.

October 10: Submission deadline for November *Wagon Tracks*.

October 10: Lamar, CO. Bent's Fort Chapter, tour Cedar Creek Ranch and Pettigrew Stage Station

October 22: Goessel, Kansas. Cottonwood Crossing Chapter, John Sharp presents program about orphan trains.

November 14: Lamar, CO. Bent's Fort Chapter, Dr. Paul Schmelzer and Rebecca Atkinson on the Sand Creek Massacre

November TBD: Dodge City, KS. Dodge City Chapter, Mark Berry portrays California Joe

December 1: Application deadline for SFTA research grants

June 17-20, 2016: Las Vegas, NM. Santa Fe Trail Travelers and Their Descendants. sponsored by Doyle Daves

September 16-17, 2016: Council Grove. Voice of the Wind People

September 22-24, 2016: Larned, KS. 2016 Rendezvous

September 28-30, 2017: Olathe, KS. Symposium