

# Wagon Tracks

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Article 1

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2014

## Wagon Tracks. Volume 28, Issue 4 (August, 2014)

Santa Fe Trail Association

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# WAGON TRACKS

*The Quarterly Publication of the Santa Fe Trail Association*

volume 28 ♦ number 4

August 2014



**Without a Trace: The Becknell Five ♦ page 11**

**Mosquitoes and Buffalo Gnats on the Santa Fe Trail ♦ page 16**

**Mexican Money/American Commerce ♦ page 20**

**Ricardo and Jose Manuel Gonzales: Freightin Brothers ♦ page 21**

## On The Cover:

### "Ranch at Cimarron Crossing" by Craig Ridenour

"Ranch at Cimarron Crossing" was commissioned by the Santa Fe Trail Association with funding from the National Park Service for the wayside exhibit at Cimarron Crossing Park. The drawing is based on the description of the Ranch that appeared in an article "The Ranch at Cimarron Crossing", by Louise Barry. Autumn 1973 (Vol. XXXIX, No. 3), pages 345 to 366. *Kansas Historical Quarterly*.

The entire article can be read online at [www.kshs.org/p/kansas-historical-quarterly-the-ranch-at-cimarron-crossing/13237](http://www.kshs.org/p/kansas-historical-quarterly-the-ranch-at-cimarron-crossing/13237)

Excerpts of the description of the Ranch used for Craig Ridenour's drawing include:

- The site of our habitation was indeed primal.
- We were in the midst of a vast open plain, covered only with cactus on the higher ground and with grass in the river bottoms as high as a man on horseback.
- Pra[ie]-dog towns were everywhere.
- Buffalo could be seen in any direction, and for an hour at a time the river might be heard roaring in the night from the crossing of great herds, plunging through at an unchecked headlong lope.
- Wolves and pra[ie]-dogs made doleful plaint from darkness until dawn, so that all about us was open and lonely.
- It behooved us to build as rapidly as possible.
- The material used was turf and we had to go twenty miles for timber upon which to lay the roofing, consisting first of poles, then a layer of buffalo hides and gunny sacks and upon this an eight inch course of dirt or sod.

When Cimeron [ranch] was completed she consisted of

- a kaavl [corral] one hundred steps square,
- the main building -- forty by sixteen feet -- joining on the South West corner with a two story round tower -- pierced with loop holes from which we could fire our trusty carbines in any direction.
- In the North East corner of our kaavl was a stage driver's lobby and a similar tower arose out of it,

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### About the Santa Fe Trail Association

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

Follow us online at [www.santafetrail.org](http://www.santafetrail.org),  
Facebook, Twitter, Pinterest and YouTube



Wagon Tracks, the official publication of the Santa Fe Trail Association (SFTA), publishes well-researched and documented peer-reviewed articles relating to the Santa Fe Trail. Wagon Tracks is published in February, May, August and November. Deadlines are the 10th of the month prior to publication. Queries are welcome. Complete submission guidelines are posted at [www.santafetrail.org](http://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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# WAGON TRACKS

Quarterly of the Santa Fe Trail Association

volume 28 ♦ number 4

August 2014



*Bent's Fort volunteers planted signs in Las Animas county roads in June. Pictured are Bob Silva, Jim Cope and Don Overmyer. See chapter report for details.*  
*Photo: LaDonna Hutton*

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**President LaDonna Hutton**

## President's Corner

It has been so gratifying to me to learn of all your activities, treks and projects along the Trail. We are fortunate to have such active chapters and dedicated members. A big thank you to all of you!

Over the last few months, I have been busy with the Bent's Fort Chapter activities and have had the privilege

of promoting the Santa Fe Trail in several capacities. Recently, I had the opportunity to present our geocache project to the Rocky Ford Rotary Club. The members were astonished to learn of geocaching as many of them had never heard of it before. Many of them said they couldn't wait to try their smart phones out and find a SFTA geocache.

The first week of June found Joanne VanCoevern and Carol Clark, NPS, in our area working on the Media Tour. It was fun taking them to the La Junta Spring and sharing a nice dinner with them.

One of the most poignant experiences I have encountered was a pilgrimage to the Sand Creek Massacre National Historic Site with the Rocky Mountain Methodist Conference. As 2014 is the 150th anniversary of the Sand Creek Massacre, descendants of the survivors of the massacre invited us to learn our shared history. As many Cheyenne and Arapaho people died at the hands of cavalry troops led by Colonel Chivington, a Methodist minister, the Methodist church desires to "embark on a journey toward healing relationships with indigenous peoples." Approximately 650 Methodists journeyed to Sand Creek Massacre Site June

20. Jeff Campbell, a Santa Fe Trail member, gave an informative interpretation at the restored Eads Theater, after which we journeyed to the Sand Creek Massacre site for healing and reconciliation.

Plans for the 2015 Bent's Fort Fur Trader's Symposium are progressing. A group of us recently met to work on grant applications with lots of input from the Santa Fe Trail Association.

I hope you are all looking forward to a fantastic 2014 Rendezvous to be held September 18-20 at Larned, KS. This year's theme is "Hispanics and the Road to Santa Fe." The list of presenters, panel discussions, and tours is impressive and you will enjoy every minute.

As a side note, I thought this geocache log was a perfect example of how truly successful this geocache project is and will be:

Location: Kansas, United States

mrboo99 found SFGT: The Caches (Traditional Cache) at 7/5/2014

Log Date: 7/5/2014

"In the fall of 1886, my gg grandfather, John Smith Anderson, used the Santa Fe Trail to transport his young family from Arkansas City to Gila Bend, AZ.

Stopping here wasn't just getting another smiley for me. It was a chance to understand how much courage he must have had moving his family to the Arizona Territory having just lost the love of his life and the mother of his grieving children. Thanks for the journey into the past. It meant a lot to me."

*Happy Trails and hope to see you in Larned in September!*

Rowene Aguirre-Medina  
Bill & Susan Bunyan  
Clint & Siva Chambers  
Nick Cirincione  
Barbara Clark  
Mary Conrad  
Mary Jean Cook  
Ray Dewey  
Tom & Peggy Ferguson  
Jack & Patricia Fletcher  
Curtis Frank  
Dr. & Mrs. Thomas B. Hall, III  
Jon Heit  
Bill & Jan Hill

### *Thank you, SFTA Lifetime Members*

Theo Hunt  
Charles & LaDonna Hutton  
Harold & Beverly Jackson  
Kearny County Historical Society  
Rich & Debbie Lawson  
John Mann  
Ross & Shirley Marshall  
Clifford Meek  
Davy J. Mitchell  
Phyllis Morgan  
Salvatore & Annette Morreale  
Larry & Linda Nelson

Leo & Bonita Oliva  
Richard & Lynn Poole  
Mike Rogers  
Inez Ross  
Laura Poole & Phil Ross  
Dennis & Gladys Schneider  
Clara L. & Duane Shook  
Sandy Slusher  
Richard M. Smith  
Michael Strodtman  
Henry J. Trauernacht  
Michael & Kathy Trier  
Joanne & Greg VanCoevern  
Elizabeth B. West

## Joanne's Jottings

by Joanne VanCoevern, Association Manager



Santa Fe National Historic Trail GEOTOUR is a HUGE success!

The launch of the GeoTour on April 15, 2014, has met and surpassed all of SFTA's expectations. SFTA hoped that the creation of a geocaching project, such as the GeoTour, would bring new users to the Santa Fe Trail, especially families, and a broad age of users.

That has happened. To date, all

73 caches have been visited by geocachers and the GeoTour is getting great reviews from those visitors. Just a few of the comments from geocachers include:

"... Took map about Santa Fe Trail that created enough interest that we took a trip to Ft Union, I am a native of NM and had no idea that this was here. Thank you for the cache."

"This was our only Santa Fe Trail cache that we were able to pick up, but definitely not our last. Such a great idea. I love the history that we are seeing here ... Thanks for placing these caches for us to find."

"This was part of a 13 state, 3200 mile, 3 1/2 day trip to find some old caches and some needed for challenges. I wanted to find a second cache in New Mexico. This cache was it."

"This was an easy find and I really appreciate it when a community group puts these out since it gives me an excuse to stop and really look at places I would otherwise pass without appreciating. TFTC! (Thanks for the Cache!)"

"Wow! Last site to visit on the SFT geo tour. Out of 73, I found 71. One had been officially posted as removed. So only one DNF. Followed from the beginning to the end. Time to head back to MO. Have a better understanding and appreciation of what my ancestors went through. Thank you SFTA for putting this together."

"One of the many caches we did as we attempt to find all 73 on the Santa Fe Geotrail! Having a great adventure as we camp on the way down and back. Will we find them all. Stay tuned to find out.... TFTC!"

And we have had successes with the Passport Activity that requires a visit to at least 50 of the 73 caches on the Geo Tour. Several prizes have already been mailed to participants in the Passport Activity. "I've now found 51 geocaches on the geo tour, so I'm happy to say I qualify for the challenge coin. The SFGT has been a lot of fun and it introduced me to some places I certainly would not have seen if not for the

tour. I even took my first steps in New Mexico thanks to the SFGT!"

To read more comments, go to the GeoTour site at [www.geocaching.com/adventures/geotours/santa-fe-trail](http://www.geocaching.com/adventures/geotours/santa-fe-trail) and then click on the site you are interested in and scroll down to logged comments.

**National Registry:** We have received word that the Lone Elm Campground Swale was listed in the National Register of Historic Places on April 6, 2014.

**New Task Agreements With National Park Service:** Three new task agreements have been entered into through our partnership with the National Park Service (NPS). The first is our Funding Task Agreement for Fiscal Year 2015 which provides funding through the NPS for the SFTA Manager and staff at our headquarters, administrative support, distribution of *Wagon Tracks*, website maintenance, support of SFTA conferences/board meetings/workshops, support for SFTA programs of the speakers bureau, scholarly research and chapter and trailwide education projects, focus meetings on specific topics of importance to the administration of SFTA and the SFNHT and funds to continue work on our Cooperative Sign Plans along the SFNHT.

The second task agreement is for the Salem Park Interpretive Waysides. This project is to develop a visitor use site on the Santa Fe National Historic Trail in Independence, Missouri, in Salem Park, which is a Jackson County Parks and Recreation site. The project consists of planning, designing, fabricating, and installing three upright orientation panels and bases and one site identification sign. The three exhibits will (1) interpret a site-specific trail story; (2) provide orientation for other Santa Fe NHT sites east to Franklin, Missouri; and (3) provide orientation for the Santa Fe, Oregon, and California NHTs sites west to Gardner, Kansas.

The third task agreement is for the Three Trails Children's Musical to be performed at Symposium 2015. This project is to develop an approximate 45-minute narrative musical program, to be performed by Santa Fe area elementary school children at the 2015 Santa Fe Historic Trails Conference, to be hosted by the Santa Fe Trail Association (SFTA), Old Spanish Trail Association (OSTA), and El Camino Real de Tierra Adentro Trail Association (CARTA). The project consists of (1) planning, development, and performance of a musical that features the history of three national historic trails that converge in Santa Fe; (2) filming of the performance; and (3) posting the filmed performance on the Internet, along with any associated materials developed by trail partners, including curriculum guides, script, musical scores, costume and prop patterns or other associated student activities.

*Continued on page 10*



## Rendezvous 2014 Scheduled for September 18-20 at Larned, Kansas

The Santa Fe Trail Rendezvous will be held on September 18 - 20, 2014, in Larned, Kansas. The theme "Hispanics and the Road to Santa Fe" was chosen as a way to examine the interaction and blending of cultures that occurred along the Trail, with particular focus on how the Hispanic culture was affected as well as how the Hispanics influenced other cultures.

### Schedule of Events

#### Thursday, September 18

- 8:00 a.m. SFTA Board Meeting at SFTC (open to the public)
- 2:00 – 6:00 p.m. Rendezvous Registration at Santa Fe Trail Center
- 5:30 p.m. Opening Event: Dedication of Facundo Melgares Monument,
- 6:30 p.m. Dinner, Dr. Leo Oliva program at Santa Fe Trail Center  
Topic: "Our Friend Melgares' Spaniards and Mexicans and the Santa Fe Road"



#### Friday, September 19

- 7:30 a.m. – 1:00 p.m. Registration at Larned Community Center
- 8:30 – 8:45 a.m. Welcome and introductions at the Larned Community Center
- 8:45 – 9:00 a.m. Introduction to theme – Dr. Michael Olsen
- 9:00 – 10:00 a.m. Speaker: Dr. Susan Boyle. Topic: "Traders and Merchants: The Early Years of the Santa Fe Trail"
- 10:00 – 10:30 a.m. Coffee break
- 10:30 – 11:30 a.m. Speaker: Dr. Robert Torrez. Topic: "Mexican Trade Laws"
- 11:30 – 11:45 p.m. Panel session with the morning speakers. Dr. Michael Olsen, Facilitator
- 11:45 – 1:15 p.m. Lunch at Community Center
- 1:15 p.m. Depart for on-site presentation in Lyons, KS
- 2:30 – 5:00 p.m. In Lyons, we will first visit the marker commemorating the murder of Antonio Chavez then proceed to the Coronado Quivira Museum, Speaker: Tony Juarez, a descendant of Antonio Chavez. Topic: "The Antonio Chavez Murder"
- 6:00 p.m. Return to Larned Community Center
- 6:30 p.m. Dinner, speaker and SFTA Hall of Fame inductions and awards  
Speaker: Van Ann Moore. Topic: "Dona Tules – first person interpretation of the most colorful, independent, wealthy and influential woman in New Mexican history"

#### Saturday, September 20

- 7:30 a.m. – 1:00 p.m. Registration at Larned Community Center
- 8:00 – 9:30 a.m. SFTA membership meeting
- 10:00 – 11:00 a.m. Speaker: Dr. Doyle Daves. Topic: "They Came Over the Santa Trail from Missouri and Established Families in New Mexico"
- 11:00-11:30 am Coffee break
- 11:30 – 12:30 p.m. Speaker: Marcus Gottschalk. Topic: "Trade During the American Era of the Santa Fe Road"
- 12:30 – 12:45 p.m. Panel session with morning speakers. Dr. Michael Olsen, Facilitator
- 12:45 p.m. Depart for Fort Larned National Historic Site
- 1:00 – 2:00 p.m. Lunch at Fort Larned National Historic Site  
Program: Ellen Jones will present educational trunk: "El Hombre"
- 2:00-3:00 p.m. Speaker: Dr. Alice Anne Thompson. Topic: "Hispanic Women and the Santa Fe Trail"
- 3:00-4:00 p.m. Program: Dr. Michael Olsen. Topic: "Hispanics on the Central Plains – Then and Now"
- 4:00-6:00 p.m. Afternoon at Fort Larned: special events such as living history volunteers
- 6:00 p.m. Retreat ceremony – Fort Larned NHS
- 6:15 p.m. Dinner and program in quartermaster storehouse  
Speaker: Dr. David Sandoval. Topic: "The American Invasion of New Mexico and Mexican Merchants"

**Registration forms will be mailed to SFTA members in August. You can also register online at [www.santafetrail.org](http://www.santafetrail.org).**

Rendezvous 2014 is hosted by the Santa Fe Trail Center Museum, Fort Larned National Historic Site and the Santa Fe Trail Association. Principal funding is provided by the Kansas Humanities Council with additional funding from the National Park Service through their partnership with the Santa Fe Trail Association.

## Rendezvous 2014

### *Registration Packets to be Mailed in August*

*By Beverly Howell*

“Hispanics and the Road to Santa Fe” is the theme for this year’s Rendezvous seminar to be held in Larned, Kansas. Members of the Santa Fe Trail Association will receive registration materials by mail in August for Rendezvous 2014. Registration may also be done online at [www.santafetrail.org](http://www.santafetrail.org).

In addition to the many prominent Santa Fe Trail historian speakers during the seminar, there will be three special additional presentations.

Friday afternoon’s bus tour will stop at the Chavez Historical Marker for a memorial ceremony. Tony Juarez will lay a wreath for all souls lost on the Trail, with David Sandoval providing a military escort in full Mexican militia dress, and Father Robert Spencer of Lyons performing a brief service. Time permitting, Tony will pres-

ent a short overview of the murder taken from court testimony, including the “drawing of the straws” to pick the executioner(s). His program will conclude at the Coronado Quivira Museum in Lyons. He will recap the Chavez marker information for those who do not travel to the memorial site.

During Saturday’s lunchtime at Fort Larned, using an educational trunk called “El Hombre,” Ellen Jones will tell the story of Julio, a twelve year old who travels the Trail with his merchant father. While the story has a “coming of age” theme, it also tells the story of Mexican involvement in Santa Fe trade. David Clapsaddle wrote the story and developed the contents of the trunk.

Dinner Saturday evening at the Larned Community Center will be followed by SFTA Hall of Fame inductions and awards. Then the audience will adjourn to the auditorium for a one woman music theatre performance by Van Ann Moore. Van Ann will present the historical character of

Dona Tules (Dona Maria Gertrudes Barcelo). This is a well-researched drama with music about a New Mexican woman of Spanish heritage who lived and worked in the Republic of Mexico’s Northern Province. A question and answer period will follow her performance. Van Ann Moore will be accompanied by Raul Gomez from Topeka, Kansas.

Principal funding for Rendezvous is once again provided by the Kansas Humanities Council. The KHC awarded the program \$7,795 which will be used to cover honoraria, travel and per diem for speakers, facilities rental and promotion of the Rendezvous seminar. Assistance for the 2014 Rendezvous is also provided by the National Trails System Intermountain Region of the National Park Service, Fort Larned National Historic Site, and the Santa Fe Trail Center. All support is appreciated.

For any questions regarding this year’s Rendezvous please contact the Santa Fe Trail Center at 620-285-2054 or e-mail [museum@santafetrailcenter.com](mailto:museum@santafetrailcenter.com). ♦

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## Myers Collection Silent Auction Slated For Rendezvous

Attention members! A select number of books and other items from the Harry Myers Collection will be offered at Silent Auction during Rendezvous 2014 on September 19 and 20 in Larned, Kansas. SFTA’s Archives and Acquisitions Committee worked hard to review the massive donation from the Myers’ estate and to retain books for the collections relating to the historic period of the Santa Fe Trail. Harry loved books and had multiple copies of many of those he owned. Books offered for auction will be duplicates and those unrelated to SFTA’s collections. Proceeds from the Silent Auction will be used to promote and preserve the books, maps and other items in the Myers Collection. All those attending Rendezvous will have an equal opportunity to bid on the items of their choosing. The auction will take place at the Larned Community Center on Friday and Saturday mornings during the seminar. The bidding will end after the morning coffee break on Saturday.

Some of the topics of books to be offered include American Indian, Lewis and Clark, New Mexico travel, Billy the Kid, pre-trail Spanish influence, Southwest history, Western art and artists, and books on steamboats, a favorite topic

of Harry’s. Other topics include Tony Hillerman novels, WWII, the JFK assassination, astronomy and the Manhattan Project. It is likely to take more than one silent auction to offer all of the remaining publications to the membership.

Harry was an avid researcher and had many copies of historic maps and prints. Many were obtained through the Library of Congress as well as other institutions. Multiple copies of some of the maps were found with his papers. A number of these map copies will be offered as well as both historic prints and sketches.

Harry Myers was important to the Santa Fe Trail Association during his rather brief time as the Association’s Manager. Harry as an individual, with his persistence to dig out the most elusive information about Santa Fe Trail history, will be missed forever by all of us. We are honored to have his books and other research materials in the collections of the Santa Fe Trail Association and we believe that Harry would approve of our offering duplicates and unrelated materials to the SFTA membership. And so, on Harry’s behalf, we wish you all good luck in your bidding. ♦



## Historic Trails Through South Central Kansas Symposium Scheduled for September 25-28

The Oregon California Trail Association (OCTA) is hosting a Cherokee Trail Symposium "Historic Trails Through South Central Kansas" on September 25-28 in Newton, Kansas. The focus will be on the Cherokee Trail, Chisholm Trail, Great Western Cattle Trail and the Santa Fe Trail. Presenters and topics include "Santa Fe Trail 101" by Steve Schmidt, "Early Surveys of Southern Kansas" by Steve Brosemer, "The Cherokee Trail: Cattle Drives and Emigrants" by Dr. Jack Fletcher, "The Cherokee Trail Through South Central Kansas" by Brian Stucky, "Augusta Stewart, Pioneer Woman of El Dorado" by Patricia Fletcher, "Chisholm Trail" by Jim Gray, "The Great Western Cattle Trail" by Gary and Margaret Kraisinger, and "Indian-White Relations on the Santa Fe Trail in Kansas" by Dr. Leo Oliva. Gretchen Ward, NPS, will discuss the Cherokee Trail Feasibility Study. Bus tours on the Cherokee, Chisholm and Santa Fe Trail will get participants boots on the ground. For more information, visit <http://www.octa-trails.org/activities/cherokee-trail-symposium>.

## Photos Sought for Wagon Tracks Cover

What do you think of *Wagon Tracks'* new magazine style cover? Beginning with the November issue, the cover will feature a full-color photo (or perhaps sepia-toned historic artwork). If you have great photos of a feature of the Santa Fe Trail, or historic artwork that is high resolution, we'd like to see it. You might have your submission featured on the cover. Be sure that you have permission to use the photo that you submit. For details, contact the *Wagon Tracks* editor at [editor@santafetrail.org](mailto:editor@santafetrail.org).

Do you have winter scenes from along the Trail? Even though historically it wasn't traveled in winter, we do travel it now. Submit your photo no later than October 10 for the November issue, or January 10 for the February issue.



## Partnership for the National Trails System

*by Ross Marshall, SFTA Representative to PNTS*

**National Historic Trails Workshop October 27-31:** Sponsored biennially by PNTS, this year's workshop will be held the last week of October in Salt Lake City, Utah. Registration information will be published around Labor Day.

There will be three tracks – **Preservation, Social Media, and Capacity-building**. The Preservation track will have a full day mobile workshop in the Pilot Valley on the west end of the Great Salt Lake Desert area, where potash mining threatens the California Trail. There will also be a half-day mobile workshop in Echo Canyon east of Salt Lake City, where a partnering strategy has been used to preserve the trail. The social media track will be conducted entirely in the hotel. Leaders of the workshop come from the Bureau of Land Management, the Crossroads Chapter of OCTA, and several other National Historic Trail organizations. The last NHT Workshop was in the fall of 2012 in Socorro, NM and was well-attended, including several attendees from SFTA.

**The Value of the Partnership for the National Trails System:** The value of PNTS is GREAT. It is one of the most successful entities I have ever been involved with in my life. Who could have imagined, when some of us got together in 1991 to form what was then called the Committee of 17 because there were 17 National Trails at the time, the success that PNTS would achieve.

The Partnership is not 'them,' it is 'us.' The office in Madison, Wisconsin, is not a separate company – it is **us**. Therefore, as it (or actually 'we') achieves success with Congress, agencies, and Executive Branch offices, these successes accrue to our benefit.

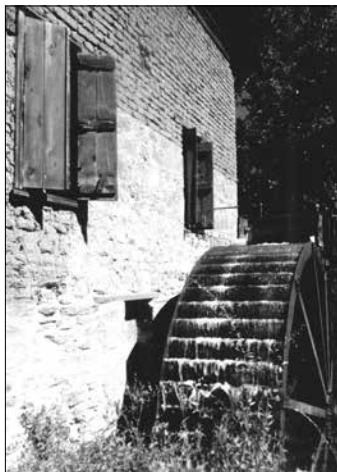
A high percentage of the SFTA annual budget is through cooperative agreements with the Santa Fe office of the National Park Service. I can remember when there was none. And most of the other National Historic Trails organizations twenty years ago had little or none. The funding and the partnering we now have with agencies is due completely to the Partnership.

SFTA annual dues to the PNTS have been \$700, which is less than 1/2 percent of what we receive from NPS. If we needed to we could easily do more, and the return on any such increase would be manifold. We have a unique privilege to be a part of PNTS, and SFTA and the SFNHT is benefiting greatly.

**Volunteer hours and expenses reports:** As usual, Congress is very impressed with the Partnership's totals of volunteer hours and dollar contributions (the Gold Sheet) by National Trails System organizations. Thanks to every chapter, committee chair and board member turning in their volunteer totals every year. **Please plan to report these totals for 2014 at the end of the year.** ♦

## Cleveland Mill Holds Benefit Dance on August 16

The Cleveland Mill Museum's Benefit Dance will be held on August 16 in Cleveland, New Mexico. The dance features The Rifiers, one of New Mexico's best-liked country western dance bands. This event features an optional potluck for those interested. The potluck begins around 4:30 p.m. and dancing begins at 7:30 p.m. Tickets are \$20 at the door or in advance. Bring a lawn chair. Camping is available free. So is breakfast. For more information contact Dan Cassidy 575-387-2645, dancas@nnmt.net, or visit [www.clevelandrollermillmuseum.com](http://www.clevelandrollermillmuseum.com).



## August 15 Concert in Cottonwood Falls Opens Annual Chautauqua

The opening event at the Cottonwood Falls Chautauqua August 15-17 will be a concert by the Tallgrass Express String Band. They will perform "Trail to Santa Fe," an original song featured on their new CD, which will be available at their CD Debut Concert Saturday, September 13, 2014 in Cottonwood Falls, Kansas. See the Chase County Historical Museum website [www.chasecountyhistoricalmuseum.com](http://www.chasecountyhistoricalmuseum.com) for more details.

## Youth Expo Scheduled In McPherson

The Quivira Chapter of the SFTA is holding its first Santa Fe Trail Youth Expo on October 4 in McPherson, Kansas. This event for 4th-8th graders will begin with an overview of the Santa Fe Trail. Participants will have the option to pick from a number of topics for a day spent learning about the Santa Fe Trail. Cost is \$5. Registration is open through September 12. For more information, contact Linda Colle at [blkcolle@swbell.net](mailto:blkcolle@swbell.net) or 620-241-8719.

## Adobe Walls Event Scheduled October 4 *Registration required by August 15*

A tour of the Civil War battleground of Adobe Walls in the Texas Panhandle will be held October 4. Enjoy speeches from both sides of the battle including appearances by Kit Carson's great-grandson and Kiowa and Comanche tribe members. Buses leave from locations in Amarillo. Cost is \$50 per person, including transportation and refreshments. Reservations must be made by August 15 by contacting Amy Mitchell at Panhandle-Plains Historical Museum at 806-651-2242 or [amitchell@pphm.wtamu.edu](mailto:amitchell@pphm.wtamu.edu). For more information visit [www.panhandleplains.org](http://www.panhandleplains.org).

## Marshall, MO Celebrates Santa Fe Trail Days September 27

Enjoy a full day of events, including a Santa Fe Trail exhibit and historical figures, a 10K run, craft show, farmers market, entertainment by a Mexican folk dancing troupe, and a presentation by Preston Tonepahote, Kiowa storyteller and orator, with traditional dancers and drummers. Marshall, Missouri, is south of the Weinrich ruts of the Santa Fe Trail. For more information, call 660-229-4845 or visit <http://marshallmochamber.com>.

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

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## Raytown SFT Signage Approved

On Tuesday, June 17, the Board of Alderman of Raytown, Missouri, unanimously supported passage of an ordinance to authorize the installation of 24 official National Historical Trail signs that will mark the Santa Fe, Oregon and California National Historic Trails within the city limits of Raytown. In the coming weeks, the Public Works department of Raytown will begin installing the Original Route signs that mark the Trail from 51st Street and Blue Ridge Boulevard to 63rd Street and Blue Ridge Boulevard. An historical site identification sign has already been installed at the Rice-Tremonti home, pictured at right.

*Photo by Larry Short*



## Cover Story, *continued from page 2*

- while the remainder of this enclosure furnished stabling capacity for forty heads of mules.
- The walls were two feet thick, so that every part of the building was not only secure against fire and weather, but also proof against bullets.
- With a supply of water which we kept in barrels, we could have withstood a siege.

At full force (in 1866) there were 12 well-armed men at Cimarron (Crossing) stage station.

This image shows the plethora of activity that took place at a lonely place way out on the prairie. There was much more going on than a few wagons passing back and forth. The original drawing was commissioned for the wayside exhibit at Cimarron Crossing Park and will be on display at Rendezvous 2014 in Larned, Kansas.

About the Artist: **Craig Ridenour, AIA**, grew up in Council Grove and still has family connections there and in Cimarron, Kansas. Craig has always had an interest in the Santa Fe Trail. As an artist who works in watercolor, oil, pen, pencil, and pen and ink, he has done several artworks of stone barns and other buildings and is well-known for his rendering talent in the architectural world. Graduating from KSU with a BA in art, he moved to Oklahoma where he received a Masters Degree in Architecture from the University of Oklahoma and a Juris Doctorate degree in Law from Oklahoma City University. He currently practices architecture and law but devotes most of his time to architectural rendering. Craig and his wife Patty live in Oklahoma City. ♦

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## Seen on the SFTA Facebook Page

### Map lovers are going to love this news!

The United States Geological Survey (USGS) has launched a Historical Topographic Map Explorer, allowing cartography lovers to easily pore through the agency's expansive collection. This new site gives users free access to more than 178,000 of the USGS's maps dating back to 1884, also making them easily searchable by city. Launch the Historical Topographic Map Explorer at [http://chrismahlke.github.io/explorer\\_dev/](http://chrismahlke.github.io/explorer_dev/)

**For an interesting look at the Santa Fe Trail view this video**, made by Mike Nelson at <http://youtu.be/8J467FJ5M6U>

The ruts of the Santa Fe Trail can be seen crossing the remnants of the Eureka Irrigation Canal, also known as "Soule Canal." In the fall of 1882, a vast irrigation system to divert the Arkansas River water was proposed. The venture was financed by millionaire Asa T. Soule of Rochester, New York. Known as the Eureka Irrigation Canal Company, it took two years to dig the 96-mile canal that wound its way up the north side of the Arkansas River through Gray and Ford Counties. Soule paid farmers working during their off seasons \$1.50 a day, or \$2.50 if they brought their own team. However, problems began for the huge irrigation ditch shortly after it was completed. The diversion dam flooded out, canal water seeped through the porous, sandy soil and the erratic flow of the Arkansas River often left the ditch dry. Within five years the grand dream became known as "Soule's Folly." Today, outlines of the canal zigzag along the Arkansas River and serve as a lasting reminder of the dream of making southwest Kansas "bloom like a rose."

## Joanne's Jottings, *continued from page 5*

**Award-winning Photojournalist Travels the Trail:** Recently, freelance author Joe Link spent almost two weeks traveling the Santa Fe Trail and visiting with landowners along the historic route. Joe Link is an award-winning photojournalist and writer, who spent most of his career as executive editor of *Progressive Farmer* magazine. Mr. Link was a bit "overwhelmed" with the huge story of the Santa Fe Trail and all that it encompasses, but after meeting with a few landowners, he was very impressed with the lengths they went to in preserving their portion of the Trail and with their willingness to allow others onto their property to share in that experience. Joe will be doing a six-page story for the magazine, *The Furrow*, an agricultural journal published in fourteen languages by John Deere.

A few of the interviews he did along the Trail include: Rich Lawson, Steve Schmidt, Steve and Jodene Fischer (Fry's Ruts), Joe Swanson, Carolyn Kern (Ralphs Ruts), Jeff Trotman for information on landowners in his area, including Charlie's Ruts, Dan Sharp (Autograph Rock), McNee's Crossing landowner, Faye Gaines (Point of Rocks Ranch), Brad Semmens (Bent's New Fort), as well as others along the Trail such as Ross Marshall and chapter presidents who could give him insight into the positive relationship between landowners and the public interested in Trail history. For more information about the Furrow magazine, see [www.deere.com/furrow](http://www.deere.com/furrow) ♦

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*Follow us on Facebook today. Sign up at [www.facebook.com](http://www.facebook.com), search for Santa Fe Trail Association, and click "Like" and "Follow" to read more about the Santa Fe Trail and happenings around it.*

## Without a Trace:

### *An Inquiry Into the Peculiar Circumstance of the Missing Identities of the Becknell Five*

By Craig Crease

Gregory: "Is there any other point to which you would wish to draw my attention?"

Holmes: "To the curious incident of the dog in the night-time."

Gregory: "The dog did nothing in the night-time."

Holmes: "That was the curious incident."

Sherlock Holmes, *Silver Blaze*, 1892

The rich panoramic history of the Santa Fe Trail has produced many thrilling and compelling episodes for historians and writers. Yet there are a few mysteries that remain, gaps in the historical record that demand investigation. Probably the most interesting, and important, of those remaining mysteries involves the very first trip on the Santa Fe Trail by the man who is commonly acknowledged to have forged the original trace in 1821, William Becknell.<sup>1</sup>

The mystery is that the five men who made this famous landmark voyage across the prairie with Becknell are unknown to history, missing from the historical record, glaring by their omission from it. This article seeks to stimulate further study into this mystery, in the hope that armed with what is known, the historical detective can finally uncover the unknown....the missing identities of the Becknell Five.

The foundation of study for Becknell's 1821 seminal journey is the journal of that trip and Becknell's 1822 trip as published in the *Missouri Intelligencer* of April 22, 1823.<sup>2</sup> Here is the first of a subset of mysteries surrounding Becknell. Did he even write the journal? Becknell was known at that time as smart and savvy, but with limited formal education.<sup>3</sup> His known letters reveal simple phonetic spelling and short declarative sentences.<sup>4</sup> Yet his journal as printed in the *Missouri Intelligencer* is full of poetic imagery and written in a sophisticated and descriptive style quite different than that of Becknell. Add to that conundrum the fact that the location of the original journal manuscript is unknown; all reprints of the journal have been taken from the *Missouri Intelligencer*. To add further spice to the mystery brew, the esteemed *Missouri Historical Review* published the journal in 1911 as written by "Thomas Becknell".<sup>5</sup>

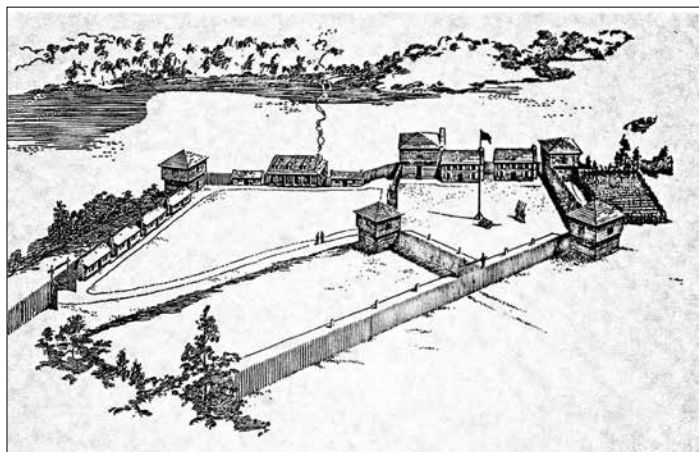
It seems possible, but not totally conclusive, that the editor of the *Missouri Intelligencer*, Nathaniel Patten, re-wrote some written journal of Becknell's and elaborated on Becknell's simple and circumspect writing. It is even more likely that the journal as printed in the *Intelligencer* is a combination of Becknell's written dates, distances, and observations taken on the 1821 trip, supplemented and expanded by editor Patten through a face-to-face interview with Becknell upon

his return. This is supported by editor Patten's comments several months before the publication of Becknell's "journal" in the *Missouri Intelligencer*; "We are promised by Capt. B. that in a few weeks he will furnish us with such information relative to Santa Fe as will be useful and entertaining to our readers."<sup>6</sup> Note there is no mention of a diary or a journal, just "information." So this mystery remains to be solved, and perhaps only will be if and when Becknell's original manuscript journal finally shows up, assuming that it ever existed at all.



The only contemporary account of Becknell comes from the pen of George Sibley, who knew him well. "William Becknell," Sibley wrote in 1825, "a man of good character, great personal bravery, & by nature & habit hardy and enterprising. His pursuit, immediately previous to his first trip to Sta Fee was, as I am informed, that of a salt maker. He certainly had no knowledge of mercantile concerns, & tho' very shrewd and intelligent, very deficient in education".<sup>7</sup> Certainly not the description of a man who might be unaware of or indifferent to his place in history.

Becknell was certainly self-aware that the 1821 journey itself was historically important. In 1825 he wrote matter-of-factly in a letter remembering the time, "I forged the trail to Santa Fe."<sup>8</sup> He was acknowledged as the father of the Santa Fe Trail by Josiah Gregg in 1844 with the publication of the *Commerce of the Prairies*, Gregg's influential book that, more than any other, created the public perception of the history of the trail's hey-day throughout the nineteenth century and beyond.<sup>9</sup> He was eulogized in 1856 in the *Clarksville Northern Standard* by editor Charles De Morse: "Capt. Becknell was the first to cross the plains to Santa Fe.... The old man eloquent delighted till the close of his life, to relate the events con-



Becknell and his five men set out from Fort Osage in September 1821 on their historic trip.

*nected with the first settlement of Missouri.... We knew Capt. Becknell well for many years. He was a man of decided character, great strength [?] and firmness – a model of a pioneer.*<sup>10</sup>

Eloquent he may have been, yet we have no written follow-up from Becknell after the *Missouri Intelligencer's* publication of his journals. No interviews from journalists in the frontier press recalling in detail the historic days of 1821. Even the files of the *Clarksville Northern Standard*, the influential northern Texas newspaper that covered Clarksville and the Red River country that was Becknell's home for the last twenty-one years of his life, are void of any reminiscences by Becknell or reporting on the 1821 trip to Santa Fe. No other old-age journals or diaries or interviews. Nothing from Becknell for the thirty-five years that he lived beyond the historic 1821 seminal journey. How curious that a man who obviously knew contemporarily his place in history, never seemed to publicly tell his story again. Just as curious that no one ever seemed to ask him much about it in later years. So the record from Becknell himself remains perplexingly incomplete. There is not even a known verifiable photo of him.



The number of men with Becknell in 1821 was its own mystery, a point of conjecture until the 1992 discovery by Michael Olsen and the late Harry Myers of the diary of Pedro Ignacio Gallego. This was the Mexican officer leading troops who encountered Becknell and his group near Kearn Gap just south of present-day Las Vegas, New Mexico. Gallego's diary makes it clear that Becknell was traveling with just five men.<sup>11</sup> For years historians had speculated on how many men went with Becknell. It was estimated as many as 30 men made the trip. Alphonso Wetmore, writing about it in 1832, just eleven years after the event, stated that Becknell took 21 men with him on that first trip.<sup>12</sup> (Wetmore was probably confusing it with Becknell's 1822 trip.) Josiah Gregg got it almost right in 1844, when he pegged it at four men with Becknell. Historian Louise Barry, through serendipitous luck or historical instinct (she had access to the same limited information that everybody else had, but no more) nailed it in 1972 when she wrote "*Led by William Becknell, five men with goods-laden pack animals left Franklin, MO, September 1 on a trading trip to the Comanche country.*"<sup>13</sup>

Today we know without a doubt, from the empirical evidence provided by the Gallego diary, that there were indeed just five men with Becknell. We also know from the contemporary record including Becknell's journal as published in 1823, that he left some or most of his five men behind when he returned to the Missouri frontier in December, 1821. "*My company concluded to remain at St. Michael,*" Becknell wrote, "*except Mr. M'Laughlin, and we left that village December 13.*"<sup>14</sup> Alphonso Wetmore wrote in 1825 that on the 1821 trip Becknell "*returned in the following December and January, having left one or two of his party behind him.*"<sup>15</sup>

If it seems incredible that such a historic event as the 1821 journey was pretty well ignored by Becknell in his later years, it is even more surprising that the five men who forged the Santa Fe Trail with Becknell in 1821 should be so indifferent to the notoriety and fame of being on that trip. Yet, like their 1821 leader, the five are silent. The slate is blank but for a few clues. Their names just do not appear in the known record.

But there are clues, a few sketchy and ambiguous clues, that lead to more than a few suspects. At one time or another, some of these suspects have been proposed by various historians as possible members of the Becknell Five. Some are shown here for consideration for the first time. Consider the evidence, or lack of, in support of these men being the ones historians seek. In no particular order, and giving their estimated age on the 1821 trip (Becknell was 33), the suspects are:

### Mr. M' Laughlin – Age unknown

We start with this paradox; we actually know the last name of one of the men on the 1821 trip, yet we know nothing else about him. Period. Becknell's journal stated, "*My company concluded to remain at St. Michael, except for Mr. M' Laughlin, and we left the village December 13 on our return home.*"<sup>16</sup>

### Bailey Hardeman – Age 26

Another clue we get from Becknell concerns Bailey Hardeman. Appearing in the *Missouri Intelligencer* of June 25, 1825, was the "*Journal of Expedition From Santa Cruz To The Green River by Capt. Becknell,*" an article concerning Becknell's 1824–1825 trapping trip on the Green River "*several hundred miles from Santa Fe.*"



Becknell [?] wrote "*The young men employed by me had seen better days, and had never before been supperless to bed, nor missed a wholesome and substantial meal at the regular family hour, except one, who was with me when I opened the road to Santa Fe.*" Becknell goes on to describe Hardeman in the conclusion of this article in a familiar way: "*Mr. Bailey Hardeman, of this county, was to have set out on his return, accompanied by a large party, on the first of the present month.*"<sup>17</sup>

Here we have a bit of circumstantial evidence. Was Bailey Hardeman the one "*who was with me when I opened the road to Santa Fe*"? Becknell mentioned no other name in the article. Hardeman did leave Santa Fe for Missouri about June 1, 1825, possibly in a leadership role, in a wagon train that included Meredith M. Marmaduke and some 500 mules.<sup>18</sup>

Hardeman later had a role, like Becknell, in the early Texas Republic. But Bailey Hardeman's life and legacy was cut short when he died of a fever in 1836.

### Alexander Le Grand – About age 27

In May of 1824 Alexander Le Grand was the captain of the large caravan out of Howard County, Missouri, that numbered 83 men, including Meredith M. Marmaduke and Augustus Storrs. Alphonso Wetmore commented the following year on Le Grand and his role in that 1824 wagon train; *“Mr. Le Grand was appointed Caravanbachi, or head of the caravan. This gentlemen had resided some time in Santa Fe, and is well informed in the customs of the province. He is a young man of fine genius and liberal acquirements.”*<sup>19</sup>

Le Grand entered the historical record with this 1824 caravan, a virtual unknown up to that point. Yet he burst onto the scene as a full-fledged caravan captain. Is it coincidence that he had lived in Santa Fe for “some time” prior to heading up this train? His whereabouts are unknown in 1821 and 1822. As noted above, Becknell left most of his men in the Santa Fe area in the winter of 1821.

Le Grand is mentioned in a letter that Becknell wrote to Bartolomé Baca, the governor of New Mexico, in October 1824. Note the true style of Becknell's writing in this letter that was undeniably written by him: *“The preste of santa Clarar wishes to go to the united States with me next spring if it is agreabel to your Excelances. My Friend Mr. Lagrand will translat this to your oner. I shall cum an see you when I cum in from the woods.”*<sup>20</sup>

Because of the circumstantial evidence of Le Grand's time in Santa Fe, his sudden appearance in a position of great responsibility with the 1824 caravan indicating at the very least that he knew the route to Santa Fe, and because of his tie to Becknell in the above letter, Alexander Le Grand deserves consideration as possibly one of the Becknell Five.

### Ezekiel Williams – Age 46

Becknell had known Ezekiel Williams since at least 1817. Williams was probably the only Franklin-area citizen in 1821 who had been out to the far west and southwest. In 1811 Williams participated in a disastrous trip seeking the upper Arkansas River. He descended the Arkansas by himself in 1813. He returned again in 1814 to recover cached furs with his partners Braxton Cooper and Morris May.<sup>21</sup> He would have had empirical knowledge of the geography of the southwest that no one else would have had. Furthermore, it was at Ezekiel Williams' farm that Becknell had the potential adventurers meet in August 1821: *“...on the Missouri, about five miles above Franklin, where we will procure a pilot and appoint officers to the company.”*<sup>22</sup> Based on Becknell's familiarity with Williams, his first-hand and unique knowledge of the West and Southwest and the simple fact

that the expedition was organized at his home, all lend support that Ezekiel Williams should be considered as a suspect.

### Ira Emmons – Age Unknown

Becknell knew Ira Emmons since at least 1816, when Becknell and the Emmons brothers, Ira and Julius, entered into a partnership to deliver a keelboat from Cooper's Fort in the Boonslick area to Fort Osage on behalf of Joseph Robidoux III. The partnership apparently continued as late as 1819, when Becknell and the Emmons brothers engaged in part time local freighting.<sup>23</sup>

In 1825 Ira Emmons was George Sibley's first choice for captain and pilot of the entire survey crew of the federal government's first survey of the Santa Fe Trail, commonly known today as the Sibley Survey. *“In selecting a fit person to take the immediate charge of the men,”* George Sibley wrote to fellow survey commissioner Benjamin Reeves in May 1825, *“you will oblige me if you will take Mr. Ira Emmons into your consideration; he has been twice to St. Fee and once commanded a party; and I have been informed gave general satisfaction. Please to understand that I suggest this merely as an individual & not officially; for I leave the selection of this officer entirely to yourself; and am persuaded that I shall concur with you whether you appoint Mr. Bynum or Mr. Emmons. I shall be glad at any rate to have Mr. Emmons of the party if he can be induced to go for any employment we can offer him.”*<sup>24</sup>

Sibley considered Ira Emmons so valuable an addition to the survey expedition that he was willing to let him come along in almost any capacity. Becknell's long familiarity with Ira Emmons, coupled with the fact that just two years before Becknell's 1821 journey they were in a small local freighting business together, and supported by Sibley's active desire to hire Ira Emmons, over all others, to lead his men, indicate that Ira Emmons may well be one of Becknell's missing five from 1821.

### Gray Bynum – Age 29

Mentioned above by Sibley as a viable alternative to Ira Emmons to serve as leader of the survey team, Gray Bynum has no known record of ever having taken the Santa Fe Trail from Missouri to Santa Fe. At both the time of the 1821 journey and Sibley's letter of 1825 Bynum was Clerk of the Circuit Court of Howard County, Missouri. Sibley and Benjamin Reeves wanted a leader that had been to Santa Fe before. Ultimately the leader chosen was Stephen Cooper, who had been to Santa Fe several times; Bynum could not go, and Ira Emmons had already left for Santa Fe.<sup>25</sup> Sibley's preference for Gray Bynum makes no sense, unless possibly his leadership was so attractive to Sibley and Reeves because



he **had** been to Santa Fe...as one of the missing Becknell Five in 1821.

### Moses Carson – About age 24

Moses Carson, half-brother of Kit Carson, has been suggested by some historians as a possibility of being one of Becknell's 1821 men,<sup>26</sup> perhaps on the strength that he is a CARSON, and that his whereabouts are unknown for 1821 and 1822. There is a tie between Becknell and Moses Carson. In 1814-1815 they served together under Capt. Daniel Morgan Boone and his Mounted Rangers; Becknell as a sergeant and Carson as a private.<sup>27</sup>

### Thomas Becknell – Age unknown

Apparently Becknell did have a brother named Thomas.<sup>28</sup> Then there is that strange attribution of the Becknell journal to "Thomas Becknell" by the *Missouri Historical Review* in 1911.<sup>29</sup> Tenuous as this thread is, he remains as a suspect.

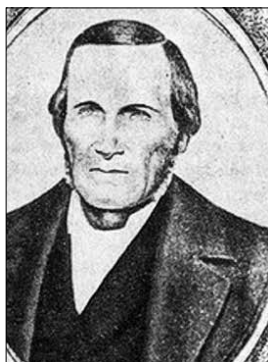
### Joseph R. Walker – Age 23

One of the greatest of the frontiersmen and mountain men, Joseph R. Walker roamed far and wide over the American west and southwest during his illustrious life. But did he go with Becknell in 1821 to Santa Fe? One Walker biographer speculated that Joseph Walker, (not Bailey Hardeman; see above) was the trapping companion in 1824 that Becknell singled out as one "...who was with me when I opened the road to Santa Fe."<sup>30</sup>



### William Wolfskill - Age 23

Wolfskill has been mentioned from time to time as one of the men who went to Santa Fe with Becknell in 1821, this supposition made mostly on the strength of the fact that he almost certainly did go on Becknell's second trip in 1822 when he led 21 men and three wagons. There are problems with this theory; for one thing, Becknell left most of his men behind in San Miguel in December 1821. For Wolfskill to have been on the 1822 trip also, he would have had to follow quickly after Becknell in an unrecorded trip back to Missouri in time to make the start of the return trip on May 22, 1822. Not probable, but not impossible.



### Ewing Young – Age 22

Ditto for Ewing Young. The same logic applied to Wolfskill above puts Young on the trail with Becknell in 1821. Same problem, however. Ewing Young would have had to make a similar quick and unrecorded journey back to Missouri to make the May 22 jump-off of Becknell's second trip to Santa Fe. Again, not impossible, but not probable.

### None of the above

It may be that the identities of none of the Becknell Five reside in the above list. A final lingering clue springs from Becknell's achingly sparse entry for his group's important stop at Fort Osage before heading out onto the prairie in 1821: "*Arrived at Fort Osage, we wrote letters, purchased some medicines, and arranged such affairs as we thought necessary previous to leaving the confines of civilization.*"<sup>31</sup>

Perhaps the Becknell Five remain in obscurity because they lived in obscurity, leaving no record. Perhaps they were just indifferent to what they had accomplished. Maybe premature death took them before they had a chance to voice their involvement in the historic trip. Or maybe their legacy sits in the back vault of a Spanish archive, or in a trunk of letters in a Missouri attic. Time will tell. ♦

*Come Watson, Come! The Game is Afoot!*

### Endnotes

1. William Becknell was born in Virginia in about 1788. By 1810 he was on the Missouri frontier. His two historic trading trips to Santa Fe in 1821 and 1822 sealed his historic legacy as the founder of the Santa Fe Trail, especially the 1821 trip. Becknell moved to Texas in 1835, and served a key role in the Texas Republic. Becknell died on his farm near Clarksville, Texas in 1856. See Larry M. Beachum, *William Becknell, Father of the Santa Fe Trade* (El Paso: Texas Western Press, 1982).
2. "Journal Of Two Expeditions From Boone's Lick To Santa Fe," *Missouri Intelligencer*, April 22, 1823.
3. George Sibley to Owen Simpson, May 1, 1825, in Kate Gregg, *The Road To Santa Fe: The Journal and Diaries of George Champlin Sibley* (Albuquerque: University of New Mexico Press, 1952, 1995), 214-215.
4. See Becknell's letter of October 29, 1824 to Bartolomé Baca, Governor of New Mexico, Ritch Papers, Huntington Library, San Marino, California. Accessed online at <https://user.xmission.com/~drudy/mtman/html/becknell.html>.
5. "The Journals of Capt. Thomas Becknell from Boone's Lick To Santa Fe, and from Santa Cruz to Green River," *Missouri Historical Review* 4 (January 1910): 65-84.
6. *Missouri Intelligencer*, February 13, 1823.
7. Gregg, *Road to Santa Fe*, 214-215.
8. "Journal of Expedition From Santa Cruz To The Green River By Capt. Becknell," *Missouri Intelligencer*, June 25, 1825.
9. Josiah Gregg, *Commerce of the Prairies* (Norman: University of Oklahoma Press, 1954), 13-15. Edited by Max L. Moorhead. There



have been numerous editions of Gregg's book since 1844.

10. *Clarksville Northern Standard*, April 26, 1856
11. Michael L. Olsen and Harry C. Myers, "The Diary of Pedro Ignacio Galgo Wherein 400 Soldiers Following the Trail of Comanches Met William Becknell on His First Trip to Santa Fe," *Wagon Tracks, Santa Fe Trail Association Quarterly* 7 (November 1992), 1, 15-20.
12. "Alphonso Wetmore's Report," in *Messages from the President on the State of the Fur Trade, 1824-1832* (Fairfield, WA: Ye Galleon Press, 1985), 69-79.
13. Louise Barry, *The Beginning of the West, Annals of the Kansas Gateway to the American West, The Beginning of the West, 1540-1854* (Topeka, Kansas State Historical Society, 1972), 97.
14. "Journal of Two Expeditions. . .," *Missouri Intelligencer*, April 22, 1823.
15. Alphonso Wetmore to Congressman John Scott, August 19, 1824, in David A. White, *News of the Plains and Rockies, 1803-1865* (Spokane, WA: Arthur H. Clark Co., 1996-2000), 2: 104.
16. "Journal of Two Expeditions. . .," *Missouri Intelligencer*, April 2, 1823.
17. "Journal of Expedition from Santa Cruz. . .," *Missouri Intelligencer*, June 25, 1825.
18. Barry, 121.
19. "Alphonso Wetmore's Report."
20. Becknell to Baca, Ritch Papers
21. Beachum, 19.
22. Beachum, 17.
23. Beachum, 11, 13.
24. Gregg, *Road to Santa Fe*, 219.
25. Gregg, *Road to Santa Fe*, 219.
26. Marc Simmons, "Remembering William Becknell, the Father of the Santa Fe Trail," "Trail Dust," *Santa Fe New Mexican*, July 9, 2005.

27. *Boone Pioneer Echoes, The Quarterly Publication of the Boone Family Association of Missouri*, 11 (July 1969): 22.

28. The existence of brother Thomas Becknell is more anecdotal than anything. Becknell biographer Larry M. Beachum (William Becknell) doesn't mention a brother named Thomas.

29. "The Journals of Capt. Thomas Becknell. . ."

30. Bil Gilbert, *Westering Man* (Norman: University of Oklahoma Press, 1985), 80

31. "Journal of Two Expeditions. . .," *Missouri Intelligencer*, April 22, 1823.

Several writers have speculated that when Becknell and his men arrived at Fort Osage in September of 1821 they must have sought out and received the counsel of Dr. John Hamilton Robinson, the former travel partner of Zebulon Pike to Santa Fe in 1807. This cannot be true, however, because after several years of fomenting Mexican revolution since leaving his employment at Fort Osage, Dr. Robinson died of apparent yellow fever in September, 1819.

Images found at <https://images.google.com>

### Josiah Gregg Society

The Josiah Gregg Society honors individuals who notify the SFTA that they have made a planned gift to the SFTA. Planned gifts include, but are not limited to, naming the SFTA as a beneficiary through a bequest, charitable remainder trust, testamentary charitable remainder trust, insurance policy, retirement plan assets, charitable gift annuity, or reserved life estate.

SFTA thanks Bill and Susan Bunyan, Dianna Dunn and Margaret Sears for being part of this exclusive Society.

## Not Yet, But Plan Now

*By Larry Justice, SFTA membership chairman*

As you receive this issue of *Wagon Tracks*, let me remind you that the end of 2014 is just ahead. That means it is time to plan now to renew your membership. So, as we look to the beginning of 2015, let me encourage you to:

- Note SFTA renewal on your wall calendar
- Note SFTA renewal on your iPhone
- Note SFTA renewal on your iPad
- Note SFTA renewal at your next chapter meeting
- Note SFTA renewal to a fellow member of the Santa Fe Trail Association.

In addition, do you have a friend or acquaintance who would like to learn more about the Santa Fe Trail? Then, let me encourage you to:

- Invite that person(s) to a Chapter meeting

- Invite that person(s) to Symposium
- Invite that person(s) to join you to visit a local Santa Fe Trail site
- Invite that person(s) to fill out a membership form and send it in with the accompanying check
- Invite that person(s) to look for the "Santa Fe Trail" on Google Maps – particularly from Council Grove west.

You are the most important resource of the Santa Fe Trail Association. Your dues and your tax deductible contributions to the SFTA continue to make it possible to preserve the Trail for our children and grandchildren. Your financial support reinforces the goal of teaching others the value of the Trail in the 19th century as well as its effect upon the growth of our nation. "The Trail Lives On." Your membership makes that possible.

So, as we look toward a new year 2015, plan NOW to renew your membership in the Santa Fe Trail Association. ♦

# Mosquitoes and Buffalo Gnats on the Santa Fe Trail

by Phyllis Morgan

Among the countless hardships and irritants faced by the people on the routes of the Santa Fe Trail were annoying insects, which included bedbugs, fleas, flies, gnats, lice, mites, mosquitoes, and ticks. Those insects were especially common along the rivers, creeks, streams, ponds and in river bottoms or low places where water collected after summer rains and storms. The pain inflicted on the people by this host of unrelenting pests caused much suffering for a caravan or company, fraying nerves and wearing patience extremely thin.

Animals also suffered greatly from insect bites and stings, causing them to be more recalcitrant and difficult to manage. Author Stanley Vestal described the animals' plight in his book *The Old Santa Fe Trail*: "Mosquitoes, horseflies, buffalo gnats, kept them twitching and itching, stamping, rolling, and tossing their heads day and night, so that men had to drape spare articles of clothing over the wretched creatures, in order to give them enough peace of mind to graze a little."<sup>1</sup>

In the sweltering heat and sticky humidity of the summer months, in particular July and August, people and animals were nearly driven to madness. Of all the different types of insects, the mosquito and the buffalo gnat were more frequently mentioned in diaries, journals, and letters as the causes of travelers' discomfort and inability to rest their weary bodies and minds after a long day's journey.

In 1804 the Corps of Discovery, co-captained by Meriwether Lewis and William Clark, contended with the dreaded mosquito. In fact, it can be stated with certainty that the members of the expedition found mosquitoes very troublesome. Clark often complained in his journal during late June, July, and August about the annoying pests bothering the Corps as they worked their way up the mighty Missouri River, passing land where, in less than two decades, the dramatic era of the Santa Fe Trail would commence. Remarks from journal entries written by Clark attest to the Corps's problems with mosquitoes ("mosquito" was the spelling commonly used in the 1800s):

July 27 "I killed a deer in the prairie and found the mosquitoes so thick and troublesome that it was too disagreeable and painful to continue. . . ."<sup>2</sup>

July 30 "A great number of mosquitoes this evening."<sup>3</sup>

August 1 "The mosquitoes very troublesome this evening in the bottom."<sup>4</sup>

August 3 "The mosquitoes excessively troublesome."<sup>5</sup>

August 5 "The mosquitoes very troublesome."<sup>6</sup>

A reader of Clark's journal can almost hear a huge sigh of relief in his entry of August 16: "Every evening a breeze rises which blows off the mosquitoes and cools the atmosphere."<sup>7</sup> As the Corps of Discovery entered the higher, drier country of the plains, the comments about mosquitoes being troublesome ended. Gnats and ticks also caused much suffering for the men.

Matthew (Matt) C. Field, thespian and writer turned adventurer, included mosquitoes in several of his poems written during July and August of 1839, when he traveled over the famous "Road" with a group of friends and new acquaintances. On July 24, Matt Field wrote an untitled poem devoted mostly to mosquitoes and the agonies they inflict. A part of that poem follows:

We question not the great design,  
Or aught that touches things divine.  
But still should really like to find  
For what musquitos were designed.  
Hungry, bloody little creatures—  
They've no respect for limbs or features.  
And with their pointed needle noses,  
They bite us in our evening dozes,  
And such a buzzing round us keep  
We can as easy fly, as Sleep.  
Our blood to them I think is Brandy  
They suck it in like sugar candy  
And they are quick as they are thick,  
You may kill a hundred at a lick.  
But who the Devil wants to kill

When 'tis our own blood that we spill!  
And then for every one that dies,  
A hundred hungry ghosts arise.  
To beat them off is all in vain,  
Twice doubled they return again  
For they are quicker than the light,  
And thicker—Yes—*They darken night!*<sup>8</sup>

Although he often saw humor where many others saw little or none, Matt suffered as much as anyone else from those annoying pests. In another poem titled "The Night Camp," he wrote on August 10, 1839:

Night comes. The evening meal is o'er,  
Blankets and Buffalo skins are spread  
Thickly about the grassy floor  
To form the prairie travellers bed.  
Mosquito Bars are stretched (*sic*) on stakes,  
Near rivers, creeks, or swampy lakes,  
To guard the sleeper from the sting  
Of tiny foe with buzzing wing.<sup>9</sup>

The "mosquito bar," mentioned in this poem and other

travelers' writings, was a box-shaped frame over which a see-through mesh fabric was stretched or draped. It was designed to fit over a person's sleeping area to provide protection from the bites of insects, while also providing adequate air to breathe and some ventilation.<sup>10</sup>

Susan Shelby Magoffin, young wife of trader Samuel Magoffin, wrote in her diary on Friday, June 26, 1846, about the creatures she detested the most: "I am no friend to bugs, worms, or snakes. . . . These things, snakes and mosquitoes are the only disagreeable parts of my prairie life."<sup>11</sup> A few days later on June 29, she had one of the most disagreeable experiences of her journey as she was riding in her carriage with the caravan after nightfall in "the mosquito region" along the Little Arkansas River. Earlier in the day, she complained: "It was slap, slap, all the time, from one party of the combatants, while the other came with a buz[z] and a bite."<sup>12</sup> However, it was much worse later: "I found to my great *horror* that I have been complaining all this time for nothing, yes absolutely for *nothing*; for some two hundred or even thousands are nothing compared with what we now encountered."<sup>13</sup>

The mules pulling Susan's carriage were becoming increasingly disturbed by swarms of mosquitoes, making it difficult for the driver to control them. Suddenly, a mule jumped to one side and almost turned her carriage over. Her husband discovered a dead ox in their way. Forgetting the swarms, Susan quickly got out of the carriage. When she was able to return to it, her feet were covered with bites and her dress was completely covered.

The caravan was unable to proceed because the biting hordes had made the mules so frantic that they had to be turned out to fend for themselves. While Samuel hurriedly prepared a tent, Susan wrapped her shawl around her head, waited in her carriage, and ". . . listened to the din without. And such a noise as it was, I shall pray ever to be preserved. Millions upon millions were swarming around me, and their knocking against the carriage *reminded me of hard rain*. It was equal to any of the plagues of Egypt. I lay almost in a perfect stupor, the heat and stings made me perfectly sick, till Magoffin came to the carriage and told me *to run if I could*, with my shawl, bonnet and shoes on straight to the bed (and without opening my mouth, Jane [her servant] said, for they would *choke* me). When I got there they pushed me straight in under the mosquito bar, which had been tied up in some kind of fashion, and oh, dear, what a relief it was to breathe again. There I stayed in my cage, like an imprisoned creature frightened half to death."<sup>14</sup>

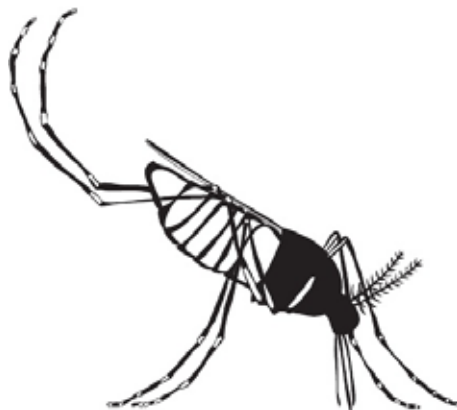
Unable to get under the mosquito bar, Samuel wrapped his

clothing around himself and tried to rest on the ground beside her. In the morning, Susan found her forehead, arms, and feet covered with knots: "They were not little red places as musquitos generally make, but they were knots, some of them quite as large as a pea."<sup>15</sup> The Magoffins found another place where Susan was finally able to sleep soundly. Upon waking, she discovered the wind was blowing, the air cooler, and no mosquitoes.

Other travelers carried various means of protection against the overwhelming swarms of insects. Vestal told how some of their well-made plans to protect themselves did not always produce the effect they had hoped: "Some travelers carried mosquito nets to sleep under—and then found no sticks on which to prop them. . . . Buffalo chips proved to be good for keeping mosquitoes away. Wet, a chip fire was only a stinking smoke, into which a man was glad to stick his head at night, in the vain hope of snatching a few hours of rest from the torment of the mosquitoes."<sup>16</sup>

As terrible as the mosquito was, the buffalo gnat was considered to be even worse by some people on the Trail. Josiah Gregg described this insect in *Commerce of the Prairies*: "We had also occasion to become acquainted with another species of prairie-tenant whose visits generally produced impressions that were anything but agreeable. I allude to a small black insect generally known to prairie travelers as the 'buffalo-gnat.' It not only attacks the face and hands, but even contrives to insinuate itself under the clothing, upon the breast and arms, and other covered parts. Here it fastens itself and luxuriates until completely satisfied. Its bite is so poisonous as to give the face, neck, and hands, or any other part of the person upon which its affectionate caresses have been bestowed, the appearance of a pustulated varioloid [a person with small-pox]. The buffalo-gnat is in fact a much more annoying insect than the mosquito, and also much more frequently met with on the prairie streams."<sup>17</sup>

In his book *Dangerous Passage: The Santa Fe Trail and the Mexican War*, historian William Y. Chalfant wrote about the eventful years of 1846-1848 and described the numerous tribulations faced by the men in General Stephen W. Kearny's Army of the West. The men started out from Fort Leavenworth and marched over the Trail to Santa Fe, arriving there on August 18, 1846. On that day the American flag was raised on the Plaza of the Palace of the Governors, and New Mexico was officially occupied without a battle. During their long march to Santa Fe, the men battled buffalo gnats and mosquitoes: "Once on the plains, misery took new and diverse forms. Swarms of buffalo gnats rose from the grass to harass both men and their animals; and when they reached the Arkansas, great clouds of mosquitoes at-



tacked with a ferocity few men had previously experienced. Hour after hour they stumbled through the unchanging monotony, beset by the stings and bites of insects.”<sup>18</sup>

One of those men was John Taylor Hughes of the First Regiment of the Missouri Mounted Volunteers. He wrote about the bugs assailing the troops as they made their way across buffalo country in July 1846: “. . . after a hurried march of twenty-five miles, we arrived upon the banks of the Little Arkansas, about ten miles above its confluence with the main Arkansas River. Here the mosquitoes and their allies, the black gnat, in swarms attacked us in the most heroic manner, and annoyed us as much, if not more than the Mexican lancers did at a subsequent period.”<sup>19</sup> The black gnat Hughes referred to was commonly called “buffalo gnat,” which is scientifically designated as the black fly. The term “gnat” has long been used for any small fly.

Frank S. Edwards, a Missouri volunteer who marched in 1846 with Colonel Alexander W. Doniphan over the Trail, recalled in his memoir, *A Campaign in New Mexico with Colonel Doniphan*: “We passed on the 8<sup>th</sup> (August), the Lost Spring, so called on account of the remarkable difficulty in finding the exact spot where it rises. As we were moving out of camp in the morning, a light rain, which had been falling for some time, ceased and the sun shone brightly. The heat of its rays seemed to engender, from every blade of the wet grass, countless myriads of a small insect, bearing some resemblance to a gnat, which covered us and our horses so thickly that the original color of whatever they alighted upon could not be distinguished. Without biting, they got into the nostrils, eyes, and ears, creating a singularly pricking sensation, and making our horses almost frantic with pain. After an hour’s annoyance, a light breeze arose and swept them away.”<sup>20</sup>

Long after Susan Magoffin and Frank Edwards were on the Trail, George W. Hardesty of Missouri headed over the Mountain Route for Colorado in 1878 with his family in mule-drawn wagons. Most of the large wagons carrying freight across Missouri and Kansas had been replaced by the railroad. In June 1878 the rails had advanced to a point west of La Junta, Colorado, where Hardesty found work on a construction crew. Like earlier travelers, he noted the profusion of mosquitoes, writing in his diary on June 12 inside the boundary line of eastern Colorado: “Camped in the river [Arkansas] valley. Mosquitoes annoyed us very much. . . . As for myself they were probably around me but I didn’t know anything about it at the time as it generally takes something of more importance than a few hundred mosquitoes to disturb me when I fall to sleep.”<sup>21</sup> Hardesty filed on a homestead in New Mexico Territory in 1879 and

remained there the rest of his life.

Those troublesome insects, the mosquito and the buffalo gnat (the black fly), belong to the Order Diptera, comprised of over 86,000 known species of insects. There are over 3,000 species of the mosquito (Family Culicidae) world-wide, of which 174 live in the United States, and about 1,800 species of the black fly (Family Simulium), which are not known to transmit serious diseases in North America.<sup>22</sup> Of all insects, the mosquito is the most harmful to people as the vector, or transmitting insect, of several of the most serious epidemic diseases in the world. Malaria is the most prevalent and widespread.

The people on the Trail were unaware that infected mosquitoes biting them transmitted the germs, parasites, and viruses that caused such devastating diseases as malaria and yellow fever. In 1880, the year the railroad reached Santa Fe and the Trail began to pass into history, a French army doctor, Charles Laveran, proposed that malaria was caused by a protozoan. A year later, Dr. Carlos Finlay, a Cuban doctor, suggested that infected mosquitoes were the vector in transmitting yellow fever to humans. By 1900, it was confirmed that both diseases are caused by the bite of an infected mosquito. Malaria (“bad air” from Italian *malaria*) is caused by a protozoan transmitted by the female of

a number of species of the genus *Anopheles*. Yellow fever, caused by a virus, is transmitted by the genus *Aedes aegypti*.

Travelers often referred to what was actually malaria as fever or “ague.” A variety of treatments were used for fevers, including bleeding and purging the ailing person and administering medicines containing mercury and other

harmful substances. Quinine, made from the bark of the *chichona* tree of South America, was found to be effective in treating fevers and malaria, although it was not readily accepted by many doctors, who believed it was a stimulant and would not administer it to anyone. However, some people taking the Trail had heard about the effectiveness of quinine in treating fevers and carried it with them.

A doctor who understood the benefits of quinine was Dr. John Sappington, a resident of the Arrow Rock area of Saline County, Missouri. He preferred quinine sulfate to bleeding, purging, or harmful medicines for patients suffering with fevers. He developed a formula in the 1830s which was sold as Dr. Sappington’s Anti-fever Pills. Susan Magoffin praised those pills over other treatments she had received for fever, most likely malaria. She wrote: “. . . the chief cure was ‘Dctr. Sappington’s Pills,’ which I must ever eulogize as a medicine of fine qualities. One box of them administered by *mi alma* [my soul, referring to Samuel]

***Without biting,  
they got into the nostrils,  
eyes, and ears, creating a singularly  
pricking sensation,  
and making our horses almost  
frantic with pain.***

cured me, or at least broke the fever. After great prostration of body I am again creeping about.”<sup>23</sup>

In October 1846, the Magoffins left Santa Fe and headed south to El Paso and then to Mexico. During her stay in Mexico and before her return to the United States, Susan came down with another bout of fever. This time it was the dreaded yellow fever. She survived the disease, but her health had been compromised numerous times during her travels, and she died in 1855 at the age of twenty-eight. Samuel, twenty-seven years her senior, died in 1888 at the age of eighty-seven.<sup>24</sup>

In the preface of their book *Mosquito: A Natural History of Our Most Persistent and Deadly Foe* (2001), scientist Andrew Spielman, Sc.D., and author Michael D’Antonio, stated: “No animal on earth has touched so directly and profoundly the lives of so many human beings. For all of history, and all over the globe, she has been a nuisance, a pain, and an angel of death. The mosquito has killed great leaders, decimated armies, and decided the fates of nations. All this, and she is roughly the size and weight of a grape seed.”<sup>25</sup>

Although the people on the Santa Fe Trail were unaware of the life-threatening dangers of the mosquito, the irony of an insect as tiny as the mosquito causing so much suffering and death would not have been lost on them. Today, the irony is not lost on us that with all our marvelous advances in science, medicine, and technology, the mosquito continues to be an ever-present danger in America and around the world, killing millions of people annually. Our battle with the mosquito is ongoing.

## Afterword

The Santa Fe Trail Hikers (1996–2004), led by SFTA member Inez Ross, also experienced some troublesome insects, in particular when we were hiking close to the Missouri River, headed east toward Old Franklin and New Franklin. I especially remember the first day of contact when I heard a familiar, dreaded humming, an ominous sound caused by the beating of tiny wings. Mosquitoes were trying to attack my face and hands. Fortunately, the rest of me was well protected. Reminiscent of Susan Magoffin on the Trail, “It was slap, slap, all the time. . . .” Inez also found ticks in her hair. To my chagrin, I found that I had forgotten to carry insect repellent with me. Please, dear readers, on your summer outings near bodies of water or standing pools of water, don’t forget the insect repellent. ♦

## Endnotes

1. Stanley Vestal, *The Old Santa Fe Trail* (1939; reprint, Lincoln: University of Nebraska Press, 1996), 43.
- 2–6. Anthony Brandt, ed. *The Journals of Lewis and Clark* (Washington, DC: National Geographic Society, 2002), [41], 44, 45, 47.
7. Ibid., 51.

8. Matthew C. Field, *Matt Field on the Santa Fe Trail*, ed. John E. Sunder (Norman: University of Oklahoma Press, 1960), 18–19.
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10. “Mosquito bar,” *The Free Dictionary*, <<http://www.thefreedictionary.com/Mosquito+bar>>.
11. Susan Shelby Magoffin, *Down the Santa Fe Trail and into Mexico: The Diary of Susan Shelby Magoffin, 1846–1847*, ed. Stella M. Drumm (1926; reprint, Lincoln: University of Nebraska Press, 1982), 28–29.
- 12–15. Ibid., 31, 33, 33–34, 34.
16. Vestal, *The Old Santa Fe Trail*, 68–69.
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19. John Taylor Hughes, *Doniphan’s Expedition, Containing an Account of the Conquest of New Mexico* (Cincinnati: U. P. James, 1847), 21.
20. Frank S. Edwards, *A Campaign in New Mexico with Colonel Doniphan* (1847; Albuquerque: University of New Mexico Press, 1996), 11.
21. Richard H. Loudon, ed., “Diary of George W. Hardesty,” *Wagon Tracks* 9, no. 2 (Feb. 1995), 11.
22. Richard F. Darsie, Jr. and R. A. Ward, *Identification and Geographical Distribution of the Mosquitoes of North America, North of Mexico* (Gainesville: University Press of Florida, 2005), xiii.
23. Magoffin, *Down the Santa Fe Trail and into Mexico*, 164.
24. Ibid., xxxii–xxxiii.
25. Andrew Spielman, Sc.D., and Michael D’Antonio, *Mosquito: A Natural History of Our Most Persistent and Deadly Foe* (New York: Hyperion, 2001), xv.

*Mosquito image from [inhousedesign.blogspot.com/2011/11/anopheles-vector-graphic.html](http://inhousedesign.blogspot.com/2011/11/anopheles-vector-graphic.html), copyright Anne Jennings*

*Phyllis Morgan’s series of articles regarding animals on the Santa Fe Trail has appeared in previous issues of Wagon Tracks, and can be found online at [www.santafetrail.org](http://www.santafetrail.org).*

## 2015 SFTA Research Grants Available

Applications for SFTA Scholarly Research grants for 2015 are now being accepted. A total of \$1500 per grant is available. The deadline for applications is December 1, 2014.

Funds may be used for supplies and materials; services such as literature searches, computer use, and/or technical assistance; copy fees; and travel. Funds may not be used for the purchase of equipment.

For more information, additional requirements and an application form, visit the SFTA website at [www.santafetrail.org](http://www.santafetrail.org). Click on the menu item for Research. The SFTA Scholarly Research Committee will review all applications and awards will be announced on January 2, 2015.

## Mexican Money/American Commerce

By David Clapsaddle

The year 1821 was a decisive time on the American frontier. During that year, Missouri gained the status of statehood, the westernmost state in the United States of America. Mexico, after ten years of revolutions, won independence from the iron grip of Spain. Central to this discussion is Franklin, established in 1817 as the westernmost settlement of the westernmost state, and Santa Fe, established in 1610, ten years before our Pilgrim forebears arrived at the rocky shores of New England. Located in New Mexico, it was the capital of the northernmost province of New Spain.

The Panic of 1819, which destroyed the economy of the eastern states, reached Missouri in 1821. The ripples of the panic affected the economy of Franklin. Little money was in circulation, merchandise became dusty on the shelves, and the citizens of western Missouri resorted to the age-old system of exchange known as bartering.

In Santa Fe, conditions were equally sparse. Like an ancient feudal society, the population was, in the main, comprised of peons and the wealthy landowners. While the peons labored to survive, the landlord gentry had the benefit of thousands of acres, millions of sheep, and mines which produced both silver and gold. There was no manufacturing in Santa Fe. While wool was available in vast quantities, there were no mills to produce woolen clothing. Consequently, peons wore clothing made of animal skins and coarse homespun wool. No wonder that, in the early days of the Santa Fe trade, most of the merchandise transported from Missouri was cotton cloth. Annually, a shipment of goods originated at Mexico City and traveled 1,500 miles to Santa Fe. By the time the caravan reached Santa Fe the quality merchandise had been sold along the way, leaving only a small amount of shoddy goods for the citizens of New Mexico.

On September 1, 1821, William Becknell and five companions departed Franklin with a string of pack horses loaded with \$500 worth of trade goods. Their destination was Santa Fe. Becknell was a failed businessman, all but drowning in a sea of debt. Even his physician had brought suit against him for the payment of long overdue debt. Becknell's little retinue arrived at Santa Fe on November 16. There, the Americans were warmly received and exchanged their trade goods for a handsome profit in species, mules, asses, and Spanish blankets. Returning to Missouri, they arrived at Franklin in late January 1822.

The following account has long been told as historical fact. When Becknell rode into Franklin, he took his knife and slashed open the rawhide bags stuffed with silver coins hanging from his saddle. The coins, the species previously



mentioned, fell to the cobblestone street and rolled into the gutter.

Whether the story is fact or fiction, it reveals the introduction of Mexican currency into frontier American commerce.

The coins in question were 8-reales (also known as "pieces of 8"), the Spanish dollar which had been used in the British colonies before the American Revolution. The monetary system of the new United States was based on the Spanish dollar, and Spanish coins circulated in the young nation as legal tender. The coins brought to Franklin by Becknell, no doubt, were minted by the Spanish government in New Spain. After Mexican independence, the new government continued to produce the 8-reales, sometimes called the Mexican dollar (also "peso"), sometimes the eagle dollar for the image on one side of the coin. The old legend is that an Aztec deity proclaimed that where an eagle is found sitting on a cactus with a snake in its claw, there your city will be located. Today that is the location of Mexico City. The same image is found today on Mexico's flag. Of interest, the eagle portrayed is a golden or Mexican eagle.

On the reverse side of the coin is an image of a cap surrounded by rays and accompanied by the Spanish word for liberty. This symbol is that of the liberty cap which dates back to the pre-Christian era and has been used to represent liberty for well over 2,000 years in many countries, including the United States.

The liberty cap appears on the first issue of the American walking liberty half dollar. Since 1878 it has been used as a war office seal with the motto "This we'll defend." The symbol appears on the state flags of West Virginia, New Jersey, and New York, as well as the seal of the United States Senate.

These coins brought to Missouri by the Santa Fe traders were recognized by the U.S. government as legal tender through 1857. Once in circulation, they saved the economy of western Missouri from complete collapse. ♦

*Dr. David Clapsaddle has published many articles in Wagon Tracks. They can be viewed online at [www.santafetrail.org](http://www.santafetrail.org). He is president of the Wet/Dry Routes Chapter of the SFTA.*



## Ricardo and Jose Manuel Gonzales: Freighters Brothers on the Santa Fe Trail

By Doyle Daves

Brothers Ricardo and Jose Manuel Gonzales were born in the late 1840s when the Mexican American War ended the international period of the Santa Fe Trail and made it an American inter-regional route. As young men, they experienced the rigors and adventure of Santa Fe Trail travel. As native New Mexicans without the advantages of being born into a *rico* (rich and powerful) family, the brothers were attracted to the opportunities afforded to local freighters during the late 1860s.<sup>1</sup> Work as both teamsters (oxen drivers) and freighters helped them escape the subsistence agriculture regime of their New Mexican forebears, allowed visits to frontier towns of the westward-expanding American nation, introduced them to paid labor, and exposed them to the emerging business economy of territorial New Mexico. The experience of Santa Fe Trail travel, although brief in duration, had a lasting effect on the adult lives of these brothers.

### New Mexicans and the Santa Fe Trail

Soon after the onset of trade between Missouri and Santa Fe, inaugurated by William Becknell just months after Mexico became independent from Spain in 1821, New Mexican citizens began to participate actively in this lucrative new commerce. The history of the Santa Fe Trail has been extensively recorded, first by travelers of the Trail, then in many historical accounts. However, only in the last few decades has the prominent role of New Mexicans in Trail commerce been studied and reported. *Wagon Tracks*, in its very first year of publication, had an article by David A. Sandoval, about Mariano Jose Chavez, a member of a wealthy (*rico*) New Mexican family, who was an early Santa Fe Trail merchant.<sup>2</sup> More recently, Susan Califate Boyle, in perhaps the most extensive study of the role played by New Mexicans on the Santa Fe Trail, notes that: "By 1835 they [New Mexicans] were the majority of those traveling into the Mexican territory [and] they owned a substantial portion of all the goods freighted..."<sup>3</sup> Jere Krakow agrees and relates that: "Newspaper reports for June and July of 1859 note Trail traffic through Council Grove, Kansas, and the preponderance are travelers with Spanish surnames."<sup>4</sup>

### The Ricos

Boyle and others identify three classes of New Mexican citizens who were involved in trading across the Santa Fe Trail. First and most influential were the New Mexican *ricos*. These relatively few dominant families had the reputations, resources and political connections required for major business transactions. They personally traveled (or sent agents) to St. Louis, Pittsburgh, New York and Philadelphia, purchased goods, transported the goods across the Trail to New Mexico often in their own wagons and, in many cases, sold the

American (and sometimes European) goods, both retail and wholesale, through their own commercial establishments. An item that appeared in the *New Orleans Daily Picayune* of May 28, 1842, is illustrative: "Six Mexican traders from Santa Fe are now in Pittsburgh for the purpose of making contracts for waggon, harness, and purchasing other articles intended to cross the desert for the Mexican market. They have brought with them seventeen boxes of specie, containing \$350,000 for the purpose of making purchases in the United States."<sup>5</sup>

### The Freighters

A second important class of New Mexicans involved in the Santa Fe Trail trade were the freighters. This group, which lacked the extensive resources of the *ricos*, acquired wagons, oxen and mule teams and hauled freight across the Trail for private and government contractors. To a large extent, these freighters represented the beginning of a new class of New Mexican citizens who, while not wealthy like the elite *rico* families, began to separate themselves from the majority who lived by subsistence farming. Lynn Perrigo<sup>6</sup> notes this trend: "...entrepreneurs who could purchase wagons and oxen for the freighting business usually emerged as men of affluence and influence..." A specific example was cited by Maurilio Vigil: "Tomas Romero of Mora was one entrepreneur who specialized in freighting and whose fortune was made on the Trail."<sup>7</sup>

A particularly lucrative business for New Mexican freighters was moving military supplies to the various western forts. Typically, these supplies were first freighted across the Santa Fe Trail by wagon trains of major eastern contracting firms like Russell, Majors and Waddell. Indeed, as historian Darlis Miller notes, "in 1855 [this firm] obtained a monopoly of army freighting west of the Missouri River."<sup>8</sup> After the supplies arrived at the army depot at Fort Union, 25 miles north of Las Vegas, it was necessary to take many of these supplies on to other military sites. To accomplish this: "From the mid-1860s to the end of the decade, the army awarded most contracts for transporting supplies from Fort Union to the interior posts to local residents."<sup>9</sup>

### The Teamsters

The class of New Mexicans most numerous in traveling the Santa Fe Trail were the men (and boys) who did the day to day work of handling the mules and oxen that pulled the wagons and all the other tasks associated with the two- to four-months trek across the unbroken expanse from Missouri to New Mexico or the reverse. An indication of the numbers involved is provided by data collected at points on the Trail. At Council Grove in 1858, Seth M. Hays and Company recorded the passage of 2,440 men, 1,827 wagons,





*Jose Manuel and Maria Asuncion  
(Ulibarri) Gonzales.*

*Photo credit: Erlinda Gonzales Berry,  
from a family collection*

429 horses, 15,714 oxen, 5,316 mules and 67 carriages.<sup>10</sup> An interesting report (*Kansas City Star*, April 25, 1897) notes that the firm of Russell, Majors and Waddell had “reduced overland freighting to a science, [using] a train [that] contained twenty-five [wagons]. Several trains might move together, making a long string of wagons...Each wagon required six yoke of oxen for motive power...The entire train numbered about 200 head of cattle [with extra oxen] and four or five mules for riding and herding...The force of men for each train consisted of a wagon master and assistant, a teamster for each wagon, a herder and two or three extra men.”

By the time the Santa Fe Trail trade began in the 1820s, Hispanic New Mexicans had lived for more than two centuries in virtual isolation from others of European Christian ancestry; New Mexico was what Thomas Chavez called “an island in the wilderness.”<sup>11</sup> Over this time, a few families (the ricos) gained resources and prestige and dominated society. The overwhelming majority of New Mexicans eked out a bare living in which they raised their own food, made their clothing and were almost entirely self-sufficient. There was essentially no money in circulation; transactions invariably involved barter. The traffic and trade brought by “[t]he Santa Fe Trail precipitated a whole host of social and economic changes in New Mexico. It brought many jobs to local Hispanics...”<sup>12</sup> A teamster hired on for the duration of the (usually round) trip at a wage of \$15 to \$30 a month plus basic meals augmented by the buffalo and antelope meat obtained during travel.<sup>13</sup> It is easy to see the allure of such a job to a New Mexican. Not only was there an opportunity to acquire money, in many instances for the first time, but also the opportunity to travel to new places and see a different society was exciting.

### **The Gonzales Brothers Early Life**

The Gonzales family lived in the small community of Vallecitos<sup>14</sup> not far from the Indian pueblo of Jemez west of

Santa Fe. The earliest record<sup>15</sup> of the family found is the Mexican census of 1830 which lists Ricardo and Jose Manuel’s mother, Maria Apolonia Gonzales, as a twelve-year old girl living with her parents, Juan Francisco Gonzales and Antonia Josefa Baca. The family again is living in Vallecitos in the 1845 Mexican census;<sup>16</sup> Maria Apolonia is still living with her mother. It was here that Jose Manuel (1845), Ricardo (1849) and their sister, Maria Isidora (1853) were born. Soon thereafter, about 1856,<sup>17</sup> the family moved across the Rio Grande and over the Sangre de Cristo Mountains to Los Alamos, a small community near Las Vegas in San Miguel County. In history, this Los Alamos, not to be confused with the atomic city of the same name, is best known as the place where, in 1893, notorious gang-leader Vicente Silva killed his wife and, in consequence, was himself killed by a gang member.<sup>18</sup>

A listing for the family has not been located in the first United States census for New Mexico in 1850. In the 1860 census, Ricardo and Jose Manuel are living at Los Alamos (El Monton de Alamos) with their grandmother, Antonia Josefa Baca. Their grandfather, Juan Francisco Gonzales, who had passed away in 1845, was not listed. Antonia Josefa was listed as a farmer with assets of \$440, very respectable for that time. Jose Antonio was listed as a sheep herder; Ricardo, age ten, was presumably viewed as too young to have a vocation. Howard Bryan,<sup>19</sup> who interviewed Ricardo’s son, Cruz Gonzales, in the 1950s, tells us of the time in Los Alamos that Ricardo and Jose Manuel “tilled the soil with wooden plows drawn by oxen.”

### **The Brothers Become Teamsters, Freighters and Indian Traders**

In 1865, the Gonzales brothers moved again, this time to Joya Larga, a rural community north of where the town of Roy was later established (1901) in what is now Harding County, but was then in San Miguel County. At the time of

this move, Ricardo and Jose Manuel were essentially grown and their lives took on new dimensions shortly thereafter. In 1866, Ricardo accompanied an uncle to Huerfano, Colorado, on a trading trip with a wagon pulled by five oxen. The trip passed through what are now the towns of Springer and Raton, New Mexico, and through Trinidad, Colorado, along the mountain route of the Santa Fe Trail. Luckily, they were not menaced, although the route was dangerous as many hostile Indian tribes roamed the area. The following year, Ricardo was sent again to Huerfano as wagon-master of a train of twenty wagons to obtain pinto beans. The beans had been purchased by Don Romauldo Baca,<sup>20</sup> a prominent Las Vegas merchant, from Lucien Maxwell,<sup>21</sup> proprietor of the enormous Beaubien-Miranda (Maxwell) Land grant of northeastern New Mexico.

Family memory<sup>22</sup> is that during these early years at Joya Larga, Ricardo and Jose Manuel also became *comancheros* (Indian traders), traveling east out across the prairie to trade with the nomadic Indian tribes---in particular the Comanches and Kiowas. Thus the Gonzales brothers entered a practice long established by New Mexicans which usually involved trading manufactured goods with the Indians for buffalo robes, horses and other items the nomadic tribes possessed.<sup>23</sup>

### Ricardo and Jose Manuel on the Santa Fe Trail

Bryan tells us that in 1868, the brothers traveled the Santa Fe Trail to Missouri and back, taking six months for the round trip. In that year, traders from around New Mexico banded together to send a wagon train of over 200 wagons loaded with wool to Missouri to trade for manufactured goods to bring back and sell in New Mexico. Romaulda Baca had 30 wagons in the train and Jose Manuel Gonzales had 12. Ricardo Gonzales estimated that "the caravan consisted of at least 3200 oxen, more than 500 horses and mules and about 500 men."<sup>24</sup> It is interesting to note that the Gonzales brothers did not join the other wagons at La Junta, located at the confluence of the Mora and Sapello Rivers, not far from Las Vegas. It was here, where the Mountain route and the Cimarron route of the Santa Fe Trail merged, that wagon trains headed east to Missouri customarily formed. It appears that the brothers left from their home at Joya Larga, today in the community of *Bueyeros* (Spanish for oxen drivers), and traveled north following "the road of the savage Indian (*el camino del Indio salvaje*)" to join the wagon train on the Cimarron route of the Trail.<sup>25</sup> Ricardo remembered that on this trip to Missouri the caravan encountered great difficulty in crossing the Arkansas River. When the wagon train reached the river, the river was in flood. After waiting several days, they managed, during a period of six days, to cross all 200 wagons. For the river crossing, each wagon was pulled using 14 yoke of oxen; this allowed the lead oxen to cross and have solid footing on dry ground as the wagons entered the water.

### Freighting, Store Keeping and Sheep Ranching

It is not known how many times the Gonzales brothers made the trip to Missouri and back to New Mexico, but apparently they did so for several years. It is known that sometime between 1870 and 1880, Ricardo and Jose Manuel opened a store in the growing community of Bueyeros; the 1880 census identifies them as "grocers." It is likely that the store was stocked with supplies that the brothers freighted over the Santa Fe Trail. During the time that the brothers operated their store, they continued to run livestock on the lands they were accumulating. They were clearly prospering, having long since abandoned the subsistence farming of their boyhoods.

There is almost no information about the brothers during the two decades after 1880, although it is clear that at some point they ceased running their store---likely as a result of the changes brought about by the coming of the railroad to New Mexico in 1879 which ended freighting on the Santa Fe Trail. Ricardo and Jose Manuel continued to be prominent ranchers. The *Santa Fe New Mexican* (March 20, 1897) reported that New Mexico Territorial Governor William Taylor Thornton had appointed Jose Manuel Gonzales, along with Solomon Luna of Valencia County and W. S. Prager of Chavez County, to the Sheep Sanitary Commission. Governor Thornton, in making the appointments, noted that the three were "all practical [sheep] raisers." Two years later (August 16, 1899), the newspaper reported that "J. M. and Ricardo Gonzales of Union County [formed in 1893], dipped and sheared 9,000 head of sheep at Springer and marketed the wool there."

### The Brothers Marry and Raise Families

Both Gonzales brothers raised large families. In 1865, Jose Manuel and Maria Asuncion Ulibarri were married in Las Vegas, apparently just before the move from Los Alamos in the foothills of the Sangre de Cristo mountains, to Joya Larga, a hundred miles into the eastern prairie. By the time of the 1870 census, Jose Manuel and Maria Asuncion have two children, Jose Merced and Andrea. Ricardo was living with them at this time. Their sister, Maria Isidora, was living nearby with her husband, Jose Estanislado Gonzales, and their two small sons, Casimiro and Cresencio. Jose Manuel and Maria Asuncion Ulibarri would have eight more children: Francisca, Eufracio, Maria Aurilia, Apolonia Ulibarri, Petra, Canuto, Aurilio Manuel and Adolfo Augustin.

Ricardo and Simona Gonzales were married at Our Lady of Sorrows Church in Las Vegas, May 9, 1874;<sup>26</sup> Ricardo was 25 and Simona was not yet 16. She was born in 1858 at La Cueva in Mora County. She lost her father, Jose Severiano Gonzales, in 1866 and moved to El Monton de Alamos where she met Ricardo living there with his family. In the 1880 census, Ricardo and Simona had a five-month-old daughter, Josefa. Josefa was followed by five siblings: Petro-

lino, Antonio, Cruz, Florencio, Felipita and Francisquita.

## Ranch Expansion and Public Service

Jose Manuel and Maria Asuncion remained at their ranch at Joya Larga (Bueyeros) for the rest of their lives. They raised their children there and continued to prosper in the livestock business. Attesting to this success was Jose Manuel's continuation as a member of the Sheep Sanitary Commission, at least into 1912 (*Albuquerque Journal*, July 12, 1912). More indicative of the scale of the Gonzales ranching operation was the 1924 membership for Jose M. Gonzales and Sons in the Texas and Southwestern Cattle Raisers Association.<sup>27</sup> Membership in this association was expensive and was essentially limited to prosperous ranchers.

Jose Manuel was involved in public affairs, perhaps most prominently as a leader in the effort to convince the territorial legislature to create Union County. The *Santa Fe New Mexican* (July 10, 1893) reports that he and several colleagues resident in the area of the proposed new county were in Santa Fe to advocate for its establishment. His son, Jose Merced Gonzales, was twice (1898 and 1900) elected Probate Clerk of Union County (*Santa Fe New Mexican*, November 23, 1898, November 23, 1900).

At some time after 1880 and before 1900, the Gonzales brothers expanded their ranch holdings by acquiring land in the Clapham community some fifteen miles southwest of Clayton. It seems likely that both Jose Manuel and Ricardo were involved in this venture although Jose Manuel continued to live on the Bueyeros ranch. Strongly suggestive of Jose Manuel's involvement in the Clapham property is the fact that Jose Merced, his oldest son, was living there with his wife and children at the time of the 1900 census. Unfortunately, we have not found a listing in this census for either Jose Manuel or Ricardo. However, the 1910 census does list both Jose Manuel and Ricardo. Jose Manuel and Maria Asuncion are listed at Bueyeros while Ricardo and Simona are listed in the Clapham community. Jose Manuel was identified as a "general farmer" and Ricardo as a rancher with both cattle and sheep. Ricardo and Simona remained on the Clapham property for the remainder of their lives.

Ricardo, like his brother, Jose Manuel, was active in his local community. In 1917, he joined with neighbors to petition the Union County Board of Commissioners for a change in the county road running from Clayton to Clapham (*Clayton News*, May 5, 1917). He served as a precinct judge in elections a number of times (for example, *Clayton News*, October 27, 1917). When Ben W. Ford filed for his homestead in Clapham, Ricardo and his sons Cruz and Florencio served as witnesses (*Clayton News*, January 13, 1917). Ricardo performed this service for several other neighbors in the community. In 1920 (*Clayton News*, July 3, 1920), Ricardo was summoned to appear and explain to

county authorities "to show cause why said raise [in his tax assessment] should not stand."

## The Last Years

The Gonzales brothers, their wives and growing families of grandchildren lived and prospered on the ranches at Bueyeros and Clapham for many years. The first one to die was Maria Asuncion (Marillita), wife of Jose Manuel. She died October 30, 1918, at the age of 68. Her obituary (*Clayton News*, November 2, 1918) called her "a true God-giving wife, mother and friend." It then lauded her husband: "Don Jose Manuel Gonzales [is] now one of the most useful, respected and honored citizens of Union County." This echoes an earlier report in the newspaper (November 20, 1915): "Don Jose Manuel Gonzales of Bueyeros, one of the county's oldest and best citizens, spent the week in the city looking after large business interests and visiting friends and relatives." Jose Manuel lived on another eight years when he, in turn, passed away June 8, 1926; he was 81 at the time of his death. Ricardo's wife, Simona, was 74 when she died in 1933. Ricardo lived only one more year and died April 8, 1934.

Ricardo and Jose Manuel Gonzales and their wives prospered in business, undoubtedly building on the positive experience gained during their early years when they plied the Santa Fe Trail. They learned many things in doing this but, perhaps most importantly, they gained the confidence, perspectives and abilities that made them community leaders throughout their lives. They raised large families and today many of their descendants remain active and respected in communities in Northeastern New Mexico and beyond. ♦

## Endnotes

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*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](http://www.santafetrail.org). He is a presenter at the Santa Fe Trail Rendezvous at Larned in September.*

## Pilgrim on the Santa Fe Trail

*By Mary J. Cunningham, Cimarron Cutoff Chapter*

On May 2 in Ellinwood, Kansas, I met Ann Sieben as she traveled through town as a pilgrim. A speaker at the April 3-6 Gathering of American Pilgrims on the Camino at Our Lady of the Snows Shrine at Belleville, Ill., she decided to walk back to the Santuario de Chimayo in the foothills of the Sangre de Christo Mountains, 30 minutes north of Santa Fe, New Mexico.

She began on the Katy Trail on the north bank of the Missouri River, reaching the Santa Fe Trail at Booneville, Missouri, and taking it on west. On the Santa Fe Trail she passed through Council Grove, Herrington, Tampa, Canton, McPherson and Chase before reaching Ellinwood, a full 549 miles.

Sieben said after working as a nuclear engineer for 20 years, she took a year's sabbatical and decided to travel as a pilgrim. She enjoyed it so much she has continued that for the last eight years. She explained that a pilgrim is a person who has a definite destination and carries a credential which shows the route taken by comments and signatures of people along the way. Making a pilgrimage is quite popular in Europe and other areas of the world, according to Sieben.



*Ann Sieben just outside of Ellinwood, Kansas, a few miles west of Plum Buttes and Ralph's Ruts.*

Over the last few years she has traveled on four continents in 32 countries, walking a total of 24,000 miles. In December of 2007 Sieben began her venture with a trip from Canterbury, England, to Rome, crossing the Alps in the winter "with snowshoes and all" via the Francigina Route. She became known as the 'Winter Pilgrim'. She has been around the Mediterranean on the North coast of Africa to Jerusalem, from Mexico along the west coast of South America, and the Royal Road to Mexico from Denver to

the Basilica of Guadalupe in Mexico City. Another winter the route took her from Kiev, Ukraine, to Patras, Greece, the route of St. Andrew in the first century.

Her longest pilgrimage was 9,000 miles through 12 countries. Sieben travels 95 percent off highway, 20-25 miles a day. ♦

## BOOKS



### **Merchants of Independence: International Trade on the Santa Fe Trail, 1827-1860**

William Patrick O'Brien, *Merchants of Independence: International Trade on the Santa Fe Trail, 1827-1860*. Kirksville, MO: Truman State University Press, 2014. xi + 211 pp. Maps, illustrations, notes, bibliography, appendices, and index. \$34.95 paper; available from Last Chance Store for \$33.00 postpaid.

#### **Reviewed by Dr. Leo Oliva**

Although most histories of the Santa Fe trade mention the town of Independence, Missouri, this is the first book to evaluate the important role of that community, particularly the merchants engaged in the international trade. The book covers the era from the founding of the town in 1827 to the eve of the Civil War, by which time railroads were changing the trade routes, and Westport, Kansas City, and Leavenworth superseded Independence as the dominant eastern terminus of the trail.

Dr. O'Brien, cultural resource specialist for the National Park Service, built this interpretive study on thorough research in primary sources, and he argues cogently that the merchants of Independence succeeded and provided three decades of leadership in a commerce that extended from several European nations through the United States into Mexico because of cooperation (rather than "independence") among many disparate people, including Anglo-Americans, Hispano-Americans, American Indians, African-Americans (slave and free), other ethnic groups (including Jews, Irishmen, and Germans), and women (intermarriage of Anglo and Hispano families helped build trade alliances). In addition to merchants, O'Brien explains that numerous others were involved in making the trade possible, including creditors, insurance companies, banks, commission and forwarding agents, customs officials, lawyers, judges, debt collectors, steamboat companies, wagon makers, blacksmiths, gunsmiths, livestock producers, fur trappers, Indian traders, teamsters, and soldiers. These diverse groups worked together in the community and in the international trade, contributing significantly to the expansion of the United States.

O'Brien provides a summary of the opening and early development of the Santa Fe Trail, providing essential background for the founding and growth of Independence, established in 1827 and incorporated in 1849. Of the first 70 lots sold in the new town, 25 were purchased by merchants engaged in trade with Mexico. The town quickly became the main eastern terminus of the Santa Fe Trail.

The history of the international commerce is summarized, including products transported to and from Mexico and the importance of Mexican silver in world trade. The shift of dominance over the trade with Mexico from Independence to Kansas City is explained, including the political split as Independence was pro-South and Kansas City was pro-Union by 1860.

O'Brien looks at four eras of conflict that disrupted the international trade: Mormon War (1833-1838), Osage War (1836), Mexican War (1846-1848), and Kansas Border War (1854-1861). He also assesses how problems of international law affected commerce. To overcome these obstacles, merchants in the U.S. and Mexico cooperated to keep trade flowing.

A case study of merchants David Waldo, William McCoy, and Jabez Smith explains the many details of how cooperation made this international trade network successful. Many other merchants are included in this study. The firm of Peter Harmony & Nephews is used as an example of how the international trade operated. The story of wagon-maker Hiram Young, a free African-American, is well told. The publisher is commended for placing footnotes at the bottom of the page. This penetrating study of Independence is a major contribution to the history of the Santa Fe trade and essential reading for anyone interested in understanding the complexities of that international commerce.

Readers should be aware of a few errors and omissions, none of which detract from the significance of this interpretive study. If not pointed out, however, they may be perpetuated by other writers. There is brief mention of alcohol in the trade with Indians, but the recent books by William Unrau show clearly that alcohol was a major commodity in the trade. It would be good to know how the Independence merchants were involved in that illegal commerce. Zebulon Pike's Southwest Expedition began in 1806, not 1805 and not two years after travels of Lewis & Clark (p. 17). Santiago Abreu was not the governor of New Mexico in 1845 (p. 43) but was former governor (1832-1833). There is no mention that wagons were used on the trail in 1822 (p. 65), and the statement that the 1830 caravan "was the first use of wagons" (p. 71) is incorrect. The same sentence and similar paragraph appear on pp. 79-80 and p. 90. Stephen Watts Kearny is misspelled as "Kearney" (pp. 101 & 105). The U.S. recognition of Texas independence did not occur in 1845 (p. 102); that is the year Texas was admitted as a state.

Missing from the bibliography are the following publications relevant to portions of this book: many articles from *Wagon Tracks*, including the series on Anglo-Hispano marriages by Doyle Daves (important for p. 87, note 19), Mary Jean Cook's *Doña Tules* (biography of Gertrudis Barcelo), and Annette Gray's *Journey of the Heart* (memoirs of Mamie Aguirre). An article by Pauline Fowler is cited (p. 96, note 35) but does not appear in the bibliography. ♦

## Citizen Explorer: The Life of Zebulon Pike

Jared Orsi, *Citizen Explorer: The Life of Zebulon Pike*. Oxford University Press, USA. 392 pp.

*Reviewed by Tom Pelikan*

It's a very good thing when a book inspires you to say "I never knew that before" a lot and for Santa Fe Trail buffs whose focus, quite properly, is on the actual era of the Trail after Becknell's expeditions in 1821, *Citizen Explorer, The Life of Zebulon Pike* does just that.

As the author Jared Orsi correctly points out, Josiah Gregg in his *Commerce of the Prairies* gave Pike and his published journal of his southwestern expedition full credit for inspiring the exploration of the Southwest. But as Orsi quite clearly shows, Pike was more than just the man who first publicized Pike's Peak. He was very much a man of his times and a man who had to navigate the tricky waters of Army politics as daunting as those of the Arkansas or the Mississippi.

The son of a Revolutionary War officer who returned to the Army after efforts at civilian life took him and his family from New Jersey to Bucks County, Pennsylvania, and then to the Pittsburgh area, Zebulon joined the Army himself at the now impossibly young age of fifteen. Orsi noted the impact of the Whiskey Rebellion and other post-Revolutionary War struggles on Pike's commitment to the nation. Orsi also firmly reminds us that what we perceive to be a settled and industrialized region today, the Midwest, was mostly unexplored wilderness in the first decade of the nineteenth century. In fact, Pike's first mission of exploration took him up the Mississippi to what is now Minnesota in 1805 and the first Pike's Peak is in fact a flat-topped hill in Iowa overlooking where the Wisconsin River flows into the Mississippi and is now an Iowa State Park.

But it's naturally Pike's exploration of what is now Colorado and New Mexico that is of most interest to us rut nuts. Orsi makes a very clever and quite accurate observation about Pike's first look at the mountain that now bears his name: "The possibility that he could see a mountain and still be more than a hundred miles away from it was not something he could wrap his Ohio Valley mind around." Orsi goes into considerable detail with his descriptions of Pike's journey across the plains, interacting with a variety of Native American tribes, and then his exploration of the Arkansas Valley almost to the headwaters and down into the Wet Mountain and San Luis Valleys and then, under Spanish military escort (Mexico didn't become independent of Spain until 1821), to Santa Fe and Chihuahua.

Upon his return to America, Pike's loyalty to his commanding officer General James Wilkinson and Wilkinson's often opportunistic dealings with Aaron Burr and the Spanish

## That Broad and Beckoning Highway: The Santa Fe Trail and the Rush for Gold in California and Colorado

*Reviewed by Steve Schmidt*

Dr. Michael L. Olsen, under contract to the National Park Service, has completed a book-length manuscript about the role of the Santa Fe Trail in the 1849 and 1859 Gold Rushes. A Microsoft Word read-only copy can be downloaded by Googling "Santa Fe Gold Rush Study" and clicking on the NPS Link. The study is titled "*That Broad and Beckoning Highway: The Santa Fe Trail and the Rush for Gold in California and Colorado*."

Dr. Olsen's much-needed study is really a nice work. The organization flows logically, and he uses period accounts to guide, support, and amplify the text, which gives historical perspective, interpretation, and continuity. This is not unlike how Stephen Hyslop presented his *Bound for Santa Fe* which may be my favorite Santa Fe Trail book, behind *Commerce of the Prairies*. The extensive bibliography in Dr. Olsen's study is an essential element of any scholarly work. In exploring various bibliographies over the years, I have found clues to answering questions that came up in my own research and studies.

Dr. Olsen's study fills a void in the history of the Santa Fe Trail, which heretofore largely ignored the gold rush emigrations. This study is interesting, very readable, and "gets my wheels turning." This manuscript should become one of the standard references on the SFT. ♦

government often compromised and interfered with his being compensated for the success of his mission. Orsi makes it clear that he believes those who think Pike was somehow connected with Burr's conspiracies are quite mistaken. And Pike found himself vindicated, rising quickly in rank from Lieutenant to Lieutenant Colonel before the War of 1812 and later given a Brigadier General's star as he led the campaign at York, now Toronto, where he perished at the age of 34. Orsi writes a rather stirring epilogue in which he notes that Pike received far more praise and credit after his death than he received in life, and his legacy includes the inspiration for the Santa Fe Trail and the progress of the American West.

Zebulon Pike is a name almost everybody knows, but who had a life that not too many know much about. Jared Orsi's book fills that gap and fills it well and it is thoroughly documented with an extensive bibliography, from which I will certainly look into acquiring a few more books. ♦

*Jared Orsi received an SFTA research grant in 2005 for work on this book. He also spoke about Pike at the 2006 Rendezvous in Larned, Kansas.*





*La Castenada, a Harvey House hotel in Las Vegas, New Mexico, has been purchased by Allan Affeldt. Affeldt has shown his willingness and ability to restore historic buildings with his past purchase and renovation of La Posada, another Harvey House in Winslow, Arizona. La Castenada was last open in 1948. The Bent's Fort Chapter will visit Las Vegas in early August.* Photo: Ruth Friesen

## Activities Along the Trail



*The 14th annual Grasslands Heritage Festival was held in June at the Morton County Museum in Elkhart, Kansas. The festival is a celebration of the Santa Fe Trail and the ecosystem of the Cimarron National Grassland. Enjoying a wagon ride during Children's Day at the festival are (left to right) Kayden White, Elsie Blackmore and Emerson Plummer. The team and wagon belong to Bill and Myrna Barnes of the Cimarron Cutoff Chapter.* Photo: Myrna Barnes

## Chapter Reports

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

### Missouri River Outfitters

President Larry Short  
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At our April Membership/Board meeting we presented our biennial awards. Awards of Merit were presented to Lafayette County Commissioners, represented by Commissioner Tracy Dyer, and Saline County Commissioners, represented by Commissioner Monty Fenner, for their approval and work in the installation of the Santa Fe National Historic Trail local tour route signs in their respective counties. Mary Conrad, Vice President of MRO, was presented an Award of Achieve-

ment for her devoted work in the preservation of the trails and service to MRO. An Award of Appreciation was presented to Mayor Matt Mallinson and the City of Sugar Creek for their efforts to preserve and promote the Santa Fe, Oregon and California National Historic Trails from the Upper Independence/Wayne City Landing through Sugar Creek to where it enters Independence, MO.

The Santa Fe Trail GeoTour was completed and went active on April 15. It has been gratifying to read the comments by the many geocachers as they visit the locations of the caches along the Santa Fe Trail. Especially satisfying is the number of comments that we get with regard to opening new sites to these first time visitors and making them aware of many more historic sites along the Trail.

In May the MRO board made a presentation of the Roger



## Chapter Reports, Continued

Slusher Memorial Fund to the Lexington Historical Society Museum in the amount of \$2080. The money will be used for much needed improvements to the museum, and a plaque honoring Roger will be installed.

The Salem Park kiosk project continues to move forward. Several meetings have been held with the Jackson County Parks and Recreation staff, MRO, SFTA and the National Park Service. This will be a two-year project and all entities are on board and willing to move forward with their respective parts of this project.

A driving brochure for the counties of Lafayette and Saline in Missouri, where the local tour route signs were installed, is being printed. The brochure will be available at historic museums and visitor's centers along the Trail in Missouri.

The City of Raytown unanimously approved the ordinance for the installation of the 24 Santa Fe, Oregon and California National Historic Trail local tour route signs across their City at the July 1 Board of Aldermen meeting. The signed agreement is in place and the signs are being ordered. They will be installed immediately upon arrival. This is a continuation of the signs installed in Sugar Creek and Independence this past spring. The National Historic Site sign was recently installed at the Rice-Tremonti Home in Raytown.

### Douglas County

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

The Douglas County Kansas Chapter will have their fall potluck dinner at the Black Jack Cabin on Sunday, September 21. The cabin is located in the roadside park three miles east of Baldwin City. We will begin gathering at 5:00 p.m. and dinner is at 5:30 p.m. Our evening speaker will be Kerry Altenbernd with the Black Jack Battlefield Trust, who will give us an update on the progress of preserving and developing the battlefield site and its story. The chapter will provide barbecue meat and drinks. Guests should bring other dishes or desserts. Hope to see you there. For information contact Roger Boyd, President at rboyd@bakeru.edu or 785-594-3172.

### Heart of the Flint Hills

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

The Heart of the Flinthills Chapter held their quarterly meeting at Wilmington School on July 20. Members and guests viewed the recent work on the historic structure, and heard and told stories of the site.

I [Sharon Haun] have just assumed the president position of the chapter, and look forward to connecting with the trail lovers along the way. I live in Council Grove, having lived here longer than I want to admit. I have always been involved in the local history, and, of course, the Santa Fe Trail stories are a big part of Council Grove history. So I am looking forward to seeing what is in the future for the Heart of the Flinthills Chapter. A big thank you to Carol Retzer for her years as president of the chapter. Carol contributed her talents and many hours to the chapter, and we wish her well.

### Cottonwood Crossing

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

A chapter meeting was held in Goessel, Kansas, on May 15. Ron Parks gave a talk about his new book *The Darkest Period: The Kanza Indians and Their Last Homeland, 1846-1873*. The book has been recently published, and this was the first public presentation that Ron had given about his book. The book is available through the University of Oklahoma Press. Ron is the former assistant director of the Historic Sites Division of the Kansas Historical Society, and is the former administrator of the Kaw (Kanza) Mission State Historic Site in Council Grove, KS. Everyone thoroughly enjoyed his talk.

Doug and Pauline Sharp, members of the Cottonwood Crossing Chapter, contributed to the book by performing extensive research of Kansas newspaper archives and Kanza-related Civil War material. Doug and Pauline have also written a paper about the Kanza in the Civil War. You can read it at <http://bit.ly/1op1DmS>. Pauline is a member of the Cultural, Museum, and Library Committee of the Kaw Nation. Pauline's grandmother was a full-blood Kaw born in Indian Territory (Oklahoma).

### Quivira

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

On Saturday, August 16, the Quivira Chapter will present *The Kaw Nation - People of the South Wind* at 2:00 p.m. at the McPherson Museum, 1111 E. Kansas in McPherson, Kansas. The program will consist of a panel of speakers who will discuss the Kaw Nation, its history, the influence of the white man, and the life of a Kaw family and life in the Kaw Nation today. The speakers are:

Crystal Douglas will present a timeline of the history of the Kaw Nation from the earliest period until the Nation moved to Council Grove in 1847. Douglas is an anthropologist and has been the Kanza Museum Director and the Tribal Historic Preservation Officer for 14 years.

Sharon Haun will describe the impact of the movement of the nation west and the impact to the Kaw and their new home near Council Grove. A native of Morris County, Haun has spent her adult years living in Council Grove. Her love of history led her from serving as a tour guide to participation in the Voices of the Wind People pageant to working as a volunteer on the Morris County Historical Society archives.

Pauline Sharp is a member of the Kaw Nation and serves as Vice President of the Cultural Committee. She is the granddaughter of Lucy Tayiah Eads, first female Chief of the Kaw, and great granddaughter of Chief Washunga. Pauline will talk about her family tree and life in the Kaw Nation today.

September will be a busy month with trail activities on the last two weekends. Along with the SFTA Board Meeting and Rendezvous on September 18-20, the Oregon-California Trails Symposium will be held September 25-28 in Newton. Britt and Linda Colle will lead the Santa Fe Trail bus tour west from McPherson on Sunday, September 28. Steve Schmidt will lead the bus tour east into Marion County. This is an excellent opportunity to see Santa Fe Trail sites in central Kansas.

**SFTA Annual Membership January 1, 2014 to December 31, 2014**

Name(s) \_\_\_\_\_ ☐ Life \$1000, 1 time or 3 installments  
 Address \_\_\_\_\_ ☐ Patron \$100/year  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ ☐ Family \$30/year  
 Phone \_\_\_\_\_ Email \_\_\_\_\_ ☐ Individual \$25/year  
☐ Business \$50/year ☐ Nonprofit Institution \$40/year ☐ Youth (18 and under) \$15/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 \$ \_\_\_\_\_

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

☐ \$50 ☐ \$100 \$ \_\_\_\_\_

I'd like to donate to the Marker Fund.

☐ \$50 ☐ \$100 \$ \_\_\_\_\_

To pay by credit card, go to [www.santafetrail.org](http://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](http://www.santafetrail.org)**

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

### Chapter Reports, *Continued*

Plans are moving forward for the first Santa Fe Trail Youth Expo on October 4 in McPherson. This event is targeted for 4th through 8th grade youth and we are planning for a maximum of 200 kids for this event. For more information, contact Linda Colle at [blkcolle@swbell.net](mailto:blkcolle@swbell.net) or 620-241-8719.

#### **Wet/Dry Routes**

Dr. David Clapsaddle  
 215 Mann, Larned KS 67550  
 620-285-3295 ♦ [adsaddle@cox.net](mailto:adsaddle@cox.net)

The summer meeting will be held at Country Living, 9th and Mann, Larned, Kansas, on Sunday, August 17, at 2 p.m. for the traditional ice cream social. Final plans for the Melgares Monument dedication in September at Rendezvous 2014 will be discussed. The program will honor the past Faye Anderson Award winner, Clara Goodrich (the Nightingale of the Trail), with "Period Music of the Trail" by Alice Clapsaddle and Lorna Singer. Applications for the Faye Anderson Award will be available for the January 2015 presentation in Kinsley, Kansas. For additional information contact Dr. Clapsaddle.

The nearly completed Melgares Monument has been planned, financed and erected by chapter members without outside help from other organizations. Especially to be commended are the local Perez Family Association donations as well as the property owner Steve Durler. Location of the site is four and a half miles southwest of Larned on U.S. Highway 56, the site of the Melgares camp.

The chapter thanks the following middle and high school age young people, some of whom have been members for several years and assist in the "Traveling Trunks" program, and in chapter programs and activities: Alli and Kayla Leiker, Nate Bauer, Nate Stout and Alleena Bauer, all from Larned. They

attend chapter meetings and assist wherever needed.

Chapter member Ranger Ellen Jones of Fort Larned National Historic Site recently presented a "Traveling Trunks" program "El Hombre" to 4th graders at Larned's Northside School and at Jetmore Elementary School. Students were required to complete projects of Indian parfleches substantiated by essays about the story. This particular story is popular with the children and they are eager to complete the task which is then judged by outside panels. The Fort has eight "Traveling Trunks" programs and is eager to present them to school districts and other organizations.

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

President Bill Bunyan  
 PO Box 1656, Dodge City KS 67801  
 620-227-8203 ♦ [dchawk38@gmail.com](mailto:dchawk38@gmail.com)

The National Park signboards have been installed. The Cimarron Boy Scouts and the City of Cimarron placed the Ranch at the Cimarron Crossing signboard in the Cimarron City Park. Vice President Mike Strodtman installed the Wet-Dry Route signboard at the Coronado Cross Park.

The Major Chilton and Thomas Fitzpatrick signboard has been delivered and paid for and will be installed whenever the Chilton Park Walkway is completed. The Fort Hays - Fort Dodge Military Road signboard that will be placed on highway 283 on the corner of the Warner Angus Ranch is in production. It was paid for by the Wayne Strodtman Memorial Fund and Mike Strodtman. The sign will be dedicated on September 21. Leo Oliva, who wrote the text for the sign, will speak at the dedication.

Our spring meeting was very well attended. Jim Gray talked about "bull-whackers and mule skinnners on the Trail."

The summer meeting was re-scheduled to Saturday, July 19 at

the Cancun Restaurant in Cimarron. Chapter member Marc Ferguson portrayed Billy Dixon, one of the Dodge City buffalo hunters at the second battle of Adobe Walls and the man who made the famous long shot.

We will have our fall chapter meeting on Sunday, September 21, at Boot Hill. Dr. Leo Oliva will talk to us about the Military Road and then we will drive out to the Warner Ranch to dedicate the signboard. Dr. Oliva wrote the text for the signboard.

Some of our chapter members will be going down to the 150th anniversary of the first battle of Adobe Walls to be held at the site on the Turkey Track Ranch on Saturday, October 4. This was another battle in 1864 to try to stop Indian raids on the wagons on the Santa Fe Trail. Reservations for the bus ride to the site from either Amarillo or Borger, Texas, must be made by August 15. Information about the anniversary can be obtained by contacting the Panhandle Plains Museum and Amy Mitchell at 806-651-2242.

We will stay in Amarillo that Saturday night and eat at the Big Texan Steak House. Association members who come down for this event might want to join us. Let Bill Bunyan know if you are interested.

### **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

The chapter met on April 5 at the Morton County Historical Society Museum for its spring meeting. Due to uncooperative weather, no wagon rides on the Cimarron National Grassland were taken, but the group watched the movie of the dedication of the companion trail located next to the Santa Fe Trail on the Cimarron National Grassland. At this meeting, plans were made for a group tour with Faye Gaines starting at Point of Rocks Ranch on May 31.

May 31 was a beautiful day with the tour beginning at 10:00 a.m. with ten members joining Faye for a two-day tour starting at her ranch, stopping overnight in Clayton, and then on from Clayton to McNee's Crossing and home. Faye gave a wonderful tour, and we all learned a lot of history and had a great time.

The summer meeting was held in Clayton, NM, on July 26, with a program titled "From Slave to Superstar," about James Pierson Beckwourth, who was born a slave but became a scout and guide, explorer and Chief of the Mountain Crows. Lunch was served by the Herzstein Museum staff.

The fall meeting will be hosted by Boise City in October with a trip to a private section of the Trail. Dates and times will be announced.

### **Bent's Fort**

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

The Bent's Fort Chapter members have truly been "busy 'lil critters" since the last issue of *Wagon Tracks*.

Our annual clean-up day at Boggsville found over 30 members and a Boy Scout troop cleaning, raking, repairing, etc. Boggsville Historic Site has a new manager, Rebecca Atkinson, who even brought us home-baked goodies. Boggsville allows the Bent's Fort Chapter a room for our archives so we are always happy to help spruce up the site annually.

Sign planting, sign planting, sign planting—Whew! Several members of the chapter planted 12 Santa Fe Trail Crossing signs along county roads in Las Animas County between Timpas and Trinidad on two separate Saturdays in May and June. Big project, but a nice sense of accomplishment. We still have signs to plant along county roads in Bent County and Prowers County, hopefully this fall.

On June 14, the chapter met at the Goodnight Barn west of Pueblo, Colorado. Bob Silva, Ron Dulle and Tony Juarez planned a fantastic day. We learned of the amazing history of Charles Goodnight and Oliver Loving (Lonesome Dove fame). We were given a nice tour of the Rawlins Public Library in Pueblo where we ate lunch and were able to view the original Kit Carson will. The last stop of the day was at the Doyle Settlement where many of us climbed a nearby hill to see gravesites and to listen to Bill Tilley speak about Doyle's legacy.

On June 12 at the Historic Grand Theatre in Rocky Ford we listened to Mark Gardner, named the nation's best author by *True West Magazine* in its Best of the West issue for 2014. On August 8-10, the chapter has planned a fantastic weekend in Las Vegas, NM—why don't you all come along?

Many of you have inquired about our president, Pat Palmer. He completed five weeks of radiation and chemo at Memorial Hospital in Colorado Springs. After a few weeks off, he started chemo treatments July 7 in Lamar. He will have 8 chemo treatments spaced over two-week periods. He reports he is feeling well and hopes to be back out on the Santa Fe Trail soon. Please keep him in your prayers.

### **Corazon de los Caminos**

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

On June 14, our group met at the St. James Hotel and Steve Boyce, manager of the UU Bar Express Ranch, led 25 of us into a very remote section of the trail about 30 miles south of Cimarron. Thanks Steve, for an interesting tour. On July 19 we visited the Vermejo Park Ranch. This is another place that ordinary people seldom have an opportunity to visit. The ranch is owned by Ted Turner, and access is always limited to certain personnel. After a picnic lunch, the group toured the mansion at the site before returning home. On August 9, J. D. Schmidt has volunteered to lead us on a tour of the ruins between Wagon Mound and Watrous. September has been set aside for the rendezvous at Larned. The Rock Crossing of the Canadian will be featured on October 11. Everyone have a great summer and fall.

### **End of the Trail**

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

Santa Fe Trail Association  
1046 Red Oaks NE  
Albuquerque, NM 87122  
[www.santafetrail.org](http://www.santafetrail.org)



## CHANGE SERVICE REQUESTED

## EVENTS

**August 8-10: Las Vegas, NM.** Bent's Fort Chapter. Tour of historic sites

**August 9: Fort Union, NM.** Candlelight tour.

**August 9: Cimarron, NM.** Corazon de los Caminos Chapter. Tour of ruts

**August 15-17: Cottonwood Falls, KS.** Concert and Chautauqua

**August 16: Cleveland, NM.** Mill Benefit Dance

**August 16: McPherson, KS.** Quivira Chapter, Kaw Nation presentation

**August 17: Larned, KS.** Wet/Dry Chapter ice cream social

**August 21: Las Vegas, NM.** Glimpses of the Past presentation. Also September 18, October 16, and November 20

**September 5-6: Deadwood, SD.** Deadwood Stagecoach Days

**September 7-26: Annual Santa Fe Trail Bike Ride.** [www.santafetrailbicycletrek.com](http://www.santafetrailbicycletrek.com)

**September 18-20: Larned, KS.** 2014 Rendezvous. "Hispanics on the SFT"

**September 19-20: Council Grove, KS.** Voices of the Wind People

**September 20: Fort Union, NM.** Fort and arsenal tours.

**September 21: Black Jack Cabin, KS.** Douglas County Chapter

**September 21: Dodge City, KS.** Dodge City Chapter sign dedication

**September 25-28: Newton, KS.** OCTA symposium on South Central KS Trails

**September 27: Marshall, MO.** Santa Fe Trail Days.

**October 4: Borger, TX.** Dodge City Chapter field trip to Adobe Walls

**October 4: McPherson, KS.** SFT Youth Expo

**October 11: Cimarron, NM.** Rock crossing of the Canadian

**October 11: Las Animas, CO.** Bent's Fort Chapter tour to Davidson Ranch

**October 11: Fort Larned, KS.** Candlelight tour

**October 17-19: Russell, KS.** Smoky Hill Trail Association conference

**April 9-11, 2015: Salina, KS.** SFTA Board of Directors meeting and workshop

**June 26-July 2, 2015: Nashville, TN.** PNTS conference (tentative dates)

**September 16, 2015: Santa Fe, NM.** SFTA Board of Directors meeting

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

**September 23-26, 2015: Bent's Old Fort NHS.** National Fur Trade Symposium. [www.2015fts.org](http://www.2015fts.org)

**September 18-20, 2016: Larned, KS.** 2016 Rendezvous

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