

Wagon Tracks

Volume 28

Issue 2 *Wagon Tracks* Volume 28, Issue 2 (February 2014)

Article 1

2014

Wagon Tracks. Volume 28, Issue 2 (February, 2014)

Santa Fe Trail Association

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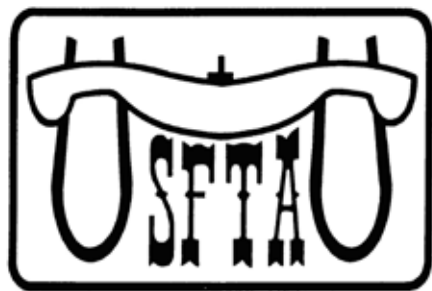


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WAGON TRACKS

volume 28 • number 2

February 2014

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Board Meeting To Be Held in Independence

The spring SFTA Board of Directors meeting is scheduled for Thursday, March 13, at the Drury Inn, Independence, MO beginning at 9:00 a.m. In addition to the regular business conducted by the Board of Directors, committee/task force chairs and chapters will provide reports to the board. The meeting is open to SFTA general membership.

On Friday, March 14, the Santa Fe Trail Association, Lewis and Clark Trail Heritage Foundation, the Oregon-California Trails Association, NPS, government officials and others will take a bus tour looking at the multi-millions of dollars spent making infrastructure improvements in the Three-Trails corridor from the Wayne City Landing to Gardner, Kansas. On March 15, an all-day meeting in a local Independence auditorium will focus on ways in which the Trail associations can fund, build, maintain and market this retracement trail.

Space is limited in the Friday and Saturday workshops, which are geared toward people who actually make the decisions on projects on the Trails, where interpretation goes, what kind of interpretation is used, how existing segments of the Historic Trails in the

Continued on page 4

Rendezvous 2014 Focuses on Hispanics on the Trail

The Santa Fe Trail Association, the Santa Fe Trail Center, and Fort Larned National Historic Site have chosen the theme for Rendezvous 2014: Hispanics and the Santa Fe Trail. The Rendezvous will be held at Larned, KS Sept. 18-20, 2014. Our opening event will include Dr. Leo Oliva discussing the expedition of Lt. Facundo Melgares and his Spanish troops from New Mexico to the Great Plains, just prior to the expedition of Capt. Zebulon Pike's troops across the Great Plains to the Rocky Mountains.

The Wet/Dry Routes Chapter is in the process of preparing a monument that will be installed at a site where the Melgares Expedition camped, just south of Larned, KS. A dedication of this monument will be held in conjunction with Rendezvous. For more information about the Melgares expedition, visit: http://www.kshs.org/publicat/history/2006spring_oliva1.pdf



Other topics to be discussed will include early Hispanic traders on the Santa Fe Trail; the effects of the American traders on New Mexico; military escorts on the Santa Fe Trail involving Hispanic troops; and others. Included will be a field trip to the site of the murder of Antonio Jose Chavez, a Hispanic trader, who was murdered in 1843. The murder became an international incident, with ramifications in Washington, D.C. and Mexico City. There will also be living history on Hispanic roles on the Santa Fe Trail at the Fort Larned National Historic Site. Mark your calendars now to attend Rendezvous 2014.



President
LaDonna Hutton

President's Message

Connections, Connections

This morning at church, my pastor spoke on "connections" and how we are all connected in one way or another. The pastor emphasized that through our "connections" even our smallest actions impact one another in some way. It made me think that is what I enjoy the most about the Santa Fe Trail—how we are all "connected." But, it also made me realize that we need to be cognizant of the needs of all of our members and chapters.

In an attempt to keep us all connected, we are in the process of planning two chapter presidents meetings. Topics to be discussed will be membership, updates on committee restructuring, geocache implementation, signage and future interpretation needs of the Santa Fe Trail. To accommodate travel, one meeting will be held in Council Grove, KS February 15 for those presidents on the east end; and the other will be held in Clayton, NM February 22 for those presidents on the west end. It is my goal to keep the flow of communication open between the presidents and the association.

It has been my pleasure representing the Santa Fe Trail over the last few months in the following activities:

Bent's New Fort Dedication, October 18, 2013. Over 100 people attended this special event. Much thanks to the National Park Service and the property owner, Brad Semmons.

Bent's Fort Chapter Taos Trip, November 1-2, 2013. Lots of planning resulted in a wonderful experience for over 50 chapter members. It was great to see members from other chapters join us on this trek.

The National Park Service Interpretation Workshop, December 10-13, 2013 in Albuquerque, NM. From this workshop, we learned techniques and strategies to effectively interpret trail sites. With representatives from many other trails attending, I realized just how important the National Park Service is to the success of all our trails. It was fun connecting with people from all over the nation with similar interests.

Of course, through the electronic media, it is so easy to stay "connected." It has been nice communicating with many of you through e-mail and Facebook, phone and snail mail too.

May you have a wonderfully, blessed 2014. Be seeing you all along the Trail!

David Clapsaddle explaining the cutdown at the Pawnee Fork (Dry Route) Crossing to Amanda Loughlin. See story on page 8.

*(photo courtesy
Amanda Loughlin)*



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Joanne's Jottings

by Joanne VanCoevern, Association Manager

National Registry: Two more Santa Fe Trail related properties will be considered by the Kansas Historic Sites Board of Review for nomination to the National Register of Historic Places and the Register of Historic Kansas Places at their next meeting on February 8, 2014. The properties are Lone Elm Campground Swale, 21151 W. 167th Street, Olathe, Johnson County and Little Arkansas River Crossing, northeast of intersection Ave. P and 30th Road, Windom vicinity, Rice County. Information received from Mike Taylor, NPS, provided us with the following updates about NR nominations in the other states. In Colorado, SRI (the archaeology firm awarded the Santa Fe Trail contract to prepare nominations through the National Trust) has completed its field work on select survey and viewshed analysis, as well as National Register nominations. The project calls for about 10 NR nominations to be prepared. All work should be delivered by sometime this summer. In New Mexico, final work is being prepared on some draft nominations. NPS hopes to revisit three trail segments on state lands and finalize the nominations hopefully by this summer. In Missouri, two urban segments in the Kansas City area (84th and Manchester and the New Santa Fe Trail segments) were listed on the NR last year. That completes the nominations for MO since the MO SHPO and SFTA have indicated there are no other obvious candidates. We also hope to generate some interest in the Oklahoma section of the Santa Fe Trail over the next few years to nominate properties to the NR.

Signage update: As reported in the last issue of WT, several orders for signs, directional arrows and site identification signs were placed in 2013 using the Cooperative Funding available to SFTA from the NPS. Those orders have been delivered and soon you should see 60 new Santa Fe Trail signs in LaFayette and Saline Counties in Missouri, 14 signs in Santa Fe County, NM, 20 signs in the City of Santa Fe, 20 signs at the NRA Whittington Center near Raton, NM, 25 signs in Las Animas County, CO and 12 signs to direct visitors from Ft. Larned NHS to the detached rut site. Many of these signs have already been installed, and a few installations are waiting for the weather to cooperate.

Kiosk in McPherson: The 3-panel informational Kiosk is in place at the newly constructed museum in McPherson, KS. One panel discusses Santa Fe Trail sites located to the east of McPherson, one details sites to the west of McPherson and the third discusses "Road Ranches: Trading Establishments on the Santa Fe Trail." The museum held its grand opening on November 30, 2013 and a formal dedication ceremony is being planned for Sunday, March 16, at 3:00 p.m.

Media Tour: Carol S. Clark, National Trails Intermountain Region, is ready to start working on the Santa Fe Trail Media Tour in the Quivira and Cottonwood Crossing Chapter areas. Chapter Presidents Linda Colle and Steve Schmidt are gathering information to add to the video and photographs collected by Carol and your manager last summer. The Dodge City/Fort Dodge/Cimarron Chapter area has already been completed and signs designating sites on the tour will be installed soon.

Geocache update: The launch for the Geo Tour on the Santa Fe Trail is taking longer than we anticipated. We have been working with several owners of caches already in place at Santa Fe Trail sites to "adopt" their cache location and enable us to put our Geo Tour cache in that location. On a few sites, we've had to go back out into the field and reset caches as they were too close to a cache that was already in place. We've learned the hard way that there are some folks out there who do not respect the fact that those ammo containers are part of a Geo Tour and a few caches have been stolen. In those cases, we are replacing the cache, usually in a more hidden spot, to discourage theft. And in a few instances, it has taken a little longer to get permission to place the caches than we anticipated. The committee is still pushing forward and we hope to have everything in place when the weather improves in the spring.

Interpretation Workshop: The National Trails Intermountain Region (NTIR) of the NPS, Santa Fe, recently provided a workshop for National Historic Trails partners, including the Santa Fe Trail Association. All attendees were asked to take an on-line course, "Foundations of Interpretation Course Notes," before attending the workshop. Gathering in Albuquerque, NM, Dec. 10-12, 2013, the NTIR led the workshop which helped attendees to: gain a better understanding of "interpretation," what it is, what formats it includes; learn about interpretation standards, best practices and processes for developing an interpretation plan; and learn how interpretation can help the partner associations meet our goals in our individual strategic plans. Attending the NPS workshop for SFTA were President LaDonna Hutton; Ruth Friesen, *Wagon Tracks* Editor; Linda Colle, Kiosk Task Force Chair; and Manager Joanne VanCoevern.

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Membership Categories

Life:\$1,000 Patron:\$100/year Business:\$50/year Nonprofit:\$40/year Family:\$30/year Individual:\$25/year
Youth,18 & under:\$15/year Dues are per calendar year. Make checks payable to the Santa Fe Trail Association, send to treasurer.

Visit us on the web at www.santafetrail.org

Board Meeting, *Continued from page 1*

KC area are linked together, what has been done, what needs to be done, who can take the lead on getting it done, etc. If you are interested in attending the workshop, contact Joanne VanCoevern at manager@santafetrail.org or at 785-825-8349.

If You are Going to Independence...

The Drury Inn in Independence, MO has both doubles and singles available in the Trails room block at \$85/night. This includes a hot, cooked breakfast and free drinks and snacks in the evening. Lunch will be catered during the Thursday board meeting. The hotel's number is 800.378.7946 and the group code is 2187159.

Kansas City International Airport is the closest major airport to Independence and it is served by all of the major airlines. It's about a 30 minute drive to Independence. Rental cars, taxis, and shuttles are available. A complete list of shuttle services can be found at www.flykci.com/direction/shuttle/Index.htm. There is a host of restaurants and bars located a short walk from the hotel.

OCTA Hosts Symposium on Historic Trails Through South Central Kansas: Cherokee Trail, Chisholm Trail and Santa Fe Trail

The Oregon-California Trails Association will host a multi-trail symposium in Newton, KS, September 25-28, 2014. The symposium will begin on Thursday, September 25, with a meet and greet reception. Speakers and tours are scheduled for the 25th and 26th, including an all-day tour of the Santa Fe Trail led by Steve Schmidt and Britt and Linda Colle. Trails covered at this symposium are the Chisholm Trail, the Cherokee Trail and the Santa Fe Trail. The Cherokee Trail is being proposed to be included as part of the Oregon-California National Historic Trail and the Chisholm Trail is being considered as a new National Historic Trail. More details and registration information will follow.

SFTA Hall of Fame Nominations Sought

The Hall of Fame Committee is issuing a plea for nominations to the Santa Fe Trail Hall of Fame, which will eventually be available to modern Trail travelers visiting the Santa Fe Trail Center. If there is a person that would be a likely candidate for the SFTA Hall of Fame, all that is required is writing a short biography and providing a photograph, if available, and references for further reading. Submit the nomination to Linda Revello, trailassn@gbta.net. Before beginning work on a nomination please verify that that person has not already been nominated. Past inductees are listed on the SFTA website at <http://www.santafetrail.org/about-us/hall-of-fame>. There will be a Hall of Fame Induction ceremony at the Rendezvous in September. The Hall of Fame Project was President Roger Slusher's idea: let's keep it alive by working on a nomination.

Awards Nominations Due July 15

Nominations are needed for SFTA awards to be presented at the Rendezvous in September. All nominations must be submitted by July 15. Chapters are especially encouraged to submit nominations. The award categories are listed below.

Nominations should include details of why the person, group or organization should receive the award. Please send nominations to Leo E. Oliva, PO Box 1, Woodston KS 67675 or oliva@ruraltel.net. The awards committee (Leo E. Oliva, Phyllis Morgan and LaDonna Hutton) will select recipients from those nominated. The Marc Simmons Writing Award, given for the best article in *Wagon Tracks*, Volume 27, will be selected by a special committee (nominations not required).

AWARD OF MERIT (maximum of 4 awards)

This award, a recognition plaque, recognizes individuals, businesses, organizations or groups who have made a significant contribution to the purposes of the SFTA.

PAUL F. BENTRUP AMBASSADOR AWARD (1 award)

This award, a recognition plaque, is an honorary lifetime designation given to a member of the SFTA who has demonstrated exceptional promotion of the SFTA, development and dissemination of knowledge of Trail history, preservation of Trail remnants or who has otherwise promoted an understanding of the Trail.

LOUISE BARRY WRITING AWARD (1 award)

This award is presented for a publication (major article or book) based on research about the Trail. The award includes a recognition plaque and \$100 cash. The recipient need not be a member of SFTA.

RALPH HATHAWAY MEMORIAL HERITAGE PRESERVATION AWARD (1 award)

This award, a recognition plaque, is presented to landowners, lease-holders or tenants of Trail ruts, remnants, structures or sites, who have preserved and protected significant portions of the Trail or sites associated with the Trail and provided public access.

GREGORY M. FRANZWA MEMORIAL AWARD FOR LIFETIME ACHIEVEMENT (1 award)

This award is presented to a SFTA member for extraordinary lifetime achievement in preservation, protection and promotion of the historic Santa Fe Trail. This award includes a recognition plaque and \$100 cash.

Need More Friends

We recently exceeded 375 "likes" on our Facebook page. However, to reach a broader audience, we need more friends. Please consider joining Facebook and checking out the Santa Fe Trail Association page. It's a great way to share information.

Chapter Presidents Meetings Scheduled

SFTA President La Donna Hutton, Vice-President Mike Olsen, Membership Chair Larry Justice and Manager Joanne VanCoevern will meet with chapter presidents in Council Grove, KS on February 15 and in Clayton, NM on February 22.

According to Justice, the primary goal of the meeting is to enter into a conversation and gain the thoughts of the chapter presidents for creative ways to: (1) maintain current membership, (2) encourage additional participation, (3) enlist new individual members and business/corporate members and how to make their membership status known to our membership, (4) enlist college and university participation in the immediate chapter region(s) and (5) encourage and facilitate activities between neighboring chapters for the purpose of preservation of the SFT and enlistment of new members.

We hope to build personal interaction and chapter-to-chapter interaction. These meetings are a starting point to collect ideas. We will take a compilation of those ideas to the spring board meeting in Independence for distribution to all present, and add it to discussions and interactions with those from OCTA and Lewis and Clark.

Additional information will be provided to chapter presidents about the geocache tour, signage, interpretation along the Trail and proposed by-laws changes. This meeting will also provide the chapter presidents an opportunity to visit with SFTA Officers about issues important to them, as well as discuss these issues with other chapters.

Wet/Dry Chapter Monographs Available at Last Chance Store

In 2009, the Santa Fe Trail Association presented the Award of Merit to the Wet/Dry Routes Chapter for the publication of three monographs related to the Santa Fe Trail: *Rules and Regulations By Which To Conduct Wagon Trains Drawn Oxen on the Plains*; *Fort Atkinson on the Santa Fe Trail*; *Reminiscences of the Years Experience on the Western Plains*.

The first, originally published in 1866, is a treasure trove of information concerning the management of oxen. The second is a reprint of Leo Oliva's fine article on Fort Atkinson, the short-lived army post established near the far west side of present Dodge City, Kansas. The third is the first person account of James Brice who at one time was the station master at the mail station located near Fort Larned.

Recently arrangements have been made for the printing and distribution of the monographs to be assumed by the Last Chance Store. These booklets are now available from Last Chance Store at www.lastchancestore.org.

**April 10 is the submission deadline for the
May issue of Wagon Tracks.**

David Vs. Goliath: How A Band of Ranchers From Tiny Kim, Colorado, (Population 72) Fought The US Army...And Won



On Monday, November 25, 2013, US Army Assistant Secretary Katherine Hammack gave an early Christmas present to southeastern Colorado ranchers, farmers and preservation groups when she announced that the Army was repealing its 2007 land acquisition plan which would have added more land to the Piñon Canyon Maneuver Site (PCMS) in southeastern Colorado.

Hammack called the repeal "unprecedented" for the Army and attributed it to the seven-year fight waged by southern Colorado ranchers. The Army intends to use the PCMS now and in the foreseeable future in its current size, 238,000 acres. (At one point, leaked documents revealed that the Army had hoped to add up to 400,000 more acres to the site, a move that would have displaced up to 17,000 residents.)

The southeastern corner of Colorado is rich with historic, cultural and archeological sites that include dinosaur tracks, rock art, Spanish pathways, Mexican settlements, Native American sites, the Santa Fe Trail, stagecoach routes, homesteader sites, and historic farms, ranches and railroads. According to the Bureau of Land Management, the existing PCMS area has 4,163 sites eligible for listing on the National Register of Historic Places.

The SFTA, NPS, BLM, ranchers, and numerous historic and preservation groups have long opposed any expansion to the PCMS. This decision by the Army is a testament to the results that come from perseverance and determination.



A joint Three Trails Conference will be held in Santa Fe, NM on September 17-20, 2015, sponsored by the Santa Fe Trail Association (SFTA), Old Spanish Trail Association (OSTA) and El Camino Real de Tierra Adentro Trail Association (CARTA). Conference artwork is an oil painting by Ronald Kil, Santa Fe, NM.

Kaw Councils Educational Series Announced

The Friends of Kaw Heritage, Inc. in Council Grove, KS has finalized the schedule for its spring educational program series for 2014. This year's offerings are:

Sunday, March 23, 2 pm – James Sherow – KSU History Professor – “Indian Peoples, Trade and Ecological Change on the Great Plains, 1780-1870”

Sunday, April 6, 2 pm - Tricia Waggoner – KSHS Highway Archaeologist – “Excavations at the Fool Chief's Village”

Sunday, April 27, 2 pm – Leo E. Oliva – SFT Historian – “Defeat of the Plains Indians in Kansas.” Sponsored by the Santa Fe Trail Association through the SFTA Speaker's Bureau Grant

Sunday, May 4, 2 pm - Donald Blakeslee – WSU Archaeologist – “Products of the First Kansans”

Sunday, June 1, 2 pm - Ron Parks – Author and Kanza Historian – “The Darkest Period: The Kanza and Their Homeland, 1846-1873.” Book review and book signing.

All presentations are at the Kaw Mission State Historic Site at 500 N. Mission in Council Grove, KS. Admission is \$3 per adult, \$1 for children/students, no charge for children 5 years and younger.

Ft. Union Has New Education Programs

Fort Union National Monument announces a newly developed educational curriculum program which is geared for elementary and high school students. This program, which has been developed through hands-on cooperation by teachers and the ranger staff, will host a variety of educational activities that will include ranger visits to schools and activities conducted at Fort Union National Monument.

Additionally, Fort Union National Monument has been selected to receive a \$2,400 Ticket to Ride grant from the National Park Foundation (NPF), the official charity of America's national parks. The NPF Ticket to Ride programs, in partnership with the Walt Disney Company, help students explore the outdoors by providing transportation and program support to national parks across the country. For more information on how teachers and/or schools can participate in Ticket to Ride transportation grant and curriculum-based education programming, please contact Education Specialist Amy Jewell at (505) 425-8025 ext. 221, or Amy_Jewell@nps.gov, or visit the park website.

Kearny County KHS now on Web

The Kearny County Kansas Historical Society is now online at www.kchshist.org and on Facebook at kchshist.

Partnership for the National Trails System

by Ross Marshall, SFTA Representative to PNTS

PNTS 14th Long Distance Trails (LDT) Conference:

Approximately 220 people, one of the largest turnouts for a PNTS LDT conference, attended the 14th Conference November 2-6 in Tucson, AZ. The conference's theme, *“Weaving the Tapestry of America's Cultures, Histories and Landscapes,”* embraced and interpreted the three PNTS Decade Goals in the three individual tracks entitled “Outreach,” “Trail Protection and Completion” and “Organizational Capacity.” Plenary sessions were “Tribal Voices: Enriching the History and Culture of National Trails,” “Engaging and Listening to Hispanic/Latino Communities in Gateway Communities” and “From the Next Generation: Trail Apprentice Perspectives.” Fundraising and social media were also included.

In addition, we enjoyed several bus tours. Two of them included mobile workshops: one on the Arizona National Scenic Trail that included Colossal Cave and Saguaro National Park East, and one in Catalina State Park which involved identifying and assessing historical resources. A third tour was on the Anza National Historic Trail. The usual events were also held, which included an opening reception, awards dinner, and PNTS Board of Directors meeting. The conference was headquartered at the spectacular Westward Look Wyndham, a sprawling resort at the edge of the mountains on the north edge of Tucson. Attending from SFTA were Joanne and Greg VanCoevern, Ruth Friesen, Roger and Jan Boyd and myself.

Hike the Hill: By the time you read *Wagon Tracks*, this event in Washington, DC may already be over. Sponsored annually by PNTS, Roger Boyd and I will be attending February 8-13 representing SFTA in this busy week of meeting with agencies, congressional committees and with various congressional members and their staffs. The purpose is to inform all of them what has been happening on all the trails, thank them for their help and explain what our needs are. This will be Roger's first time and I look forward to being with him as we run our wheels off around the Hill.

Volunteer manhours and expenses reports: As usual, Congress is very impressed with the Partnership's totals of volunteer manhours and dollar contributions (the Gold Sheet) by National Trails System organizations. We appreciate very much every chapter, committee chair and board member turning in their volunteer totals for 2013. **Please plan to accumulate these totals for 2014.**

Mark your calendars for Rendezvous 2014

September 18-20, in Larned, Kansas

Time To Renew

Go to www.dictionary.com and look up the word *renew* and you will find the following definitions and synonyms. The word *renew* means “to begin or take up again...resume...make effective for an additional period...do again...revive; reestablish...rejuvenate...bring back to an original condition of freshness...restore...bring back to its former place or position...which has faded, disappeared, been lost, etc.”

Trying to figure out ways to inspire our Santa Fe Trail Association to renew membership for 2014 – or any year – can be a challenge. So, I chose to give you definitions and synonyms of the word *renew*. I particularly like the following for the subsequent reasons.

First, *renew* means to “make effective for an additional period.” By the time you read this, the year 2014 is just over one-twelfth complete. Our memberships span the time of a calendar year. So, your 2013 membership expired as of December 31, 2013. Renewing your membership for 2014 means you will continue to receive *Wagon Tracks* until December 31 of this year. Failure to renew means this will be your last issue of our well-recognized newsletter. Also, failure to renew means you no longer have the option to vote for officers or SFTA proceedings.

Second, *renew* means “rejuvenate...bring back to an original condition of freshness.” Winter time is not the best time to think of a condition of freshness. Look out your window, step outside, take a drive (but be careful). Everywhere you look echoes dormancy. But, spring will be here in March and leaves will begin to bud, crops will begin to grow, wildlife will again cross our skies and tramp through our landscapes. Spring means a renewal through new birth and freshness. We

challenge you to rejuvenate and bring back to freshness your membership. The form is found in this issue of *Wagon Tracks* or you can go to www.santafetrail.org and click on “Join the Association” in the brown box at the right of your computer screen.

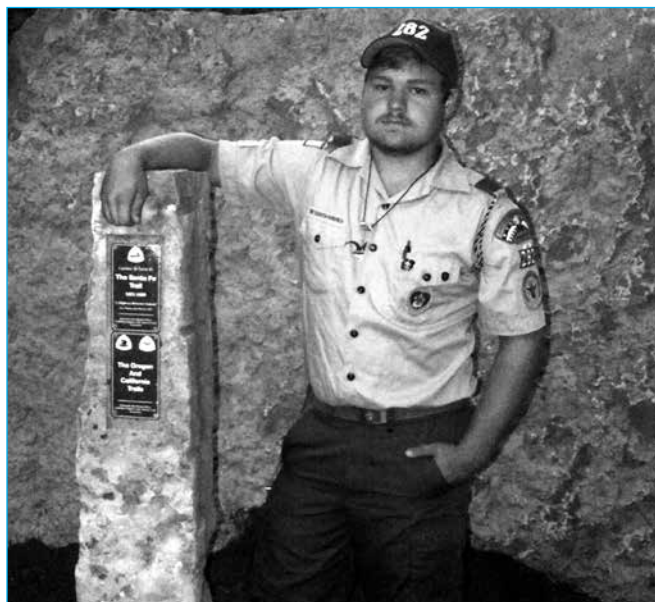
Third, *renew* means “restore...bring back to its former place or position...which has faded, disappeared, been lost.” Here is the ultimate challenge. First, renew your membership. But, in addition, work with your local SFTA chapter to find and encourage former members to come back. We don’t want members to disappear or be lost. We want and need every member possible. And, don’t stop with individuals. Visit the institutions and businesses in your area and challenge them to join the Santa Fe Trail Association. We will all be better off to have them as a part of our family.

The challenge has been extended. Don’t put it off. Join and renew TODAY. The most important part of SFTA is the membership as we learn more about the Trail and as we preserve the Trail for our future generations. Frankly, I keep my membership current because I want my five grandchildren to know more about who we are and why our nation is the greatest nation on the planet. Simply stated, the Santa Fe Trail helped develop this land we live in. I will look forward to hearing that YOU have renewed. And, while you are at it, your local chapter needs you as well. The Santa Fe Trail Association is energized by the individual members AND the chapters that extend from Missouri to New Mexico through Kansas, Oklahoma, and Colorado. ♦

Larry Justice
SFTA Board Member, Membership Chairman
Cottonwood Crossing Board Member

Mallinson Eagle Scout Project Places Post at Wayne City Landing

Danny Mallinson completed his Eagle Scout project by placing this limestone post marker in front of 3118 N. River Blvd., Independence, MO. This is the first limestone post in proximity to the Wayne City Landing. “Most wagons that went west up until 1851 came right across this ground,” said Danny Mallinson. “From early 1800’s until 1851 (when a flood took out the sand bar that was the landing place for the steam ships) westward travelers would arrive by steamship at Wayne City Landing, right down the street from here. On their way to Independence, many would have stopped and watered at the natural springs located on this property. These are the first springs on the trail. Because this is a confirmed route the wagon trains traveled, this property was awarded a limestone marker to commemorate the Sante Fe, Oregon and California trails.” A walking trail (sidewalk) is expected to follow along the same route.



Historic Resources of the Santa Fe Trail On the National Register

by Amanda Loughlin, KSH Survey coordinator

The revised “Historic Resources of the Santa Fe Trail” multiple property documentation form (MPDF), was approved by all five trail states---Missouri, Kansas, Oklahoma, Colorado, and New Mexico---and was accepted by the Keeper of the National Register of Historic Places on April 3, 2013. Additionally, throughout 2012-2013, 20 Santa Fe Trail-related properties in Kansas were individually listed in the National Register. Members of the Santa Fe Trail Association were instrumental in this project, facilitating site visitations and landowner consultations and offering feedback on written materials. The MPDF allows for any number of future sites also to be nominated to the National Register, so even though the agreement between the Kansas Historical Society (KSHS) and the National Trails, Intermountain Region of the National Park Service (NTIR) is complete, more sites can be nominated. After Congress designated the Santa Fe Trail a National Historic Trail in 1987, the National Park Service began developing a comprehensive management and use plan. Participation was requested from American Indians, landowners, the Santa Fe Trail Association and governmental agencies to manage, protect and develop the trail. The plan was published in 1990 as the *Santa Fe National Historic Trail: Comprehensive Management and Use Plan*, which proposed the protection, historical interpretation, recreational use and management of the trail corridor and identified areas with potential for further research.

Listing Santa Fe Trail-related resources in the National Register of Historic Places was an anticipated response to the *Management and Use Plan*. An initial registration effort was undertaken in 1993 under the management of the New Mexico Historic Preservation Division of the Department of Cultural Affairs. The objectives were to (1) develop a Multiple Property Documentation Form (MPDF), also known as a thematic nomination, for the trail’s resources and (2) prepare no fewer than 40 individual National Register of Historic Places nominations for sites in all five states through which the trail passed: Missouri, Kansas, Oklahoma, Colorado and New Mexico. The project was completed with a thematic nomination entitled “Historic Resources of the Santa Fe Trail, 1821-1880,” and 20 properties were listed in the National Register.

A multiple property documentation form (MPDF), also known as a thematic nomination, streamlines the method of organizing information collected in historic resource surveys and research for future National Register listing and preservation planning purposes. The form facilitates the evaluation of individual properties by comparing them with resources that share similar physical characteristics and historical associations. Information common to the group of properties is presented in the historic context, while information specific to each individual building, site, district, structure or object is placed on an individual registration form.

Each of the five states had difficulties with portions of the 1993 thematic nomination, finding errors and issues that were not discussed adequately in the historic context statements, problems with the organization of the associated property types and missing sources from the bibliography. As a result, only four of the five states adopted the document, with Colorado tabling the MPDF, pending significant revisions.

In 2009 the NTIR partnered with the KSHS’s Historic Preservation Division to begin the revisions of the 1993 “Historic Resources of the Santa Fe Trail, 1821-1880” MPDF. The NTIR organized a meeting in Dodge City with the historic preservation office representatives of the five trail states, the Advisory Council on Historic Preservation, the Santa Fe Trail Association and other interested parties from the National Park Service, to review the known issues with the document. As a result of the meeting, an agreement was developed between the NTIR and the KSHS that focused on (1) the revision of the 1993 MPDF per the suggestions from the meeting and (2) the preparation of National Register nominations for 30 sites in Kansas.

The two areas of the 1993 document that were specifically recommended for revision were the historic context and the associated property types. The amended document contains a revised version of the original five historic contexts and new sections on the reuse and commemoration of the Santa Fe Trail and individual state contexts. The revisions to the associated property types fit into a framework suitable for the wide variety of sites associated with the Santa Fe Trail along its entire length.

In order to develop the associated project types and to assess eligibility for 30 individual National Register nominations, KSHS staff visited numerous Kansas sites throughout the fall of 2011 and spring of 2012. The selection of sites to visit



Steve and Glenda Schmidt showing us the land around French Frank’s segment. Photos courtesy Amanda Loughlin

incorporated a list of previously prioritized sites and current recommendations from the public. Priority was given to 14 sites from the initial project that were tabled by the Kansas Historic Sites Board of Review in 1994. Many of these site nominations contained inaccuracies, poor boundary definitions, and other problems. Further, the Board and KSHS staff recommended that archeological examinations be conducted at several of the sites to determine whether subsurface remains were present and to modify the proposed boundaries. Field work conducted at these sites between 1995 and 2009 made some of the sites ideal for reevaluation. A number of others were determined to not contain trail-related resources.

The Santa Fe Trail Association proved to be one of the most invaluable resources of this project. The majority of sites selected to visit were based on consultation with Association members, including David Clapsaddle, Britt and Linda Colle, Leo Oliva, Steve Schmidt and Jeff Trotman. Several sites were visited with David Clapsaddle, Britt Colle, Steve Schmidt, Jeff Trotman and Joanne VanCoevern, who each had direct relationships with the land owners. Several members, including Roger Boyd, David Clapsaddle, Britt and Linda Colle, Leon Ellis, Steve Schmidt, Jim Sherer, Jeff Trotman, and Joanne VanCoevern, gladly acted as liaisons between the KSHS and the land owners to discuss the nomination of private properties. Other Association members (specifically, David Clapsaddle, Shirley Coupal, Leo Oliva, Steve Schmidt, and Roger Slusher) willingly reviewed portions of our written documents for accuracies.

Through the site visits, we discovered that the most prevalent extant property type is trail segments in the form of depressions, swales and cutdowns at water crossings. Other extant property types include camping and nooning sites; natural amenities such as springs; natural landforms that acted as navigational aids; and DAR markers. All sites were photographed, and GPS coordinates were taken either around the resource or directly on the trail segments. These coordinates were then mapped and overlaid onto existing topographical maps to verify that the locations of the resources generally correspond to the General Land Office (GLO) survey lines of the trail, where applicable. Other primary source documents such as journals, itineraries and maps were used to help verify the sites were part of the Santa Fe Trail.

The Kansas Historical Society, especially Amanda Loughlin, Sarah Martin, Tim Weston and Patrick Zollner, wish to express their deep gratitude for the invaluable assistance with this project by the Santa Fe Trail Association. Its success is directly due to your willingness to help and our shared belief that the extant trail remnants are worthy of preservation.

To view the "Historic Resources of the Santa Fe Trail" MPDF, visit www.kshs.org/p/thematic-nominations/14634. Contact Amanda Loughlin, KSHS Survey Coordinator with any questions related to this project or the nomination of future sites aloughlin@kshs.org or (785)272-8681 ext. 226.

Properties Nominated to the National Register as part of this project:

- Trail Park and Trail Park DAR Marker (Baldwin City vicinity, Douglas County)
- French Frank's Santa Fe Trail Segment (Lehigh vicinity, Marion County)
- Swanson's Swales (Windom vicinity, Rice County)
- Little Arkansas River Crossings (Windom vicinity, Rice County) – Listing is Pending
- Fry's Ruts (Little River vicinity, Rice County)
- Kern's Ruts (Chase vicinity, Rice County)
- Boyd's Ranch and the Pawnee Fork Dry Route Crossing (Larned vicinity, Pawnee County)
- Coon Creek Crossing on the Wet Route (Garfield vicinity, Pawnee County)
- Fowler's Ruts (Ford vicinity, Ford County)
- Sawlog Creek Crossing (Spearville vicinity, Ford County)
- Finney County Point of Rocks (Pierceville vicinity)
- Charlie's Ruts (Deerfield vicinity, Kearny County)
- Indian Mound (Lakin vicinity, Kearny County)
- Joyce Ruts at Lower Cimarron Spring (Ulysses vicinity, Grant County)
- Klein's Ruts (Ulysses vicinity, Grant County)
- Point of Rocks-Middle Spring Santa Fe Trail Historic District (Elkhart vicinity, Morton County)
- Santa Fe Trail – Cimarron National Grassland Segments 1-5 (Morton County) ♦



Jeff Trotman at Sawlog Creek Crossing

A Hunting We Will Go

by David Clapsaddle

I vividly remember an occasion when I accompanied a large group of people to view some trail ruts in Edwards County, Kansas. One lady had situated herself in a lawn chair “smack dab” in the middle of a rut! “Ruts,” she said, “ruts, I don’t see any ruts.” This dear soul was making the mistake often made when people confuse tracks with ruts.

Tracks, two narrow bands made in the terrain by wagon wheels, soon disappeared. However, when other wagons followed the same course over a period of years, they hollowed out the space between the tracks leaving a depression in the soil which resembles a trough. Sometimes ruts have been called swales.

It was not unusual for ruts adjacent to each other to be so well traveled that, aided by erosion, they became a single swale. This writer observed such a phenomenon in Rush County, Kansas on the Fort Hays-Fort Dodge Road. It measured in excess of 100 feet.

One must have some basic bits of knowledge to identify ruts. One such piece of information relates to compaction. The passage of loaded freight wagons drawn by heavy draft animals caused the soil to be compacted. The soil became so compacted that, even today, farmers report that, while plowing, their tractors bog down when crossing a field where ruts were once in evidence.

Such compaction produces a different type of plant growth in

the ruts than the vegetation which grows in adjacent areas. This writer recalls a pasture in Ford County, Kansas where prairie corn flowers [coneflower] populating the ruts appeared to be long strands of blossoms bordered by short grasses of the area, buffalo and grama.

Often ruts can be discerned in the early spring when the grass begins to turn green in the ruts while grass in the adjacent area remains brown. Such is caused by the ruts collecting water runoff from nearby areas. Such is the case at the southeast corner of the Larned, Kansas Cemetery.

Another way to detect ruts is to observe snow collecting in ruts. Thus, the ruts look like white ribbons across the landscape. This writer has observed such at the Bentrup Ruts in Kearny County, Kansas.

High plant growth often hides ruts. In such cases, one needs to look not longitudinally, but rather horizontally across the terrain. When one walks in horizontal fashion across the terrain, the ruts become quite evident by the uneven nature of the area. Even more pronounced are the ruts if one drives a vehicle across the area.

Hunting ruts is rather like hunting mushrooms. To search in an area with no hint of ruts being present is as futile as hunting for mushrooms in a random fashion. There are several trail guides to put one in the general area of ruts. Put on your hiking boots or walking shoes and pick out a trail guide. Better yet, find a friend with first-hand knowledge of the Trail. Happy hunting.

A proviso, ask permission from land owners before you begin your hunt. ♦

Negro Slaves on the Santa Fe Trail

by David Clapsaddle

Notably absent from most Santa Fe Trail narratives is information with regard to Negro slaves associated with the Santa Fe Trail, either/or in travel or in residence. However, a few of passing references can be found in the literature regarding Negro slaves and the Santa Fe Trail, many of them reduced to a single sentence. Hopefully, these brief references can be compiled into a more complete picture of the subject.

On July 12, 1825, forty men gathered at Fort Osage in preparation for a survey of the Santa Fe Trail. In addition, there were two slaves, one belonging to George C. Sibley, the other to Thomas Mather. Sibley’s slave was called Abram.¹ Such was the custom to give slaves an English first name, generally a well-used name of the contemporary society. Sometimes, a name would be selected in sort of a mocking fashion, i.e. Cicero.

On July 11, 1846, eighteen year old Susan Magoffin set forth from Independence with her husband’s trade caravan, destination Santa Fe. Included in the caravan was a dearborn which transported Susan’s slave named Jane. Susan referred to her

as a maid. Often slaves were called servants, especially those who served as personal attendants to their masters. Jane is mentioned by Susan as “standing by to watch if any (Indians) should come up on the front side.” The reference was to Susan climbing up Pawnee Rock on Independence Day, 1846 to inscribe her name on the soft sandstone. Elsewhere, Susan described her dog Ring as a “greyhound of noble descent, white with brown spots, a nice watch for our door.” Ring, it appears was held in higher regard than was Jane.²

At the start of the Mexican War in 1846, George Rutledge Gibson, enroute to Bent’s Fort, made note of a Negro driver who accompanied a broken wagon back to Westport. Upon arrival at Bent’s Fort, Gibson observed a wide range of humanity: “citizens, soldiers, traders to Santa Fe, Indians, Negroes, etc.”³ Among this collection of humankind was Charlotte, described by Lewis Garrard as “the glib-tongued sable Fort cook.”⁴

Other Negro slaves owned by the Bents were a slave who worked as a blacksmith; Dick Green, the husband of Charlotte and Charles’ personal servant; and Andrew, the cook prior to Charlotte. Last names for slaves were not common; perhaps Charles thought highly of Dick. Green was one of the men who stormed the Taos church following the murder of Charles. For his bravery, William and George Bent gave him his freedom.

With him, wrote Janet Lecompte, went his wife Charlotte.⁵

After his stay at Bent's Fort, the afore-mentioned Gibson accompanied his regiment to Santa Fe. There he attended a minstrel performance by a group of Negroes. Ethiopians he called them.⁶

About the same time, Lewis Garrard left Bent's Fort to establish a temporary residence in a Cheyenne village. There, he met "a thick lipped Negro." A slave of a Cherokee named Ross, he was captured by Comanches while working with a survey party. Later, in a melee with some Mexicans, he escaped his Comanche captors and found his way to the Cheyenne village.⁷

In another 1846 account, Marcellus Ball Edwards described an accidental firearm discharge near Jackson's Island. As an alarm swept through the camp, it was mistakenly reported that Capt. Reid's Negro had been killed.⁸ Another Mexican war journalist, Philip Gooch Ferguson, wrote that he observed a Negro driver with a Mexican woman in a wagon, taking her home as his wife.⁹

In 1847, Seth Hays came to Council Grove where he built a log house and opened a store. With Hays was a slave woman named Sarah. She was most commonly known as Aunt Sally. Sally was given her freedom when Kansas was admitted as a free state. However, she continued to keep Hays' house until her death in 1872.¹⁰

Arriving at Pueblo in 1849 was the Lewis Party from Arkansas bound for the gold fields. Among the retinue were five Negro slaves.¹¹

In September of the same year, James M. White and a small party separated from Francis X. Aubry to proceed on their own to Santa Fe. In the group were White, William Calloway, Ben Bushman, two or three Germans, and a Mexican; also White's wife Ann, daughter Virginia and a female slave. Late in the month, the party was attacked near Point of Rocks by Jicarilla Apaches. All the men were killed. As to the women, the record is cloudy. It appears that Mrs. White was killed and that Virginia was taken captive. The fate of the slave women remains moot.¹²

Fort Union, established in 1851, was in operation through 1891.¹³ During the fort's time, several officers' families had slaves. Among the first arrivals were Capt. Issac Bowen and his wife Katie. Katie had written to her mother from Fort Leavenworth that her white servant girl had run off with a man and that she and Issac had bought a slave girl to take to Fort Union. The slave's name was Margaret, according to Katie, "a very good girl and cooks nicely, as well as being an excellent house servant."¹⁴

The early arrivals to Fort Union included James H. Carleton and his wife Sophie. They brought with them from Missouri two slaves, Hannah and Benjamin.¹⁵

In 1852, Maj. Gouverneur Morris was appointed Commanding

Officer at Fort Union. The Morris family brought with them a slave named Louise.¹⁶

Hezekiah Brake was employed by Fort Union's sutler George Alexander in 1859. Brake was assigned to Alexander's ranch eight miles west of the post. There, he supervised Negro slaves and Mexican peons in the cultivation of an irrigated acreage.¹⁷

To return the original premise of this study, it appears that not enough data is available to paint a picture of Negro slaves on the Santa Fe Trail. Perhaps, one must be satisfied not with a picture but with a collage of the above mentioned snap shots, cameos, if you please. Future research hopefully will provide further information with respect to this neglected subject. ♦

Endnotes

1. Katherine L. Gregg (ed.), *The Road to Santa Fe* (Albuquerque: University of New Mexico Press, 1995), 32.
2. Stella M. Drumm (ed.), *Down The Santa Fe Trail and Into Mexico* (Lincoln: University of Nebraska Press, 1982), 4, 40.
3. George Rutledge Gibson, *Journal of a Soldier Under Kearny And Doniphan*, Vol.3, 168, Southwest Historical Series, (Philadelphia: Porcupine Press, 1974)
4. Lewis H. Garrard, *Wa-To-Yah and and the Taos Trail*, Vol. 6, 126, Southwest Historical Series.
5. Janet Lecompte, Pueblo, *Hardscrabble, Greenhorn* (Norman: University of Oklahoma Press, 1998), 18, 20.
6. Gibson, *Journal of a Soldier*, 274.
7. Garrard, *Wa-To-Yah*, 154.
8. Marcus Ball Edwards, *Journal of Marcus Ball Edwards*, Vol. 4, 133. Southern Historical Series.
9. Philip Gooch Ferguson, *Marching With the Army of the West*, Vol. 4, 313. Southwest Historical Series.
10. R.M. Armstrong, "Sixty Years in Kansas and Council Grove," *Collections of the Kansas State Historical Society*, Vol. 16, 557-558. Other citizens of Council Grove were slave owners, most notably Malcom Conn, the town's leading merchant.
11. Lecompte, *Hardscrabble*, 223.
12. William E. Brown, *The Santa Fe Trail* (St. Louis: Patrice Press, 1988) 131.
13. Robert W. Frazer, *Forts of the West* (Norman: University of Oklahoma Press, 1965), 106.
14. Bowen Family Papers, United States Army Military Institute, Carlisle, PA. Leo E. Olivia, *Fort Union and the Frontier Army in the Southwest* (Santa Fe: Southwest Cultural Resource Center, 1993), 188
15. Ibid.
16. Ibid, 199
17. Ibid, 231-232

Take the Santa Fe NHT Media Tour

New technology is hitting the trail. A recent survey showed that 93% of Americans are cell or smart phone users. There are many ways to use that technology to help visitors explore the trail.

The Santa Fe National Historic Trail's complete media tour is now available to visitors in a variety of ways—GPS tour, cell phone tour, web tour, QR codes, text messaging, social media, mp3 downloads, and smart phone applications (apps).

The tour is available for free.

The development of an OnCell complete media tour promotes the NHT, parks, and sites as visitor destinations.

The app has the ability to integrate photo images, video, and audio files. It also integrates with social media and can be used on smart phones and tablets.

Information can be updated easily at any time.

This is a three-year project to provide a finished, cohesive trail retracement experience for visitors. The National Park Service's Connect Trails to Parks program funded the project.

You don't need a smart phone or an app to access the tour.

The tour brings the Santa Fe NHT into the modern era and reduces the need for paper publications.

How to Access the Tour

Web

Use it as a virtual tour, for trip planning or while traveling. The app and website look the same. <http://oncell.mobi>

Phone

Use a cell phone or landline to access trail stories. Choose a stop and listen. 505-428-6429

App

Download the OnCell app for free. Choose "National Park Service Tours," then "NPS Santa Fe National Historic Trail OnCell Tour." (See below.)

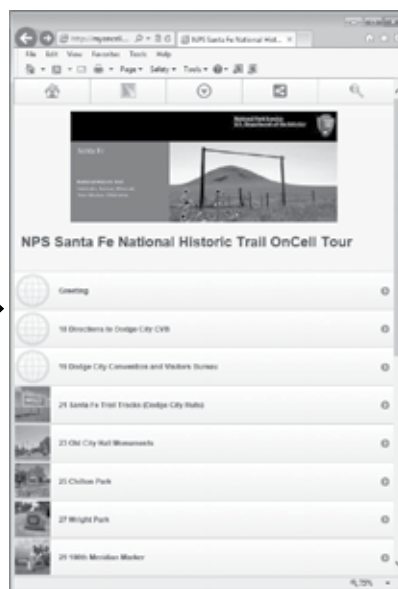
QR Code

Scan the code located at a site with your smart phone. It will take you to the tour website.

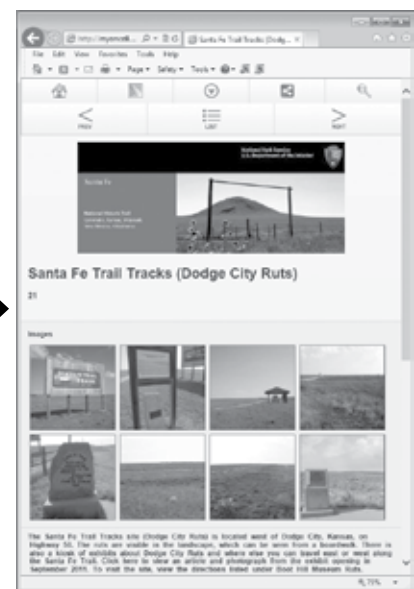
Overview—Navigating the Tour



OnCell website—looks the same in the app. Choose National Park Service Tours.



From the National Park Service Tours page, scroll to NPS Santa Fe NHT OnCell Tour, and click.



Choose a site to visit. This one includes photos, text, audio, video, and information links.

Want Your Site Included?

The Santa Fe NHT OnCell Tour is a vehicle for Santa Fe Trail Association and other partners to create a complete media tour.

The tour is built using the content provided by local chapters and partners, such as existing local tour routes and site materials.

Association members or chapters interested in having their local sites included in the tour need to contact National Trails Intermountain Region and provide what is listed under Quick Steps. (See right.)

This is also a great time to visit your local partners, such as the chamber of commerce or historical societies. Tell them about the tour and see if they want to be involved. For example, the Dodge City Convention and Visitors' Bureau is creating a paper map of the tour in their area, which will help visitors without smart phones navigate to local sites.

Ready to get started? Here's what you can do.

Keep in mind that not every site is ideal for the tour, so focus on the very best in your area.

Identify sites in your area following this rubric:

Choose welcoming sites—visitors not familiar with your area need to feel comfortable driving or hiking to the site

Accessible—most visitors can easily experience the resource at a site that is easy to find

Safe—only sites with a safe pulloff and good visibility can be chosen

Iconic—show the diversity of trail resources in your area and choose the best examples of each

Take advantage of existing materials that can be repurposed for the tour. Gather tours, scripts, images, audio, video, primary resources, and GPS.

Quick Steps

Jump start the tour in your area by sending the following:

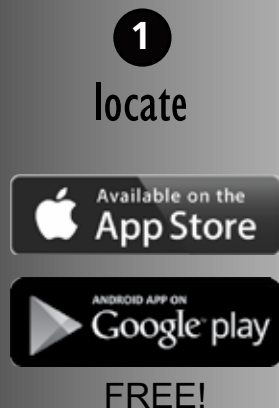
1. Site name and location
2. Three sentence summary of site significance
3. Images showing trail resources and the site's infrastructure
4. Any existing materials—including publications, brochures, audio, video
5. Two paragraph expanded history
6. Three links for more information about the site or the trail in your area



Once the tour is available, help with field-testing. Evaluation and improvements to the tour are essential, never-ending tasks.

Email content or questions to carol_s_clark@nps.gov or call 505-988-6842

HOW TO GET THE APP



1
locate



2
download



3
open

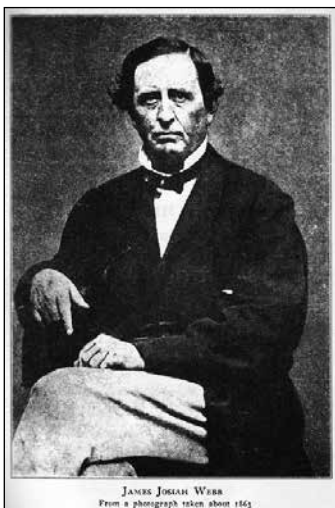
4
navigate

From National Park Service Tours, choose NPS Santa Fe NHT and go!

On "The Trail" Of My Great-Great Grandfather James Josiah Webb

by *Eugenie Webb Maine*

To maintain interest in family history, there must be at least one family member who makes the effort to carry the flame forward to the next generation. In the case of the Webb family, it was my father Henry Webb, oldest son of Harry Webb, grandson of Judge James Webb, and great-grandson of the illustrious Webb ancestor, Santa Fe trader and merchant James Josiah Webb.



James Josiah Webb

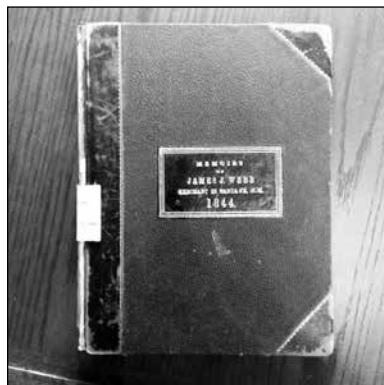
Along with his siblings and first cousins, my father was brought up at "Spring Glen" in Hamden, CT on the 215-acre estate purchased by James Josiah in 1858 after he had moved back from Santa Fe to settle in the east. Much of the land at Spring Glen was developed as a residential neighborhood in the 1920s but the "big house" located on this estate was still owned by the Webb family until the mid-1950s. James Josiah's rifle, named "Old Blackfoot," which accompanied him on the trail, has been passed down in the Webb family through the oldest son.

James Josiah also made it easier for future generations to stay connected with their past when, at the age of 70, he began writing a memoir of his exploits on the trail, in which he was able to cover the years 1844-1847 before his death, at the age of 73, in 1888. To add to this achievement, he also saved every receipt and letter sent to him or by him during his career as a Santa Fe trader and merchant from 1843-1861. These letters, papers, and documents are preserved in archives located in the Missouri Historical Society Library in St. Louis, MO; the Hamden Historical Society in Hamden, CT; the New Mexico State Records Center and Archives, the Museum of New Mexico Manuscript Collection in Santa Fe, NM; and the De Groyer Library at Southern Methodist University in Dallas, TX. With the help of my husband Ron Maine, an iPad mini and several capable and enthusiastic archivists, I have been able to take a first pass through the documents housed in St. Louis, Santa Fe, and Hamden.

James Josiah's memoir, which he wrote without thought of publication, was published thanks to the efforts of his son James and historian Ralph Bieber, in two very different ways. First the memoir was painstakingly edited by Ralph Bieber and published as Volume I of *The Southwest Historical Series* in 1931 by Arthur H. Clark Company (reprinted in 1974 by Porcupine Press). Then in 1995 a Bison Book edition of the

Webb memoir was published by the University of Nebraska (now available in paperback). This paperback edition replicates the original with its exhaustive and informative footnotes written by Bieber. Bieber provides the biographies of every prominent person, as well as detailed background information on most of the places and statistics mentioned in Webb's memoir. Bieber gleaned much of his statistical background information from newspapers and gazettes published in St. Louis, MO; Independence, MO; New Orleans, LA; and Santa Fe, NM. It appears that during the 1840s and 50s the daily shipping reports of activity along the trail made the headlines in the local papers and are a source of valuable information about commercial activities along the Santa Fe Trail.

The bulk of James Josiah's papers came to be preserved and archived at the Missouri Historical Society Library: purchased from the estate of Paul Webb (grandson of James Josiah) in 1965. The papers were left to James, only son of James Josiah, who gave Bieber temporary possession of them for publication purposes in 1924. Bieber used this access to write a long article entitled "The Papers of James J. Webb" (*Santa Fe Merchant 1848-1861*; Washington University Studies Vol. XI, Humanistic Series No.2, 1924) a valuable precursor to the publication of the Webb Memoirs.



Memoirs
of
James J. Webb
Merchant in Santa Fe N.M.
1844.

(photos courtesy
Eugenie Webb Maine)

My father Henry remembered the Webb family connection with Bieber, but he seemed unaware that the Webb Papers were now housed at the Missouri Historical Society and the DeGroyler Library.

On his return to live fulltime in the US in 1975, my father joined the Santa Fe Trail Association and when I returned to live in the US in 2005 he encouraged me to do the same. In 1990, he reached out to his grandchildren, encouraging them to become involved in learning more about their interesting ancestor James Josiah and the Santa Fe Trail. He wrote them a letter "To My Grandchildren and Others" and included a map of the Santa Fe Trail.

In March 1996, Jane Elder, a historian from the DeGroyler Center and co-editor with David J. Weber of the book, *Trading in Santa Fe: John M. Kingsbury's Correspondence with James Josiah Webb 1853-1861*, noticed a letter about James Josiah written by my father in the February 1996 issue of *Wagon*

Tracks (Vol. 10). In March 1996 she contacted him, describing her research for the book and included a draft of the paper she had presented to a Santa Fe Trail Association Symposium in Fall 1995. My father shared all of this information with me, along with an order form for the book, *Trading in Santa Fe*. I finally got around to ordering and reading Elder's book in preparation for a trip to Santa Fe in 2008. From the introduction to this book, I learned of the existence of the trove of Webb Papers in a library in St. Louis.

The answer to the question of why and how I became interested in following the trail of my great-great grandfather came together as I did research for this article (fortunately, like James Josiah, I too am an information hoarder): a great-great grandfather who, at the age of 70, wrote an extraordinary memoir, and over his lifetime saved every piece of paper that ever passed his way (both personal and business); his son and grandson, who were careful custodians of the papers; a dedicated historian who mined the papers, produced articles and helped to publish James Josiah's memoirs; and a father who joined the SFTA, read widely on the Southwest, and shared all and this information with me, while reaching out to his grandchildren to become involved with their family's past.

By 2008 I felt it was time to get on the trail myself, and since then, along with my trusty sidekick, Ron, I have begun to explore the extraordinary life of my great-great grandfather James Josiah, in Santa Fe, in St. Louis and in Hamden. The trail is hot, the resources are abundant, and the journey has just begun.

Henry Webb's Letter to His Grandchildren

By Henry H. Webb Nov. 22, 1990

To My GRANDCHILDREN AND OTHERS

During the period 1843-1861 my great Grandfather James Josiah Webb was a Santa Fe Trader and ran wagon Trains across the prairies and over the mountains 18 times, During these years this was the only way to get supplies to the people who were slowly moving into the west, Many of these people were Americans but many more were Mexicans and Indians who had lived there for hundreds of years. Santa Fe which is in what is now New Mexico was settled try [by] the Spanish in 1610 and given by the Spanish to Mexico when the Spanish withdrew. The United States captured the area from Mexico in 1846. The period during which James Webb. was using the Santa Fe Trail was a time of great political unrest with friction between the Americans, Spanish and Indians. However he was a tough and canny operator and survived and prospered.

The Trail was about 850 miles long depending which of several routs the wagon master chose. Some routs which were shorter might have no water or others no grass for food for the animals. If all went well the trip would take about 6 weeks. The trail was in actual use from 1822 to 1865 [1880]

when the Railroad reached Santa Fe. During its life thousands of tons of supplies and thousands of immigrants going west to meek their fortune moved along the trail. Independence on the Missouri River was the make up point for most all of the caravans.

James Webb started with a gift from his father of 1,000 dollars. He entered into several businesses during the next few years and finally resolved to make a big change and purchase goods for sale in Santa Fe. He purchased goods in St. Louis and proceeded to Independence where the caravans made up. Here he joined up with others making the trip to Santa Fe and made his start as a Santa Fe trader. This was in 1843. In 1861, after 18 trips, he retired from the business with enough money to buy the Vandanhusel Estate in Hamden, Connecticut just outside of New Haven. He turned this estate into a farm and for years had the biggest dairy in Connecticut with 20 or more milk wagons making deliveries each day. I grew up or [on] this farm and REMEMBER MY LIFE AS A BOY ON THE FARM WITH great pleasure.

There is now a very active Santa Fe Trail Association which issues a monthly bulletin. There are many branches of the association located in different places along the trail. There are still short stretches of the trail where the old wagon tracks are still visible and one can take trips by horse back of several days along the trail.

I am sending the two books and the map along, so my Grandchildren and probably my children can become acquainted with some of the early history of my family, and theirs.

As a matter of interest but not connected to the above, my mother spent several years of her early life in forts in the West because her Father was an army doctor and he was assigned in his early days to various Army forts which were the home of Military units located in the West for the purpose of subduing the Indians and protecting the new settlers and those traveling through. He was a French immigrant and spent his whole life in the military. When in the west he wrote several books on the flora there because many of his medicines he made himself having no others. He worked in Cuba with Walter Reed who is credited with wiping out yellow fever when his group identified the mosquito to be the carrier of the disease. He retired as a full colonel and I remember seeing him several times loading up a model T Ford with oil to spray on any stagnant water in order to kill the mosquito larvae. ♦

Since she was 12 years old Eugenie Maine has lived much of her life overseas, when she moved with her family to American Samoa, attending high school in New Zealand. She returned to the US for most of her undergraduate and graduate studies, and has taught in the US, Indonesia, Sri Lanka and Italy. She has been married to Ron Maine for 45 years and has two daughters. She and Ron returned to the US in 2005 and live most of the year in Snug Harbor, Rhode Island. [Eugenie and Ron attended the Symposium in Ulysses in 2013.]

Lower Spring or Wagon Bed Spring Was a Critical Site on the Trail

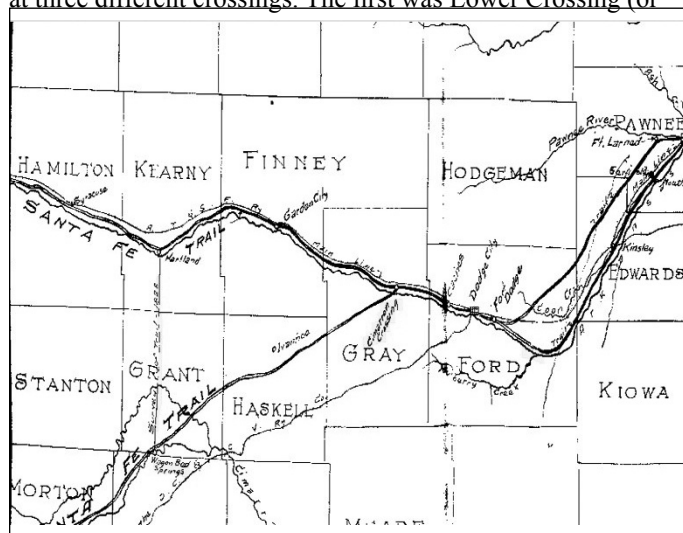
by **Karla French**

presented at the 2013 Symposium in Ulysses, KS

The Road to Santa Fe from the settlements of Missouri stretched nearly 770 miles across a varied landscape, from the hardwood-filled hills of Missouri to the deserts of Mexico. Rivers ranged from the waters of the mighty Missouri in the east to the Rio Grande in the west. Halfway across this rising terrain, the high plains of the short grass prairie provided nutritious grazing for the roaming herds of bison and were home to the natives people who hunted them: Kiowa, Comanche, Plains Apache, Cheyenne and Arapaho. Spanish explorers crossed this way in search of Quivira, but did not linger.

For the most part the prairie is a flat level plain broken in places where intermittent and seasonal streams drain into the river bed, the water sometimes hidden beneath the sands. Playa lakes sometimes contain water and springs are found along the water courses. The Santa Fe Road followed rivers and streams and went from spring to spring in the drier sections.

Near Dodge City, Kansas, the road leaves the Arkansas River at three different crossings. The first was Lower Crossing (or



map of Cimarron Route

Mulberry Creek Crossing) where the Mulberry Creek enters the Arkansas River. Then Middle Crossing or Cimarron Crossing near Cimarron, Kansas, and Upper Crossing near Chouteau's Island (west of Lakin, Kansas at Indian Mound). Commercial traffic mostly used the Middle Crossing. The distance to Santa Fe was 753 miles from Independence and cut about 3 days travel compared to the longer Route over Raton Pass with a distance of 797 miles.

I have arranged a time line of events and traveler's accounts of those who took the Trail across the *Jornada* and likely passed by Lower Spring. These journals, diaries, newspaper

notices or articles, and recollections offer a glimpse of the vast movement of goods and traders, trappers, merchants, freighters, bullwhackers, health seekers, military, and mail and stage traffic going both directions.

Lower Spring was a critical location for traders on their way to Santa Fe after leaving the Arkansas River, which in that day ran enough water to hinder crossings somewhat. Caravans used several crossings to start the dreaded 35 to 90 miles it took to reach the constant spring on the Cimarron River. Traders made what preparations they could for the crossing of the *Jornada* or the dry scrape as they called it: the journey of death. They filled barrels with water and traveled at night, pushing the animals steadily on and hoping to find the spring.

Native people knew and used the spring in times past and artifacts such as trade beads have been found. Spanish artifacts, including metal horse bridle decorations and broken spur pieces from the 1500s to the 1700s, also have been found.

William Becknell of Franklin, Missouri, has been credited with being the first to successfully trade in Santa Fe after taking pack mules with trade goods in 1821, the year of Mexican Independence. That first trip followed the Arkansas River to the Purgatoire River in present Colorado southwest across the Raton Pass, where they were met by the Spanish troops in the foothills just south of present-day Las Vegas, New Mexico who escorted them to San Miguel and Santa Fe. They were well received.¹ [Harry Myers and Michael Olsen showed that Becknell did not use Raton Pass: *Wagon Tracks* November 1992.]

1822: Becknell, in the company of 21 men and three loaded wagons (the first wagons used in the trade), crossed the Arkansas River before reaching the Great Bend. After traveling along the south bank for eight days they then headed across the Cimarron desert.²

1823: Stephen Cooper took his expedition by the Cimarron desert route where they and the company of Joseph R. Walker and his trappers suffered from thirst so that they killed a buffalo and drank the blood. There were 55 men and 200 animals.³

1824: Augustus Storrs and M. M. Marmaduke traveled the Trail in June with a group of 80 traders and 156 horses and mules, 25 wagons and a small piece of field artillery with which to scare the Indians. On the *Jornada*, that fearful stretch of desert between the Arkansas and the Cimarron, they were without water for 12 hours and exhausted from want of water, heat, and fatigue, having drank most of their water in the early morning. A dog died of thirst and the men thought they would too. They dug in the sand in the bottom of a small ravine and water was procured in sufficient quantity to satisfy both man and horses but not until after five or six wells were sunk. They had trouble keeping the animals out of the holes so they could fill buckets. Marmaduke said, "I never in my life experienced

a time when such general alarm and consternation pervaded every person on account of want of water.”

1825: George Champlin Sibley and the government survey team, including surveyor George C. Brown, measured and marked the Santa Fe Trail beginning at Fort Osage. When they reached Chouteaus’ Island (near Indian Mound) on the south side of the Arkansas River (37°53’18”N latitude), Tuesday, 27 September, the party headed south through the sand hills past a string of ponds and the north fork of the Cimarron, reaching the Semerone just below Lower Spring. Lower Spring was recorded as being 26 miles due south of where they came out of the sand hills. (Bear Creek /Menno ruts/Sunken Wells)



Bear Creek Pass

Photo: Ruth Friesen

There was water and pasturage with a salt marsh. The latitude was 37°24’00”N (observations of constellation Aquilae) taken with a simple sextant, and they observed the sun to check the latitude reading the next day. Sibley reported: *The Semerone Spring issues from a hollow near the southeast extremity of the large (near 300 acres) valley it waters.⁴ The grass was very good. It was a small spring with cool, sweet, good water. An immense herd of buffalo had just been treading about the spring but he had no doubt that when properly opened it provided an abundant supply of Water.⁵*

Joseph C. Brown’s *Fieldbook* include this description of the Lower Semaron Spring; *It was 480 miles from Ft. Osage and 267 miles from Taos. Lower Semaron Spring is at the west edge of a marsh green with bulrushes. The marsh is north of the creek and near it. The spring is constant, but the creek is sometimes dry until you ascend it ten or twelve miles, where it will be found running. The stream is bolder and the water better as one travels up it. It is the guide to the traveler until he reaches the upper spring near eighty miles. Three miles above the lower spring is some timber; from which place the road is on the hill north of the creek for twelve or fifteen miles. One may then either continue on the hills north of the creek or travel in the bottom, but the hills are best for ten or fifteen miles, further; as the valley of the creek is sandy in many places. One must necessarily camp on the creek to have water, but the water is very bad*

*until one travels a great way up it, as it is impregnated (with) saline matter; which, like fine powder, makes white a great part of the valley. The grass in this valley is not so good as that on the Arkansas, the land not being so good either in the valley or on the hills.⁶ In his *Fieldbook* Brown also says: This creek comes from the mountains, and the water is plentier and better as you ascend it. The valley of the Semaron is ordinarily about half a mile wide, and in many places is very sandy.”⁷*

1826: A band of Arapahoe surrounded twelve men encamped on the Cimarron and drove off 500 of their horses, mules and burros.⁸

1828: Alphonso Wetmore wrote to Secretary Cass of the 1828 expedition that on July 13 . . . *At 8 miles reached the Semeron, changed our course up the stream two miles, and dined at a spring which waters a small piece of parcel of tierra caliente.”⁹*

1829: Charles Bent took a caravan to Santa Fe accompanied by Major Bennet Riley and four companies of the 6th Infantry as far as Chouteau’s Island on the Arkansas River (near Lakin, KS). Riley was the first to use oxen to pull wagons on the Trail. Riley in his *Journal* relates on July 10th a yoke of oxen was turned over by the commanding officer to Capt. Bent to test their ability to go the route to Santa Fe. The following year Bent used oxen for his caravan. Bent headed south to the Cimarron River.

1831: From a camp 10 miles southwest of Independence, Missouri, a good-sized caravan set out about May 4 for New Mexico. This was the initial venture into the Santa Fe trade of Jedediah Smith and his former partners David Jackson and William Sublette. The outfit totaled 74 men and 22 mule-drawn wagons, one carrying a six-pounder cannon. Smith owned 11 wagons, Jackson and Sublette had 10 and the gun carrier was joint property. Among this company were Peter and Austin Smith (Jedediah’s brothers), Samuel Parkman, Jonathan T. Warner; mountain man Thomas Fitzpatrick joined the party late. A few more men and two wagons (one belonging to Samuel Flournoy of Independence, Missouri) had joined near the frontier. There were apparently 85 persons in all in the expedition. A few days after E. S. Minter was killed May 19 on the “Pawnee fork”, the caravan forded the Arkansas and began the 60-mile journey across the Cimarron desert (it was a particularly dry season). On May 27 when lack of water had created a situation critical for the teams, parties set out in search of the Cimarron. Jedediah Smith and Fitzpatrick headed south. The two separated and Smith was never seen again by his comrades.



Jedediah Smith

Later, sometime after the expedition (which did locate water) reached Santa Fe (on July 4), Smith's fate was learned. Austin Smith purchased his brother's gun and pistols from Mexicans, who had obtained them and an account of Jedediah's death, while bartering with the Comanches who had slain him. He wrote home to his father in September: *Your Son Jedediah was killed on the Semerone the 27th of May on his way to Santa Fe by the Curmanch Indians, his party was in distress for water, and he had gone alone in search of the above river which he found, when he was attacked by fifteen or twenty of them—they succeeded in alarming his animal not daring to fire on him so long as they kept face to face, so soon as his horse turned they fired, and wounded him in the shoulder he then fired his gun, and killed their head Chief it is supposed they then rushed upon him, and dispatched him.....*

It has been said that Jedediah Smith was killed at or near Lower Spring (Wagon Bed Spring) in present Grant County. Ezra D. Smith (in a letter in 1915) stated that his*great-uncle was killed at a water hole known in my time as Fargo Spring, to the later Santa Fe traders as Wagon Body Spring. Do not confuse this with Wagon Bed Spring just above the confluence of the dry Cimarron with the Cimarron. This water hole was . . . on the north side of the Cimarron at the mouth of a canyon which comes down from the north, and is near the west line of Seward County, Kansas.*

Whether in Grant or Seward County, there seems little doubt that Jedediah Smith met his death in present southwest Kansas searching for water on the Cimarron.¹⁰

Also in 1831, Elisha Stanley was chosen captain at Council Grove of a caravan including more than 200 people, about 100 wagons, (half pulled by oxen and half by mules), 12 Dearborns, other light vehicles and two small cannon, merchandise estimated at \$200,000. ¹¹ Josiah Gregg, on his first trip across the plains, was with the party that crossed the Arkansas Middle Crossing and started across the plains where no road or trail marked the 50 miles between the Arkansas and Cimarron River*the scene of such frequent sufferings in former times for want of water: It having been determined upon, however, to strike across this dreaded desert the following morning, the whole party was busy in preparing for the 'water scrape' as these doughty drives are very appropriately called by prairie travelers. This tract of country may truly be styled the grand 'prairie ocean' for not a single landmark is to be seen for more than forty-miles—scarcely a visible eminence by which to direct one's course. All is as level as the sea, and the compass was our surest, as well as principle guide.... They filled their water casks and June 14 started for the Cimarron. A shower the next day provided plenty of water but caused one wagon to overturn, spilling its contents of calicoes. While the traders gathered up the goods, they anxiously watched 80 Sioux approach with a United States flag. The Sioux indicated by hand signals that a large number of Blackfeet and Comanche were ahead on the Cimarron River. . . . imagine our consternation and dismay, when, upon descending into the valley of the Cimarron, on the morning of the 19th of June, a band*

of Indian warriors on horseback suddenly appeared before us from behind the ravines—an imposing array of death-dealing savages! . . . After being harassed, missing the Cimarron and allowing the Indians to lead them back to the Cimarron . . . by the shortest way, to the valley of the long-sought Cimarron, which, with its delightful green-grass glades and flowing torrent (very different in appearance from where we had crossed it below), had all the aspect of an 'elysian vale,' compared with what we had seen for some time past. We pitched our camp in the valley, much rejoiced at having again 'made a port' . . . About midnight we were all aroused by a cry of alarm, the like of which had not been heard since the day Don Quixote had his famous adventure with the fully-mills; and I am not quite sure but some of our party suffered as much from fright as poor Sancho Panza did on that memorable occasion . . . we heard the thumping of the Indian drums, accompanied by occasional yells, which our excited fancies immediately construed into notes of the fearful war song. As it turned out only a few Indians were outside their camp and they were directed to stay away till morning.¹²

Gregg also included a description of the Cimarron: *Of all the rivers of this character, the Cimarron, being on the route from Missouri to Santa Fe, had become the most famous. Its water disappears in the sand and reappears again in so many places, that some travelers have contended that it 'ebbs and flows' periodically. This is doubtless owing to the fact that the current which may flow above the sand in the night, or in cloudy weather, is kept dried up in an unshaded channel during the hot sunny days. But in some places the sand is so porous that the river never flows above it except during freshets. I was once greatly surprised upon encountering one of these sandy sections of the river after a tremendous rain-storm. Our caravan was encamped at the 'Lower Cimarron Spring' and a little after night-fall, a dismal, murky cloud was seen gathering in the western horizon which very soon came lowering upon us, driven by a hurricane, and bringing with it one of those tremendous bursts of thunder and lightning, and rain, which render the storms of the Prairies like those of the tropics, so terrible. Hail-stones, as large as turkeys' eggs, and torrents*



Sullivan ruts, Grant County, KS (courtesy: Karla French)

of rain soon drenched the whole country; and so rapidly were the banks of the river overflowed, that the most active exertions were requisite to prevent the mules that were 'staked' in the valley from drowning. Next morning, after crossing the neck of a bend, we were, at the distance of about three miles upon the river-bank again; when, to our astonishment, the wetted sand and an occasional pool, fast being absorbed, were the only vestiges of the recent flood—no water was flowing there! In these sandy stretches of the Cimarron, and other similar 'dry streams', travelers procure water by excavating basins in the channel, a few feet deep, into which the water is filtrated from the saturated sand.¹³

1834: Unusually heavy rains made traveling difficult on the Middle Crossing of the Jornada (58 miles from the Middle Crossing to the Lower Spring) and the wagons left permanent ruts that could be followed across the nearly unmarked ground.

1841: Around the first of June, at the Lower Cimarron Spring some 500 Arapahoe met a party of Pawnee, and in the ensuing battle the Pawnee lost over 70 men (72 or 76 by varying reports), and their horses. The Arapahoe had six warriors killed.

The Santa Fe-bound spring caravan met the still-elated "Arapahoes" at the Lower Spring in June, ten days after the battle, and (as reported by John McClure) "*gratified them with encamping on the battle ground, where the unburied bodies were yet almost unbroken.*"¹⁴

1843: Captain P. St. George Cooke and 290 First U. S. Dragoons, two mountain howitzers, and 11 baggage wagons escorting a spring trading caravan of 50 wagons, and about 140 people, left Council Grove in early June headed for Santa Fe. July 4 found Cooke and company at the Cimarron crossing of the Arkansas and he wrote in his journal: *The traders are crossing their wagons in a gale . . . Some hundred mules and oxen, and half as many Mexicans floundering incessantly in the water, sound like a great water fall . . . The last wagon is over—ten hours were consumed in crossing.*¹⁵

1846: The Mormon Battalion paused here on the way to Santa

Fe to join the Army of the West under Gen. Stephen Watts Kearny. Daniel Tyler recorded in his diary: *That night we made a 'dry camp' but started at 4 o'clock the next morning and traveled 10 miles to Cimarron Springs before breakfast.*¹⁶

Pvt. Henry Standage, of the Mormon Battalion of the War of 1846, left this account of their trip across the Cimarron desert:

. . . We travelled 25 miles this day across one of the most dreary deserts that ever man saw, suffering much from the intense heat of the sun and for want of water. The grass not more than 2 inches high and as curly as the wool on a negro's head and literally dried up with the heat of the sun. (July 17, 1846) The teams also suffered much from the sand. I drank some water today that the Buffaloes had wallowed in and could not be compared to anything else but Buffalo urine, as a great portion of it was of the same, yet we were glad to get this. Saw many buffaloes today and many wounded by the Battalion. Some killed. Camp'd without water in this desert and not a blade of grass for our mules.

18th. Started soon after daylight and commenced our toils on this sandy desert; not a drop of water to be seen this morning, nothing to look at but a large dreary desert and here and there a herd of Buffaloes or antelopes. I suffered much more than yesterday for want of water; found some rain water about 2 o'clock, mixed with Buffalo dung and urine; drank some of it which seemed to be a blessing. About night we came to a creek called Sand Creek North Fork and encamped. Some little grass, 26 miles today.

19th. Started at 4 o'clock this morning in order to get the start of some Missouri Volunteers, who were encamp'd here, as our Pilot had told us of a fine spring 10 miles from this place. Arrived at the spring (Lower Spring on the Cimarron) by sun rise just as some of the Missouri Volunteers were leaving the ground, fairly outwitting those who were behind, taking possession of the spring and camping ground, laid by here today, and I was detailed as a guard. Wrote a letter to my wife and Mother to send by Brothers Lee and Egan, who expect to start back tomorrow. Took a man prisoner while on guard this evening.

*20th. Struck tents this morning quite early and expected a long march. Did not travel but 10 miles and camped by the Semirone river if it may be called a river. No water, nothing but a bed of sand. Good feed at this place, dug wells for water which was quite black with Buffaloes, antelopes and deer in abundance. We still have to use Buffalo chips to cook with, having been without wood since the morning of the 10th. . . .*¹⁷

The Missouri volunteers passed by the Mormon battalion between the Arkansas Crossing and Lower Spring were four Second regiment companies with Colonel Sterling Price, (a former Missouri congressman). They also had a number of heavy pieces of artillery, and baggage and provision wagons. At the Cimarron Springs Colonel Price was himself in "a very feeble state of Health" and in desperate need of supplies which he requested in a dispatch to General Kearny. All but two companies of the Missouri volunteers (which totaled 1,200 men) crossed



Wagon Bed Spring

(courtesy:Ron Dulle)

the Cimarron desert route on the way to Santa Fe to catch up with Kearny.¹⁸

August 17, John McKnight (trader from Chihuahua) and Francis X Aubry, returned to Missouri via the Cimarron route bringing between 50 - 60,000 dollars in specie.¹⁹

Pvt. W. H. Richardson, of Price's regiment noted that while camped on the Cimarron they had met 42 wagons of goods belonging to merchant Reuben Gentry who traded between Independence, Santa Fe and Chihuahua. Gentry was reported to speak Spanish and have Spaniards with him.²⁰

Dr. James S. Craig, a Kentuckian who had lived in California and New Mexico for 15 years, met Price's regiment, the Mormon battalion, and others on the Cimarron Route.²¹

John Ware and Charles Ferguson and company reported: ... *no difficulty en route except scarcity of wood and water on the Cimarron.*²²

1847: Three detachments of the First (Newby's) regiment, Illinois infantry volunteers, departed from Fort Leavenworth on July 7. By August 19, Lt. Col. Henderson P. Boyakin with Companies B, C, and E and 30 government wagons in charge of Captain Finley (Findlay), of Westport, Mo, had arrived at the Lower Cimarron Spring, when an express from Newby arrived with orders to wait for his command (which arrived on the 20th with a train of 24 government wagons).²³

Philip Gooch Ferguson, while marching with the army of the west, wrote in his diary: *Marching at night. Severe thunder-storm came up; incessant flashing of lightning, but not much rain. We got to Lower Cimarron Spring about 12 at night. In the morning 25 horses and mules were missing, and it was thought by many that Armijo's men had run them off. But this could hardly be so for the horses were all found feeding together on the high plain 5 or 6 miles off. Lay by. The water of the spring not very good. Cat-tail marsh close by. Very little water; river dry. Singular appearance of the rocks; hills covered with bright-hued pebbles; hills of whitish-looking stone, soft and crumbly and filled with pebbles, looking like clay with innumerable small round stones imbedded in it.*²⁴

1848: Adolphus Wislizenus, M. D., wrote: *The high plain between the Arkansas and the Cimarron, whose elevation above the sea is about 3,000', is the most desolate part of the whole Santa Fe Road, and the first adventurers in Santa Fe trade stood many severe trials here. Within a distance of 66 miles, from the Arkansas to the Lower Springs of Cimarron, there is not one water-course or water pool to be depended upon in the dry season. The soil is generally dry and hard: the vegetation poor; scarcely anything grows there but short and parched buffalo grass and some cacti. Though the horizon is very distant, there is no shrub or tree to fix you eye upon, and no other game attracts your attention except once in a while a wild antelope, which is apt to allure you to a useless chase. Late in the night we arrived at Sand Creek, (17 miles) and were fortunate enough to find here some muddy water and tol-*

*erable grass. June 12 – Early in the morning we were honored in our camp with the visit of five Indians, (Shayenes,) who reported that 500 lodges of their people were camped near the Cimarron to trade with the Camanches and they would be happy to see us this evening. . . . We started very late this morning, and reached about noon the Lower Springs of Cimarron, (eight miles) a small green valley, spread out like an oasis in the desert. The water is fresh and running, and rushes grow on the banks. We had not been a long time in our camp, when a whole crowd of Shayenes—warriors, squaws, and papooses—make their appearance. The warriors sat down to a smoke and talk, were fed, and received some presents; the squaws, some of whom were quite handsome, sold ropes, moccasins, etc., to our men, and we parted all in friendship. In the evening we marched eight miles more, and encamped near the Cimarron, on which we shall ascent for several days.*²⁵

In October, eastbound J. M. White, met "F. X. Aubry and Captain Angney . . . at the Lower Cimarron Springs going on well." Aubry was hurrying on, in advance of his wagons, to Santa Fe, to obtain forage and extra animals. Aubry made three trips to Santa Fe that year. He made the fastest trip across the plains on his return to Independence by September 17. He earned his nickname "Skimmer of the plains."²⁶

John McCoy of Independence, Missouri, and John Simpson, Westport, Missouri, were with a train of 75 wagons and 100 men. After McCoy returned to Missouri, he wrote his recollections of his trip to Santa Fe:

. . . . To cross the (Arkansas) river and follow the Cimarron is the more desirable route now than by Bent's Fort. Diverging hereafter to the southwest the face of the country differed somewhat from that over which we had traversed. This was a flat open country but beautiful withal. The sunrise view over such plains was a sight never to be forgotten. But when the sun climbed higher into the heavens the scorching heat caused many of us to seek shelter; if it was only as much as Jonah's



wagon box example

(courtesy: Karla French)

*gourd that sprung up in the night. Occasional rains relieved the atmosphere somewhat from the intensity of the heat but we were not in the midst of the summer months and could not expect much less than hot days and nights. Our greatest calamity and that which we dreaded more than the Indians was scarcity of water and grass. Approaching the Lower Cimarron Spring we hoped to obtain an abundant supply, but it was only by digging in the bed of the stream, water enough for drinking, much less in sufficient quantities for the stock was to be had. The peculiarity of the stream is that it disappears in sand and reappears in other places below. The sand is so porous that little water is found above the surface in the channel except during or after a freshout. . . We found abundance of the buffalo grass of which the bison or buffalo is said to (be) very fond . . . Antelopes were now occasionally seen. . .*²⁷

1849: William Boyd, Vandalia, Missouri, told E. F. Towler, father of Mrs. Harry Joyce, early settlers in the area of the Lower or Wagon Bed Spring, that he was with a wagon train in 1849 on the way to the California Gold fields. They sunk a spare wagon bed in the spring to clarify the water after finding it left muddy by a herd of buffalo. They left the casing behind. After that travelers called it Wagon Bed Spring.

In September, Brown and Russell, government freight contractors, reached Independence overland from Santa Fe after being captured by a party of some 40 Arapahoe and Apaches east of Rabbit Ear creek (NM), who then robbed them, debated killing them, but finally gave them some mules and allowed them to proceed. At the Lower Cimarron Springs, three days later they met California-bound travelers who supplied them with provisions, blankets, etc.²⁸

Around October 1, Judge James Brown of Pettis County, Missouri, with a 20 wagon merchandise train, set out from Independence, Missouri, for Santa Fe. Forty miles beyond the main Arkansas, on November 17, his party was caught in a severe three-day snow storm, during which all the oxen died, leaving the train stranded 30 miles from timber.²⁹ (Is this the boneyard?)

In December, a party of 18 men reached the Missouri border after leaving Las Vegas, New Mexico on November 3. They had been escorted by 20 First dragoons to Lower Spring, supplied because of the hostile Apaches.³⁰

1850: March. Santa Fe trader Moses Goldstein, of Independence, Missouri and seven other men who had spent the winter in an open prairie on the Jornada, about 30 miles on the south side of the Arkansas with James Brown's 20 stranded wagons (freighting goods for "Goldstein, Thompson and Flournoy") were reported (by parties reaching Independence March 31 and April 14) to be "in good health and good spirits," "patiently awaiting the arrival of oxen from the States." (A relief train "with provisions and cattle" left Independence in March.) During a period of freezing weather Goldstein and companions had found it necessary to burn two wagons for self-preservation.³¹

The *Daily Missouri Republican*, July 8, reported news brought by Francis X. Aubry from Santa Fe and printed this excerpt from Aubry's journal: *June 22 – Below Middle Spring met Majors Morris and Graham, Capt. Easton and several other officers and their families, and 100 recruits for the 3rd Infantry. June 23 – Lower Spring of Cimarrone, met Old Bob Brent. Spencer and lady Kearney, Senecal, Fraser, Bianco, Mitchel, Dalton, Guitterrey's sone-in-law. At Sand Creek Mrs. McKnight and sister, and Patterson, with 21 wagons, and Messrs. Beech and Estes, with 20 wagons.*³² Aubry pioneered an alternate route in 1851, leaving the Santa Fe Road two miles from Cold Spring in the Oklahoma panhandle and bypassing the regular route past Lower Spring to the Arkansas.³³

1852: In August, an eastbound party reported having met on the road outward, Preston Beck's train at Lower Cimarron Spring. A Mr. Hotchleadter had met Mr. Wm. Stone and John Flournoy's train at Lower Cimarron on August 24.³⁴

In September, Julius Froebel reported viewing the valley of the Cimarron with green pasture but without either tree or shrub, enclosed on both sides by banks of sandstone and conglomerate appearing like a true oasis in the desert between the greyish-brown barren heights of the plateau on either side. The river was small and brackish, running amongst reeds and rushes. *On its bank, however, we found some springs of sweet water; the so-named "Lower Springs," near which we halted . . . As I was standing on guard, between nine and eleven o'clock, I saw a waving light over the heights on the north side of the valley . . . This light I observed for above half an hour; Two bright points suddenly appeared, like rising stars, but soon vanished again. . .*³⁵ Stars? Flying saucers? Or too much spring water?

Gov. William Carr Lane, newly appointed governor of New Mexico Territory, left his stagecoach at Fort Atkinson and joined the command of Major James H. Carleton on August 16 to take the Cimarron Route. He wrote of his journey: *. . . Dismissed the carriage with four mules and two soldiers which brought me thus far from the fort and resumed our march across the desert. At 7 a.m. after a good breakfast and after a march of thirty-six miles across desert table lands and perhaps more than 3,000 feet elevation, encamped for the night on the Cimarron, a phenomenon. This tract of country with that which we marched over yesterday from the Arkansas, together with a portion of country before us, is called the Jornada. There is but one stream of water from the Arkansas to this point. Sand creek which flows into the Cimarron not many miles from this point and this stream has not a drop of water in it and is a mere rivulet with banks so low that you can in most places drive your loaded wagon across without impediment with a thick sward of high grass growing in its bed. Our route lay on a plain nearly perfectly level and covered, but not matted, with buffalo grass, not an inch in length and nearly dried up. We occasionally saw an antelope, some small-sized rattlesnakes, marmots, big and little, some birds. The Cimarron, about ten paces across, with banks not more than five feet high. The shady bed is covered with rushes and grass and*

affords water of a tolerable quality when a pit was dug in the sand from two to three feet deep. The dragoon horses exhausted one supply and I saw it fill up so rapidly showing there is a current below the surface.³⁶

1853: William Watts Hart Davis, a veteran of the Mexican War, returning to New Mexico as the territorial United States Attorney, reported that in November: *The next morning we drove to Sand Creek . . . completing the passage of the Jornada in 15 driving hours. . . The same afternoon we drove 15 miles to the Cimarron, or Lost River, where we halted for dinner. The only evidence of a river to be seen was the dry bed of the stream which wound before us across the plain. In some parts there is running water in the old channel, while in other places it sinks into the sand, and does not make its appearance for some miles. The storms upon the Cimarron are terrific . . . Sometimes the hail comes down a large as hen's eggs and the wind blows with the fury of a West India hurricane. The mail-men had often spoken of the fierce storms we might expect upon the Lost River and we were therefore rejoiced to see it for the first time beneath a clear sky.*

While we were waiting dinner, our little camp was startled by the cry, "Look at the Indians!" when, casting our eyes toward the west we saw what we supposed to be a party of some thirty savages just rising a swell in the prairie. The anticipations of dinner were at an end for the present, and all hands stood to their arms. Then there was "mustering in hot haste"—all was bustle and confusion. Each man was putting himself upon a war footing; one was holloeing, "Where is my rifle?" another asking for his six-shooter; while a third was crying out, "I have lost my knife." Our friend the padre was a good deal alarmed, and some of his actions were quite amusing. When the alarm was first given he ran for the baggage-wagon and called for his box, which was at the bottom of the load. We did not know but that he was after a crucifix to confess the whole party, and therefore one of the men got the box and placed it before him. He opened it, and took therefrom a pair of pistols about six inches long. His weapons were duly loaded, and the man of peace was prepared to stand upon the defensive. The arms being placed in order, we next caught up the mules and hitched them to the wagons; and I venture to say that the same number of animals were never harnessed in quicker time, nor the dinner fixings cleared away with less ceremony. About the time we were ready to drive on, we discovered the supposed Indians to be a party of teamsters on their return to the States, having conducted a train of wagons to Santa Fe. Of course we were a good deal relieved to find that the imaginary foes were friends, but for the time being they answered the purpose of bona fide Indians, and caused us a genuine alarm. After a few minutes' chat with the strangers we resumed the road and drove to the "Barrels", where we halted for the night.³⁷

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31. Barry, 908.
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To be concluded in the next issue of Wagon Tracks

BOOKS



Peacekeepers and Conquerors

Watson, Samuel J. *Peacekeepers and Conquerors: The Army Officer Corps on the American Frontier, 1821-1846*. Modern War Studies. Ed. Theodore A. Wilson. Lawrence: University Press of Kansas, 2013. Maps. Illustrations. Appendices. Notes. Bibliography. Pp. xvii, 636.

Reviewed by Durwood Ball

Peacekeepers and Conquerors is the second volume in Samuel J. Watson's history of the United States Army officer corps on the American frontier from 1810 to 1846. The first, *Jackson's Sword: The Army Officer Corps on the American Frontier, 1810-1821*, (University Press of Kansas, 2012) explores the "problem" of institutional instability, multiple loyalties, and insubordination" from the War of 1812 to Indian Removal's beginnings, while *Peacekeepers and Conquerors* relates the "solution" of greater professional commitment, experience (as much political and diplomatic as specifically military) developed during extended careers, and accountability to civilian authority," all of which accelerated between 1821 and 1846 (p. vii). Ultimately a history of "civil-military relations" in the United States, *Peacekeepers and Conquerors* brilliantly demonstrates that the history of the United States Army in the nineteenth century is largely the history of its complex "constabulary missions" on the nation's North American frontiers.

In the early to mid-nineteenth century, the United States Army served primarily on the republic's expanding geographic frontiers in the Deep South, in the Southwest (Louisiana and Arkansas), in the West (Missouri, Illinois, Iowa), and along the international border with British Canada from Maine to present-day Wisconsin. Lawless white squatters and settlers relentlessly trespassing on Indians lands destabilized these unincorporated frontier regions. Under these conditions, army officers constantly mediated between Indians, settlers, and state, territorial, and national authorities. This often-vexing diplomatic role tested the professionalism and patience of divisional, departmental and post commanders serving on these frontiers.

Watson begins this volume by differentiating the pre- from the post-1821 army officer corps. The earlier cohort, studied in detail in *Sword of Jackson*, was "motivated by . . . regionalism, sectionalism, and antagonism toward Indians, Spaniards, and Britons" (p. ix). Commanding the Southern Division during the 1810s, Major General Andrew Jackson was the model of officer insubordination. Advancing the economic and geopolitical cause of southern slaveholders, he invaded Spanish Florida, without presidential instructions, to remove a sanctuary for runaway slaves, to expel Spain from the Southeast, and to secure the territory for the United States. In Watson's estimation,

this officer corps was no less tumultuous and unstable than the unruly, insubordinate group that had discredited the American service following the Revolutionary War.

After 1821, when the U.S. Congress imposed the final post-War of 1812 force reduction, the army devoted a great deal of attention to institutional reform and officer professionalization. The War Department continued most United States Military Academy graduates and retained the most-well-educated and highly distinguished of its non-West Point officers, such as Winfield Scott and John E. Wool. The administration of President James Monroe also granted Military Academy graduates a near monopoly on all future commissions in the army, a practice that remained almost unchallenged until 1832 during the Jackson administration. This post-1821 officer corps evolved into a self-conscious professional class committed to "stability, personal integrity, and service to the polity" (p. 35). Professional officers advocated the enforcement of domestic and international law and their "subordination and accountability to constitutional civilian authority" (p. 35). In this way, they also pledged themselves to protecting "liberal republican society" and "democratic majoritarian rule."

The core of Watson's book examines the response of professional officers to crises or challenges on the nation's frontiers from 1821-1846. In each episode, officers operated less as armed soldiers than as federal diplomats mediating between state and non-state actors. During the Cherokee concentration and removal in the mid-1830s, Thomas S. Jesup, Wool, and Scott pleaded with President Jackson to budget adequately for the provision and transport of the Natives, but Jackson privileged balanced budgets over humanitarian expenditures. One-quarter of the Cherokees likely perished in the camps and on the Trail of Tears. In 1836, Georgia militia harassed and assaulted the Creeks who were leaving the state for Indian Territory. Jackson again chose fiscal economy, for deploying the army to protect the Creeks would have been too costly. Despite their indignation and outrage, no army officers resigned in protest; none engaged in "radical social or policy critiques" (p. 113). In the end, officers remained "subordinate and accountable to civilian authority." Professional careers and institutional development ultimately trumped personal conscience.

The Second Seminole War tested officers' professionalism in other ways. Despite the Dade Massacre, which killed over a hundred soldiers and officers in December 1835, United States Army officers came to hate the endless and hopeless Florida campaigns against the elusive Seminoles. They soon came to despise white settlers and volunteers and to respect the Seminoles, whom many saw as "patriots" defending their homeland from vicious, greedy whites. Between 1835 and 1837, eighteen percent of the officer corps (or 200 officers) resigned from the army. Watson points out, however, that political opposition motivated no resignation. Instead, most left to take civil engineering jobs in the booming economy, to end long separations from families or to avoid the "personal inconvenience" of deployment to Florida (p. 183). Those resignations abruptly stopped, however, when the Panic of 1837 crippled the economy. The

army offered a stable career; Congress reduced neither the officer nor enlisted corps.

Peacekeeping along international borders occupied the army throughout much of this period. In fall 1837, Canadian rebels calling themselves “Patriots” rose up against British authorities in Ontario and Quebec. Quickly dispersed by British regulars, they took refuge in the United States, where they raised men, money, and arms for their movement. Enforcing the Neutrality Laws, the United States Army dispersed Patriot camps and rendezvous, and interdicted their operations. Their object was keep the peace and to stave off British incursions, which would likely trigger a war. United States officers’ strict observation of the legal process was an expression of their evolving ethos of accountability and subordination to civil authority. In the process, they “successfully maintained federal authority,” “contained [Patriot] incidents” and cooperated with British counterparts to prevent “a disastrous war” (p. 258). Patriot difficulties largely disappeared by 1843.

The unrest along the southwestern border with Texas and Mexico tested officer professionalism. In this case, President Jackson had to restrain his old friend Brigadier General Gaines, who was eager to protect American settlers in Texas against Mexican troops dispatched to crush their rebellion. Watson notes that although Gaines never deployed troops against Mexican forces or authorities, his belligerence marked him as an unreliable, unpredictable officer and professionally marginalized him for the remainder of his career. On the other hand, Captain Philip St. George Cooke’s firm but tempered dispersal of Jacob Snively’s Texas filibusters on the Santa Fe Trail in 1843 was a model of professional responsibility and accountability. Invoking international law, Cooke imposed the “authority and discipline of the nation-state” to thwart the lawless Texan irregulars, whose lawless attacks on Mexican merchants destabilized the border and disrupted commerce between Mexico and the United States (p. 365). Cooke’s constabulary operation was praised by Colonel Stephen W. Kearny, Commanding General Scott and even Gaines as an

operation demonstrating the highest values of military professionalism.

This officer corps led United States troops to victory over the Republic of Mexico between 1846 and 1848. The army’s insulation from political interventions after 1821 enabled the officer corps to develop internally a high level of professionalism, qualities that translated into battlefield victories over much larger Mexican armies. Watson demonstrates that despite conventional wisdom today, American officers as a group were not jingoistic Manifest Destinarians. A generation of frontier diplomacy had tempered the previous generation’s spread-eagle expansionism, and many officers privately questioned the war or doubted that the United States declaration would meet the test of International Law. Despite their reservations, army officers saw the army as a stable long-term employer and had hitched their career and advancement to the nation-state, whether it expanded westward or stood in place. As a middle class cohort, the officer corps was responsible, subordinate, accountable—and protected.

Far too long, military historians have generally viewed the United States Army’s frontier service as an exotic sojourn with little relevance to the development of the twentieth-century modern force. Better than any other historian to date, Watson identifies, explains and analyzes the human, political and institutional bonds that tie the army’s frontier experience directly to its overall institutional development in the nineteenth century. In U.S. military historiography, the army’s frontier experience has been an outlier in the history of its institutional development, particularly its professionalization and modernization in the late nineteenth and early twentieth centuries. ♦

Durwood Ball is an associate professor of history at the University of New Mexico and editor of the New Mexico Historical Review. He is the author of Army Regulars on the Western Frontier, 1848-1861 (2001) and coeditor of Soldiers West: Biographies from the Military Frontier, second edition (2009). He is currently writing a biography of Major General Edwin Vose Sumner.

Point of Rocks, Dodge City: Then and Now



*modern photos
by Stan Trekell*



Chapter Reports

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

Missouri River Outfitters

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As MRO enters 2014 we are anticipating another exciting and successful year. We will be working with other local trail chapters to provide very interesting and informative sessions and local tours at the upcoming joint meetings with SFTA, OCTA and the Lewis and Clark Association on March 13-15.

Preservation of some of the most prominent swales along the National Historic Trails will be of high importance in 2014. MRO is currently working with the private landowners of the western section (Lot 39) of property at 85th and Manchester to secure a permanent easement to Kansas City, Missouri for the upper portion of the swales. The current owners (and future owners) will retain ownership of this portion of the swales that are on their property but an easement will provide liability protection to them as part of the overall park area and allow trail enthusiasts access to the entire swale. Once this easement is in place, we will assist the Cave Spring Association, current owners of Lot 40, in selling the 1.22 acres of trail assets directly to the Kansas City Missouri Parks Department. MRO has decided, at this time, to NOT involve their chapter in the physical purchase of the property. Once this is all completed, the area will become a part of the Greenway Belt that will follow the Santa Fe, Oregon and California National Historic Trails through southwest Jackson County Missouri.

MRO will continue to work with NPS on marking the local tour routes to enhance the Lafayette and Saline County markers that were installed in 2013. The remainder of the signs will be located along MoDot controlled highways, thus requiring their cooperation. NPS is working with MoDot to secure the needed approvals.

We will also move to secure funding for a new kiosk to be located at Salem Park at the intersection of Highway 24 and Blue Mills Road in Independence, MO. This is the location where the Oregon and California Trails first came into con-

tact with the Santa Fe Trail. A request for funding has been submitted to NPS and we anticipate the approval of this project in 2014.

We anticipate a very active year for MRO. We look forward to sharing this exciting section of the Santa Fe National Historic Trail with each of you when you join us at the March 2014 meetings in Independence, Missouri. Please contact me ahead of time if you have any questions about our section of the trail and any way that we at MRO can enhance your visit.

Douglas County

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The Douglas County Chapter will host its annual banquet on March 8, starting at 5:30 p.m. It will be held in the Fellowship Hall of the First United Methodist Church at 8th and Grove in Baldwin City, KS. The banquet is a potluck: please bring a meat dish, vegetable, salad or dessert.

The speaker will be Deborah Barker from the Franklin County Historical Society, whose topic is a branch of the Santa Fe Trail that traveled through Franklin County. She will present what is known about the trail, where it was located, and when it was most likely used. Please join us for an informative evening about the Santa Fe Trail in Franklin County. Contact Roger Boyd for additional information.

Heart of the Flint Hills

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Cottonwood Crossing

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Cottonwood Crossing Chapter had to cancel its November annual business meeting due to winter weather conditions. Jim Hoy was to be the speaker and we will do our best to reschedule his presentation. Election of officers for 2014 will be held at the first chapter meeting in 2014. The current officers

will meet in early 2014 to set the 2014 chapter calendar.

Steve and Glenda Schmidt and their interest in the Santa Fe Trail, along with trail history in general, were featured as the front-page lead article in the November 20, 2013 McPherson Sentinel newspaper.

Quivira

President Linda Colle
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Thirty members and guests of the Quivira Chapter welcomed the holiday season with the program "Christmas on the Frontier" by Marla Matkin. The program was held at the McPherson County Old Mill Museum in Lindsborg and museum personnel provided a wonderful array of snacks and hot drinks.

The McPherson Museum kiosk panels were installed on November 30. The panels look great. The three panels cover sites to the east and west of McPherson, with the main panel showcasing the trading ranches in the Central Kansas area. Many thanks to Britt Colle for his work on the installation, Carol Clark of the National Park Service, Brian Martin and Joanne VanCoevern as well as Steve Schmidt and the NPS crew who all assisted with providing input for the panels. The formal dedication of the McPherson Kiosk is on March 16 at 3 p.m.

Another landowner site is under consideration for listing in the National Register of Historic Places. The Stone Corral site, including the Little Arkansas crossing, owned by the Betty Reilly Trust, will be considered for nomination on February 8.

The Quivira Chapter met with the director and curator of the Coronado Quivira Museum in Lyons on January 4 to discuss the Santa Fe Trail exhibit. The meeting was very productive and the museum personnel were excited to partner with our chapter and the Santa Fe Trail Association. Based on our meeting, the chapter will work with the museum to enhance the museum exhibit on the Santa Fe Trail in Rice County.

The 2014 program schedule for the Quivira Chapter is still under development. There are several programs under consideration. Once the plans are final-

Chapter Reports, *continued*

ized, we will publish the schedule.

Quivira Chapter President Linda Colle attended the NPS Workshop on Interpretation which was held in Albuquerque, New Mexico. Many of the National Historic Trails were represented. Also in attendance from the SFTA were Manager Joanne VanCoevern, President LaDonna Hut-ton and *Wagon Tracks* Editor Ruth Friesen. Many great ideas, information and resources were passed on to the workshop attendees by the National Park Service personnel. Thanks to Ruth for chauffeuring us around so that we could experience the great New Mexican cuisine.

Wet/Dry Routes

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The winter meeting was held January 19 at the Kinsley Municipal Building. Officers elected were: David Clapsad-dle, president and program director; Rosetta Graff, vice-president; and Diane Dodez, secretary/treasurer. The Faye Anderson Award was presented to Lea Harding, representing the North-side Elementary School of Larned, for years of interpretation of the SFT to children in the third and fourth grades. The program was presented by Ft. Larned Ranger Ellen Jones about the latest traveling trunk, "Letters from Sarah."

Plans are in the development stage for the Melgares Monument which will be located four miles southwest of Larned on US Highway 56. Tentative plans call for an aluminum sign to be hung between two large limestone posts. We plan to dedicate the monument at the September Rendezvous in Larned.

Dodge City/Fort Dodge/ Cimarron

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Our efforts to save as much as possible of the Dodge City Point of Rocks site is starting to pay off. KDOT will not be doing the extra-wide highway by the point. We are now waiting to see if they will agree to what we would like, a 16-foot cement median between

the four lanes and a wall of fake rock by the point, or their other option, a 60-foot grass median and the wall. We are hopeful they will settle for the 16-foot median, as it would take the least amount from the point.

Gary Kraisinger, of the Great Western Cattle Trail Association and also a chapter member of our group, pro-posed the concept of the wall and has a petition to sign at WesternCattleTrail.net for those interested, urging the Point of Rocks be saved. The 16-foot median would also save the Dodge City Cowboy sign atop the point.

The fall meeting with Mark Berry appearing as Wild Bill Hickock was excellent and Mark emphasized Wild Bill's time on the Santa Fe Trail. His portrayal was followed by a question and answer period.

Our next meeting will be Sunday, March 2, and Bill Miller, a chapter member who went into Normandy on the second day of the D-Day invasion, will speak and show pictures of this historic battle. This is a change of pace from our trail history but a chance to hear from one who was there about one of the nation's greatest battles.

The signboards are coming along. The Wright Park signboard will be here soon and the Cimarron Crossing Park and Coronado Park signboards are here and will be placed, weather permitting. Dr. Leo Oliva has written the text for the Major Robert Chilton and Thomas Fitzpatrick signboard that will be placed in Chilton Park. This signboard will go into production soon.

The Christmas party with the Great Western Cattle Trail group was a big success at the very festive decorated Occident at Boot Hill. The Boot Hill staff had a wonderful holiday buffet and Christmas carols were sung to the music of Walt and Karla Couch. Susan Bunyan provided cowboy table favors for all.

A field trip is being planned for next October to go down to the Adobe Walls battle sites near Borger, Texas. It will be the 150th anniversary of Kit Carson's battle with the Indians who were raiding the wagons on the Santa Fe Trail during the Civil War and the 140th anniversary of the Dodge City buffalo hunters battle with the Indians who were unhappy with the hunters killing of the buffalo. These are two

of the more notable battles with the Indians in western history.

Wagon Bed Spring

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Cimarron Cutoff

Leon Ellis
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Bent's Fort

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Lamar CO 81052
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The Bent's Fort Chapter just completed a very successful and exciting 2013. Looking back on the last quarter of the year, the chapter participated in the fol-lowing activities:

- At least 35 of our members at-tended the Santa Fe Trail Symposium in Ulysses in September.
- Over 100 attended the site dedi-cation of the Bent's New Fort in October.
- More than 50 members were able to make the Taos Trek in November.
- The Board of Directors and com-mittee chairs met in December to plan 2014 Activities.

Our chapter has seen several transi-tions this year. Our long-time friend and chapter publicity chair Rod Podszus moved to Wisconsin. As Rod served as our Publicity Chair sending out the weekly e-mail blasts and quar-terly chapter newsletters, his absence left a seemingly unfillable void. He will be sorely missed; however, we hope to see him again soon somewhere along the Trail. Dotti Russell, an active Bent's Fort Chapter member, volun-teered to step into the Publicity Chair vacancy. Through Rod's training and assistance, Dotti already has several e-mail blasts under her belt and is doing great.

2014 promises to be another fantas-tic year for the Bent's Fort Chapter with lots of wonderful treks, speakers and activities in the planning stage. Upcoming events include the annual meeting on January 18, to be held in the Rawlins Museum in Las Animas,

STFA Annual Membership January 1, 2014 to December 31, 2014

Name(s) _____ ☐ Life \$1000, 1 time or 3 installments
Address _____ ☐ Patron \$100/year
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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, 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.

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Make checks payable to Santa Fe Trail Association

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

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

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

Colorado; sign planting day, February 15; and Vogel Canyon Stage Stop sites, March 8. Everyone is welcome to join us in any of our treks and activities.

Corazon de los Caminos

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Our chapter held their last meeting for 2013 on November 9. The group voted to send a donation of \$100 to each of the Roger Slusher and Jim Sherer memorial funds. All of the geocaches have been placed in Northeast New Mexico. Basically the same officers were re-elected, with the exception of the following people accepting positions: Gladys Schneider, secretary, and Martha and Joe McCaffrey, newsletter. After the meeting and meal, Jesus Lopez, local historian and newspaper columnist, gave an interesting presentation on the city of Las Vegas: then and now.

The group met again in Springer, NM (a central point of travel) on January 7. We have planned an exciting and busy calendar of events for this year. We will submit our plans in the next issue of *Wagon Tracks* when our speakers, landowners, etc., have been confirmed. One trip I will mention has already been set up. It is scheduled for June 14, and will cross the

UU bar Express Ranch from Rayado to the Ocate Crossing. This area is off-limits to almost everyone, so it might be considered a once-in-a-life-time opportunity. The general manager of the ranch will be our guide and narrator. The trip needs to be made in high clearance, 4-wheel drive vehicles in good weather. The group must also carpool and be limited to 30 people. This invitation is open only to our group and association members until we reach our quota. The reason I am sharing now is so you can make reservations early. Our membership has first priority, and then we will accept other chapter members on a first-come, first serve basis.

We are still working on placing two park benches at the byways site at Whittington Center, and are trying to revise and reprint our area museum brochures. So far, we have distributed about 9,000 brochures. All of us in Corazon send you our best wishes for a great 2014.

End of the Trail

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Volunteer hours have been compiled and submitted to Ross Marshall for the Partnership of National Trails System by Gale Bryant, EoT Board Member.

At the January 18 EoT meeting at Eldorado Community Center, we received an NM Amtrak update by Ford Robbins of the SW Chief Coalition. Our feature presentation was "José Aarón Librado Gurulé: The Story of a Peon in New Mexico" by Gabriel Sahd. This is a NM Endowment for the Humanities presentation and co-sponsored with a Santa Fe Trail Speaker's Bureau grant.

Inez A Ross, SFTA and EoT member, placed an editorial in the *Albuquerque Journal* regarding AMTRAK on December 10, 2013. She is mailing her editorial to all NM legislators. She has contacted the Governor's office with an invitation to ride AMTRAK in March from Lamy to Las Vegas. There has been a tentative "Yes" from the Governor's office.

Geocache boxes for the End of the Trail were placed by Jeff Trotman and Mike Pitel. Mike Pitel has been rewriting a walking tour of downtown Santa Fe featuring Santa Fe Trail sites.

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



CHANGE SERVICE REQUESTED

EVENTS

February 15: CO. Bent's Fort Chapter sign planting day.

February 15: Council Grove, KS. Chapter Presidents meeting

February 20-23: Lamar, CO. High Plains Snow Goose and Heritage History Festival. www.highplainssnow-goose.com

February 22: Clayton, NM. Chapter Presidents meeting

March 2: Dodge City, KS. Dodge City Chapter meeting

March 8: Southeastern CO. Bent's Fort Chapter. Vogel Canyon Stage Stop sites

March 8: Baldwin City, KS. Douglas County Chapter annual banquet

March 14-16: Independence, MO. Spring retreat with OCTA and Lewis and Clark boards

March 16: McPherson, KS. Museum dedication, 3 p.m.

March 23: Council Grove, KS. Kaw Council program: James Sherow

April 6: Council Grove, KS. Kaw Council program: Tricia Waggoner

April 10: Wagon Tracks submission deadline for May issue

April 19: Las Animas, CO. Bent's Fort Chapter annual work day at Boggsville

April 26: Larned, KS. Old Guard Mess and Muster

April 27: Council Grove, KS. Kaw Council program: Leo Oliva

May 2: Council Grove, KS. Kaw Council program: Donald Blakeslee

June 1: Council Grove, KS. Kaw Council program: Ron Parks

June 14: Pueblo, CO. Bent's Fort Chapter. Tour of historic sites and ranches

June 14: Springer, CO. Corazon de los Caminos Chapter. UU Express Ranch to Ocate Crossing

July 15: SFTA awards nominations due

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

September 14-26: Annual Santa Fe Trail Bike Ride. www.santafetrailbicycletrek.com

September 18-20: Larned, KS. 2014 Rendezvous.

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

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

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

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