

# Wagon Tracks

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Volume 27

Issue 4 *Wagon Tracks* Volume 27, Issue 4 (August 2013)

Article 1

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2013

## Wagon Tracks. Volume 27, Issue 4 (August, 2013)

Santa Fe Trail Association

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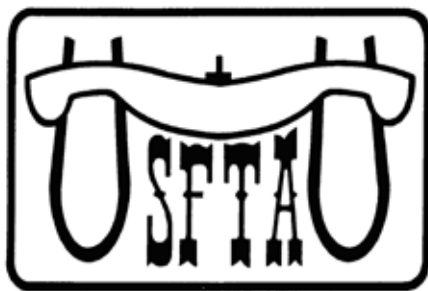
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### Recommended Citation

Santa Fe Trail Association. "Wagon Tracks. Volume 27, Issue 4 (August, 2013)." *Wagon Tracks* 27, 4 (2013).  
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# WAGON TRACKS

volume 27 ▪ number 4

August 2013

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## SFTA Mourns Loss of Its President



(photo: Rich Lawson)

Santa Fe Trail Association President Roger Slusher passed away July 4, 2013, at the Research Medical Center in Kansas City.

Roger complained of back pain in April. A first diagnosis was made that Roger had arthritis in his lower back. When physical therapy and medication did not help with the pain he was experiencing, a trip to the emergency room in June revealed that he was suffering from stage four pancreatic cancer. His illness advanced very rapidly, and he passed away on July 4.

Roger was born on February 8, 1947 and married Sandra Lee Huskisson on August 17, 1974, in Lexington, MO. He earned a B.S. in Education and a Master's Degree in History from the University of Missouri-Columbia, and taught at Wentworth Military Academy for 33 years, and then at Malta

Bend School District for 3 years before retiring. Roger was president of the Santa Fe Trail Association and past-president of the Missouri River Outfitters Chapter of the SFTA. He was the director of the Lexington Historical Museum and a board member of the Lexington Library and Historical Association. He was also a member of the Missouri Barn Preservation Association and Lexington Trails Regional Library.

During the three years that Roger served as President of the Santa Fe Trail Association, he traveled the length of the Trail, providing programs and spreading the history of the Trail, as well as the mission of the SFTA. He also took an active role in the Partnership of the National Trails System (PNTS), attending their yearly meeting in Washington, D. C. and their National Historic Trails conferences. Roger and Sandy enjoyed their travels to Santa Fe Trail events, and loved the camaraderie they had developed with other trail enthusiasts and the SFTA family.

In the 1980s, Roger helped found the Missouri River Outfitters Chapter of the SFTA and served as its first president. He continued in a leadership role for the Chapter and was instrumental in chapter projects, including marking the Trail and providing tours.



Roger as James Aull  
(Photo: Rod Podszus)

*Continued page 2*

**Remember: Register for Symposium on Page 15**

## Roger, continued from page 1

He wrote a walking/driving tour of the Santa Fe Trail in Lexington area and completed a book on the history of Lexington in February. This book, *Images of America: Lexington* by Roger E. Slusher and the Lexington Historical Association is available through Barnes and Noble and Amazon.com.

Survivors include his wife, Sandra; a sister, Sally Nadler, and her husband, Glen, of Wellington; and a brother, Morgan Slusher, of Washington, D.C.; plus many nieces and nephews. Funeral services were held July 9, with burial at the Slusher family cemetery on Hwy 24 east of Lexington. Memorials may be made to the Santa Fe Trail Association, Lexington Library and Historical Association, or American Cancer Society. Cards may be sent to Sandy Slusher at 1421 South Street, Lexington, MO 64067.

Roger's excitement in sharing information and creating learning experiences for others was contagious. He was looking forward to working on the new 10 year Strategic Plan for the SFTA that was adopted by the Board at their April 2013 meeting

How can we pay a proper tribute to someone who did so much for the Santa Fe Trail Association? As so many on the Trail did, we begin our journey with great hope, then along the way woes befall us, but the journey must continue. We must continue with, and complete, the many projects that Roger was so enthusiastic about doing.

## Letter From the New SFTA President LaDonna Hutton



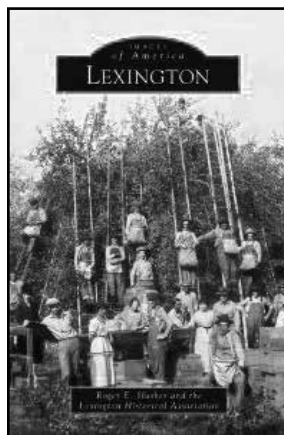
Roger's death has come as a shock to all of us. Our heartfelt love and support go out to his wife, Sandy. One of the strengths of any association is its ability to carry on after the loss of such a wonderful leader. Roger left a strong legacy in his vision for the Santa Fe Trail Association. It is now our responsibility to see his hopes and dreams for the association come to fruition. As we grieve the loss of our President, it is comforting to know that we are surrounded by a wonderful Santa Fe Trail family. Over the past few short weeks as it became evident that a change in the association's officer slate was eminent, I have so appreciated the words of support and encouragement from many of you. Even though Roger's footprints in our association and our hearts can never be filled, I want you all to know I am willing to humbly and honorably "step up to the plate" to fill the position vacated by Roger's passing. It will be my

purpose and desire to carry on the important projects and business of the Santa Fe Trail Association. With the help of our entire Santa Fe Trail family, we will be able to accomplish Roger's and our dreams for the Santa Fe Trail Association. I will need all of your support through this transition. Somehow, I feel that Roger will be right there encouraging us from above.

I welcome your comments, ideas, and input. Please feel free to contact me at 719-469-2906 or at [ldhutton@bresnan.net](mailto:ldhutton@bresnan.net) or [cnhutton@bresnan.net](mailto:cnhutton@bresnan.net)

May Roger's spirit go ahead of us in peace.

*LaDonna Hutton*



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## Joanne's Jottings

by Joanne VanCoevern, Association Manager

**Strategic Plan:** At the Spring Board of Directors meeting, the board adopted a new strategic plan that is designed to guide the Santa Fe Trail Association in our activities and projects for the next ten years. Goal number one of the strategic plan is to "Achieve national awareness of the Santa Fe National Historic Trail." Under this goal, some of the objectives are to: Identify kiosk sites and complete the program; Develop a range of informational and interpretive media products that reach out to the diverse populations; Develop partnerships with diverse organizations (hikers, bikers, birders, quilt-barn tours, American Indian tribes, etc.); Increase use of the Internet and social media [with relation to the Santa Fe Trail]; Recognize efforts to promote the awareness of the SFT; Insure proper signage at all [Santa Fe Trail] sites, and engage young people. Several of the items I am reporting on this month will help SFTA work towards these goals.

### Money For Kansas Trails

The Kansas Department of Transportation has announced that the Flint Hills Nature Trail will receive about \$2.4 million in funding for continued development of the 117-mile rail-trail that passes through seven Kansas counties. The project, to be administered by the Kansas Department of Wildlife, Parks and Tourism (KDWPT), follows an old Missouri Pacific rail line between Herington and Osawatomie, Kansas and winds through the tallgrass prairie ecosystem and offers a scenic path for hiking, backpacking and horse-back riding. The trail aligns with the Santa Fe National Historic Trail in several places. A KDOT spokesperson reported the KDWPT project will complete sections of the limestone trail between Osawatomie and Herrington, and will include the construction of six full trailheads, located in major communities along the trail, as well as eleven half trailheads scattered along the route.

Linda Craghead, KDWPT Assistant Secretary for Parks and Tourism, also informed me that the KDWPT had recently secured a \$170,050 USDA Rural Enterprise grant that is designed to help develop and assist businesses in communities along the Flint Hills Nature Trail corridor. The same grant will also assist businesses along the Kansas River Trail, which was designated as a National Water Trail last summer. Communities that start developing amenities to help support travelers using the trail will see benefits. According to Linda Craghead, it is hoped the funds will finish the trail, sections of which have been gradually developed over the last 20 years or more, and the goal for a completion date is September 2014.

Another related project, using a Transportation Enhancement grant, will provide a connection from the Flint Hills Nature Trail to the Council Grove's trail system. The Council Grove project will build a shared use path 1,200 feet long that will connect the city's existing Neosho River Walk Trail to the Flint Hills Nature Trail. It can be expected that these trails will have a strong tourism draw, attracting people who want to experience not only life in Kansas, but also life on the prairie. It will also provide us with the opportunity to provide information about the Santa Fe National Historic Trail. The National Park Service and SFTA are already in discussions about how we can work cooperatively with the Flint Hills Nature Trail project to provide information about the Santa Fe Trail and enhance the user's experience. For more information about the Flint Hills Nature Trail, see <http://kanzatrails.org>.

### "Favorite Hikes" for PNTS Pathways

SFTA was recently asked to submit an article to the Partnership of the National Trail System newsletter, *Pathways*. The request was for an article that could provide information about favorite places to hike along the Santa Fe Trail. To see a copy of the information submitted, go to [www.santafetrail.org/pdf/Hiking\\_Trails.pdf](http://www.santafetrail.org/pdf/Hiking_Trails.pdf)

### Geo Tour on the Santa Fe National Historic Trail to Launch September 26, 2013

One of the newer projects the SFTA is creating is a Geocaching Tour along the Santa Fe National Historic Trail. A task force under the direction of Kevin Lindahl is working out the details of the Tour, and a tentative launch date is set for September 26, 2013, in conjunction with the SFTA Symposium in Ulysses. At that time the Tour will go live on the Geocaching website. Geocache boxes have been filled with information and "trade trinkets" of the Santa Fe Trail and sites have been chosen for their location. Each geocache site on the tour will have its own page on the geocaching website. Each page provides information about the site, as well as photographs of the site. The task force will work on final details at a meeting in La Junta, August 2. *Continued on page 4*

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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](http://www.santafetrail.org)**

## Manager, *continued from page 3*

### Media Tour Project Off To A Good Start

During the month of June, Carol S. Clark, Interpretive Specialist, National Trails Intermountain Region (NTIR), Santa Fe, and your manager traveled the Trail between Cimarron, KS and Council Grove, KS collecting data for phase 1 of the Media Tour Project. During the tour we were able to video tape, conduct interviews, take photographs, visit sites, and obtain information that will be posted onto a web-based tour of the Santa Fe National Historic Trail. The web-based tour is hosted by OnCell.com and information from their website states, "Visitors can access an OnCell mobile tour by dialing a tour phone number, entering a short link into a mobile web browser, scanning a QR code to take the mobile web app tour or by downloading the OnCell App for iPhone or Android. It's the perfect platform to reach the widest possible audience through any type of mobile device! We've also partnered with Google to include our mobile content on their newest location-based tour app, Field Trip - available for iPhone or Android - so your OnCell tour content will get even more reach!" The NTIR has a 3-year grant to develop this Media Tour on the Santa Fe Trail. A big thank you goes out to the Chapters that helped out with the first phase and we look forward seeing more information as it is added.

### New Wayside Exhibits Being Installed

The National Park Service and the Santa Fe Trail Association have been working cooperatively to add new interpretive wayside exhibits along the length of the Santa Fe National Historic Trail. These exhibits are designed to help the visitor understand the history of the trail in the area that they are visiting, as well as to provide further interpretation on sites that have been listed on the kiosks that provide information about what the visitor can see "to the east" and "to the west." In the Kansas City area, you can see new waysides at McCoy Park, Strang Park, Westport Landing and Red Bridge. In New Mexico, new exhibits can be seen at the NRA Whittington Center, where one of the exhibits interprets the Santa Fe Trail in the area and the other interprets the firearms of the Santa Fe Trail era. Waysides at Fort Marcy, overlooking the Plaza in Santa Fe, NM, tell the story of the Fort. In addition to the new interpretive wayside exhibits, Santa Fe National Historic Trail directional and site identification signs have been installed. At the Kaw Mission, Council Grove, KS, a new wayside, designed with input from the Kaw Tribe, has been installed on the grounds. In addition, all ten waysides throughout Council Grove have been updated and replaced. Further exhibits are being designed for the Dodge City area, as well as a new kiosk in McPherson, KS at their newly constructed museum which is scheduled to be completed by November of this year. In addition, replacement waysides are being finalized for New Santa Fe and Minor Park in Kansas City. ♦

## Partnership for the National Trails System

*by Ross Marshall, SFTA Representative to PNTS*

Unfortunately, the big news is the recent loss of Roger Slusher, not only a long-time friend, president of SFTA, but also a partner on our work with PNTS and in Washington, D.C. He will be sorely missed. Hopefully, at the appropriate time, we can discover someone who can take his place.

### PNTS 14th Long Distance Trails Conference

Scheduled for November 2-7 in Tucson, AZ, this conference will have as a theme "*Weaving the tapestry of America's cultures, histories and landscapes*," which will embrace and interpret the three PNTS Decade Goals. It will involve mobile workshops, plenary sessions and individual tracks entitled "Outreach," "Trail Protection and Completion," and "Organizational Capacity." Registration info will be out by about August 1 for what should be an outstanding National Trails System event.

### Volunteer manhours and expenses reports

We appreciate very much every chapter, committee chair and board member turning in their volunteer manhours, mileage, and contributions. SFTA totals are extremely important in our effort to retain our congressional appropriations. **Please plan to accumulate these totals for 2013.** ♦

### Speakers Bureau Seeks Presenters

In an effort to rebuild the Speakers' Bureau site, we are putting in a call for submissions on topics related to the Santa Fe Trail and its historical legacy. Those who have already applied need to refresh their information. Proposed presenters are invited to send a description of the program as well as bio info to SFTA manager Joanne VanCoevern at [jvancoevern@juno.com](mailto:jvancoevern@juno.com) or to Speakers' Bureau Chair, Anne Mallinson, at [annemallinson@gmail.com](mailto:annemallinson@gmail.com).

Chapters are not limited to booking speakers only from those listed. (Chapter representatives are encouraged to seek a recommendation before booking an unknown.) Chapters may ask for a grant up to \$250 per program. The cutoff date for application is July 1 with payments being made no later than September 15 for funds that come from NPS.

Recent changes in application guidelines ensure that funds are adequately utilized. One change that will make the process faster is that chapters may submit an application online to be approved by the SFTA President and Anne Mallinson. Some of the Speakers' Bureau's funds come from the National Park Service. NPS funds may be used from October 1 to September 30 of the following calendar year.

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



## SFTA Research Grants Available

Research grants are available for significant scholarly research on the Santa Fe Trail suitable for publication. Funds are open to anyone whose proposal meets the requirements and fulfills the procedures set forth below. The submittal deadline for proposals is October 1, 2013 for research to be conducted during the 11 months prior to September 1, 2014.

Funds may be used to pay for: 1) Supplies and materials; 2) Services (literature searches, computer use, clerical and/or technical assistance, and copy fees); 3) Travel. Funds may NOT be used for the purchase of equipment. Up to \$1,500 is available per proposal.

The chair of the Santa Fe Trail Association Scholarly Research Committee must receive three copies of an applicant's proposal by 5:00 p.m. on October 1, 2013. Recipients will be notified by October 15, 2013. Proposals must follow the form attached to the guidelines available at [www.santafetrail.org/about-us/scholarly-research/](http://www.santafetrail.org/about-us/scholarly-research/). Grantees must report on the results of their research to the Chair of the Santa Fe Trail Association Scholarly Research Committee by September 15, 2014.

## By-Law Amendment Proposed

At the spring Board of Directors meeting held at the Whittington Center, Raton, NM, Margaret Sears informed the board of her intent to bring to a vote, at the next General Membership Meeting, a new amendment for the Santa Fe Trail Association By-laws. The proposed amendment follows:

### (New)

1. *The Association Manager, hereinafter referred to as the Manager, is the principal employee of the Board of Directors. The Board shall appoint the Manager and determine the contractual arrangements for that position.*
2. *The Manager shall transact much of the business of the Association in the name of the Board. The Manager shall serve as an ex officio member of the Board and all standing committees without the right to vote.*
3. *The Board shall conduct an annual review of the Manager.*

According to the SFTA By-laws, ARTICLE XVIII—AMENDMENTS, These bylaws may be amended, or repealed and new bylaws may be adopted, by a two-thirds majority vote of the members present and voting at any annual members' meeting when the proposed amendment has been sent out in the notice of such meeting.

This serves as official publication of proposed amendment vote at the General Membership meeting that will be held on Saturday, September 28, 8:30 a.m. in conjunction with the SFTA Symposium, at Ulysses, Kansas. ♦

## By-Laws Govern SFTA Officer Transitions

With the untimely death of Roger Slusher, a few changes have occurred with the officers of the Santa Fe Trail Association. The SFTA By-laws have provisions for handling situations such as this, so that the day-to-day activities required of our President may proceed uninterrupted.

When the office of President is vacated, the Vice-president steps up to that position. According to the SFTA's bylaws, "ARTICLE VI—GOVERNING BOARD OF OFFICERS AND DIRECTORS, Section 2. NUMBER & DUTIES (of officers), section b. Vice-President. The vice-president shall serve as principal executive officer in the absence of the president and shall succeed to the presidency in case of the disability, resignation, or removal of the president . . ."

With LaDonna Hutton moving up from Vice-President to President, this creates a vacancy for the Vice-President. When a vacancy occurs, our SFTA By-laws also dictate what happens next. Under "Section 6. VACANCIES. A vacancy in any position on the Board, because of death, resignation, removal, disqualification, or otherwise, may be filled by the Board for the unexpired portion of the term. Replacement officers and directors may stand for election and succeed themselves as if for their first term. Replacement officers and directors shall be elected by a mail vote of the Board or by ballot or voice vote at a regular Board meeting." In addition, SFTA By-laws, "Section 11. VOTING (stipulates that) Each officer and director shall have one vote. No proxy voting shall be allowed. . . For matters of SFTA business deemed too important to wait until the next scheduled Board of Directors meeting, an e-mail vote may suffice, providing the following steps are taken: SFTA President must ask the Board of Directors for a vote to be returned via e-mail by a certain date. The Board must agree unanimously that an e-mail vote is acceptable. Any proposition passed by a majority vote of the members of the Board of Directors via the e-mail vote shall be enacted. A written record of the votes shall be taken and included into the minutes of the next scheduled Board of Directors meeting."

As our new President, LaDonna Hutton has asked the SFTA Board of Directors for an e-mail vote to confirm the nomination of Mike Olsen as the new vice-president of SFTA.

Additionally, since SFTA was in the midst of our elections when Roger passed away, this will also affect the President and Vice-President positions for the years September 2013 – September 2015. That matter will be taken up as the first order of business at the Board of Directors meeting that will be held in Ulysses on September 26. ♦

## SFT Segments Listed on National Registry of Historic Places

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The Kansas Historical Society announced that properties related to the Santa Fe Trail in Marion and Morton counties are the newest Kansas listings in the National Register of Historic Places.

### French Frank's Santa Fe Trail Segment

French Frank's Santa Fe Trail Segment is located in Marion County. The property was the location of a ranch established in 1861 by French immigrants Claude Francis (French Frank) Laloge and Peter Martin. Laloge and Martin most likely chose their location because of its proximity to other French-speaking settlers. The known list of provisions Laloge purchased and his previous experience as a cook at a station along the trail support the idea that French Frank's Ranch offered meals and small provisions to trail travelers. The ranch likely ceased operation in 1866 when trail traffic shifted away from this area of Marion County. This is also the location where Susan Magoffin "nooned it on the prairie," June 27, 1846. Today at least six sets of swales are visible, following a northeast-southwest route that connected the Cottonwood Creek Crossing and the Little Arkansas River crossings along the main route of the Santa Fe Trail. In addition to the swales, the nominated property includes the Cottonwood Holes, a natural amenity noted in trail-era accounts, the site of a former trail-period ranch, and a 1907 commemorative marker erected by the Daughters of the American Revolution. It was nominated to the National Register of Historic Places for its significance in the areas of transportation, commerce, and social history, and it has the potential to yield additional important information related to trail ranches.

### Santa Fe Trail Cimarron National Grassland Segments 1-5, Morton County

Five segments of the Santa Fe Trail in the Cimarron National Grassland were nominated to the National Register. Travel over this portion of the trail began in 1822 and ended with the arrival of the railroad at the short-lived town of Sheridan, Kansas in 1868. These trail segments are closely related to nearby Point of Rocks and Middle Spring, which was the next reliable water source west of the Lower Cimarron (or Wagon Bed) Spring. Documented trail segments in western Kansas and in the Cimarron National Grassland have confirmed the pattern of traffic in this region that historically tended to follow the four-parallel-column formation. The nominated segments include trail swales and two commemorative markers erected in 1907 and 1914 by the Daughters of the American Revolution. These segments were nominated to the National Register of Historic Places for their significance in the areas of transportation, commerce, and social history, and they have the potential to yield additional information on the use of the trail during its initial period of significance. Point of Rocks-Middle Spring Santa Fe Trail Historic District was listed in the National Register on April 10, 2013.

### Point of Rocks - Middle Spring Elkhart vicinity (Morton County)

The Point of Rocks - Middle Spring Historic District in Morton County includes multiple remnants of the Cimarron Route. Travel over this segment of the trail began in 1822 and ended with the arrival of the railroad at the Kansas-Colorado state line in 1872. Middle Spring was the next reliable water source west of the Lower Cimarron (or Wagon Bed) Spring. Almost all travelers looking for the water promised at Middle Spring would have used neighboring Point of Rocks as a navigational aid. This large light-colored rock formation with a high flat surface, referred to as Mesa Blanco (white table) by Mexican freighters, could be seen for several miles. In evidence of the role this natural landmark played, visible trail segments curve around Middle Spring and directly to the south of Point of Rocks. The nominated property includes four trail segments, a spring, a natural navigational aid, and a later commemorative marker erected in 1914 by the Daughters of the American Revolution. It was nominated for its significance in the areas of transportation, commerce, and social history, and it has the potential to yield additional important information about the trail. *[See this site during the Symposium tours.]*

#### Related Internet Links:

- National Register of Historic Places: <http://www.nps.gov/nr/>
- Nominations are available on the Kansas Historical Society website: [kshts.org/14638](http://kshts.org/14638)
- The Historic Resources of the Santa Fe Trail multiple property documentation form: [kshts.org/14634](http://kshts.org/14634) ♦

### US-Mexico War: New Website Announced

The Center for Greater Southwestern Studies at the University of Texas at Arlington announces the launch of a new website, "A Continent Divided: The U.S.-Mexico War" at <http://library.uta.edu/usmexicowar/index.php>.

Drawn from the holdings of UT Arlington's Special Collections, long recognized as one of the premier archives on the war, the website features a broad range of primary source materials, as well as explanatory text on the events of 1846-1848. Dedicated to presenting the war as a bi-national conflict, the website currently features more than 50 translated Mexican broadsides, dealing with such topics as the fall of the Herrera government in 1845, the Polkos Revolt, and the post-war occupation of Mexico City.

A Continent Divided is an ongoing, multi-year digital humanities project which, when completed, will offer one of the most comprehensive internet resources available on the U.S.-Mexico War. ♦

## Membership Plays Role in Preservation

As you are well aware, the Santa Fe Trail Association is a marvelous organization for the preservation of arguably the most important contribution to the development of trade and habitation of southwest and southcentral United States in the 1800s. As members of the SFTA, we have a viable role in making sure our children and grandchildren can walk where our ancestors walked and visit the locations where significant historical events molded and changed the landscape of the five state region from Missouri to New Mexico, and beyond.

Sure, the SFTA receives funds from the National Park Service. But, your financial support is critical. Everyone from Washington to your local city and state government work hard to determine how your hard-earned money can be used to promote their specific interests. But, think about it. Much of that money never affects you and me. However, your membership dues and your special, tax-deductible contributions directly affect all things pertaining to the Santa Fe Trail. Those funds preserve ruins and significant structures, support efforts to ensure that the Trail does not become the victim of economic expansion, and currently backs the effort to glean the myriad of historical and heritage tidbits held dear by some of our competently educated members who have invested years in the study of the Santa Fe Trail.

So, here is my appeal. We are half-way through 2013. So, begin now to plan to re-invest in the SFTA by renewing your membership for 2014. I have already renewed my 2014 membership – and it is only July. You might seriously want to become a LIFE MEMBER. And, you might desire to make a special contribution to the SFTA. I will guarantee that your contributions and membership dues will be used solely for the Santa Fe Trail. That said, allow me to say “THANK YOU” for your support. Also, if you are a business or institutional member of the SFTA, I emphatically THANK YOU for helping ensure the continuation and development of the Trail. I might add that several of us on the Board of Directors are in the process of determining additional benefits for our business and institutional members.

Finally, do you have a question about the Santa Fe Trail Association? Do you have a suggestion for the SFTA? Do you want to know more about ways you can be involved and assist the SFTA? Then accumulate your questions, suggestions, or contributions and write one of the SFTA Board members listed in this edition of *Wagon Tracks*. The Board of Directors seeks to represent YOU. Also, the Board of Directors seeks to preserve the Trail for our children and grandchildren. And, don't forget that there is a place for you in the preservation process.

Respectfully,

Larry Justice, Membership Committee Chair

*The membership application form is on page 27 of this issue.*

## Member Letters

I have maintained an individual membership in the Santa Fe Trail Association for several years and have already subscribed as an Individual Member for 2013; now I would like to add my husband Ron Maine to a Family Membership for this year and continue to do so in the future. We live in Rhode Island but both plan to attend the Santa Fe Trail Association Symposium in Ulysses, Kansas at the end of September and it makes sense for us both to be members. My interest in the SFTA dates back to a great-great-grandfather James Josiah Webb, who was a Santa Fe trader starting in 1845-46, later owning a store on the Plaza in Santa Fe. My father, Henry Webb, now deceased, was an active but geographically separated member of the SFTA and when he died, I followed in his footsteps and become a member myself.

*Eugenie Webb Maine*

*[We'll look for you, Eugenie and Ron, at the Symposium.]*

Dear Association Members,

I am doing research for a book about my great-great-grandfather, Aaron Dillon Robbs. Part of his life was spent in the 5th Volunteer Infantry, guarding wagon trains along the Santa Fe Trail. Life was hard. Records are scarce. I know that he was in Ft. Scott, Kansas in 1864, and in Ft. Morgan for the winter of 1865-1866. In 1866, he was sent to Ft. Lyon (Ft. Lyon #1), where he finished his enlistment.

I would like to investigate what his actual life was like, working the Trail.

Therefore, I would like to join the Association and connect with others who may have more information about daily life along the Trail.

*L. Carolyn Loomis*

*[Thanks for joining, Carolyn. The Symposium in Ulysses focuses on surviving the Plains, and would give you insight into daily life on the Trail.]*

### Save the Date PNTS Conference November 2-7

The 2013 National Scenic and Historic Trails Conference will be held in Tucson, AZ on November 2 through 7. The PNTS Conference is hosted by the Anza Trail, Arizona Trail Association, Old Spanish Trail Association, and CARTA. All SFTA members are invited to register and attend this conference sponsored by the Partnership for the National Trails System. For complete registration and program information, visit [www.pnts.org](http://www.pnts.org).



## In Memoriam

### Jim Sherer

V. James (Jim) Sherer, died May 21, 2013 at his home in Dodge City. He was born on April 15, 1942 at Canton, Ohio. He married Nancy White on June 9, 1963 in Dodge City.

Jim's greatest passion was the history of Dodge City and the Santa Fe Trail. He served as a founding member of the Dodge City/Fort Dodge/Cimarron Chapter- Santa Fe Trail Association in 1991. He coordinated the SFTA Symposium in Dodge City in 2011.

He attended Pittsburg State University where he completed his BS in Education in 1964, then his Masters in History in 1965.

Jim spent 13 years at Dodge City Community College in Administration until 1979. From 1979 to 1991, he served as Executive Director of Boot Hill Museum. He returned to the Community College in 1992, spending another eight years in Administration. In 2000, he became the Director of the Kansas Heritage Center until he retired in 2007. He was elected to the Dodge City Commission in 2004, and served as Mayor from 2006 to 2007. He continued to serve as Commissioner until his passing. He was elected to the Dodge City Community College Hall of Fame in 2011 for Outstanding Service.

Jim is survived by his wife, Nancy; daughter, Kristen Miller and husband Christopher; son, Dr. Ryan Sherer and wife Dr. Rachelle Sherer; son, Tyler Sherer; and daughter, Kerri Kanaday and husband Chad; and many grandchildren, relatives, and friends.

Memorials are suggested to Dodge City Chapter of the Santa Fe Trail Association or Hospice of the Prairie in Dodge City. ♦



*A new signboard for the caches near Dodge City was dedicated to Jim Sherer by the Dodge City/Fort Dodge/Cimarron Chapter in May. Nancy Sherer (far left) was on hand to accept the dedication. Also pictured are Bill Bunyan, Kay Rose and Jean Bryant. (Photo courtesy Nancy Calderon/Dodge City Daily Globe)*

## Pioneer Days - Location of Old Fort Mann

Thursday, January 27, 1898

*Globe-Republican/Ford County Republican*

Twenty-Second Year. Vol. XXI, No. 16

There is particular interest in reviving incidents of early days, as it seems to mark the progress of life. There is eminent gratification when the old timer recounts the scenes of early days on the plains. Old age brings its reminiscences. The dead past confronts us at the grave. Recounting pleasant incidents of life is a spring of pleasure. Fixing on particular objects, now extinct, may be unprofitable, in the eyes of some people, but as we progress in life we correct the errors of the past, and we are making and correcting history as we journey from shore to shore from the cradle to the grave. These reminiscences are instructive to the youth, they are consoling to old age.

The *Topeka Capital* of January 20th, contained an interview with Colonel Alexander Majors, the pioneer plains man, who did an immense freighting business across the plains 40 and 50 years ago. In the interview there is a dispute about the location of Fort Mann, on the Arkansas river. Major Inman, at whose home Colonel Majors was stopping while in Topeka, located Fort Mann at the "Cimarron Crossing" in Gray county, where Ingalls now stands; but Colonel Majors says Fort Mann stood exactly where Dodge City now stands. Col. Majors says he was there in 1848. Colonel Inman in corroboration of his statement, reminds Col. Majors that "he went down the steep bank of the Arkansas river on the dry rocks in crossing at the old ford at Ft. Mann."

We referred the dispute between the old plainsmen to Hon. R. M. Wright, who was a resident in this county as early as 1859. He says Fort Mann was situated eight miles west of Dodge City, at what is known familiarly as "Point of Rocks." It was sometimes called Fort Atkinson and another name. Colonel Inman's description of the descent to the river, would suggest that he was right that far, as the banks of the river at Point of Rocks is rocky and precipitous. It is said that both men finally agreed that Fort Maun was located 40 miles west of Dodge City. But they were both mistaken about the exact location of the old fort.

Mr. Wright says when he first saw Ft. Mann in 1859, there were remnants of fortifications, and three or four graves---- one the grave of an officer. He does not remember seeing head stones, but some head boards marked the graves. He went with a government agent to identify the spot where Fort Mann stood. This was about the first of May in 1859.

There were remains of large fortifications at Fort Mann, which had been buildings and corrals. The fort grounds comprised several acres, and a large number of United States soldiers were stationed there. The fort was abandoned in 1857. In the hills near the fort were two or three lime kilns. Two or three well defined roads led from the fort to Sawlog creek, where

the soldiers procured wood for fuel and burning lime. These roads were as well defined as the regular Santa Fe trail. Heavy government wagons traversed these roads thousands of times.

In those days the government freighted with oxen. A number of ox trains were wintered at Fort Mann, and many of the oxen died, during the severe winter of 1857.

Ox chains were worth \$10 a piece at that time, and it is said many ox chains were "cashed" or buried and then washed into the river during the heavy spring rains. This circumstance gave rise to the rumors of the discovery of gold at Fort Mann, and many venturesome people went there to investigate the supposed find. It is probable that the chains were lost in the quick sand.

Above Chouteau island about 75 miles west of Dodge City, says Mr. Wright, a great excitement prevailed at one time, about the time of the abandonment of Fort Mann. There was discovered what was called "gold bearings," and in the early days "gold bearings" on the Arkansas river was not an uncommon thing. Fort Mann ox chains and gold banks of the Arkansas river were confounded, and hence the gold excitement. But there was some foundation for the excitement. Early miners or 49ers of California, on their return from the land of the golden fleece, camped on the Arkansas river at Chouteau island. They found "color" and made a permanent camp, and thought they could make it pay. But they soon pulled up traps and moved on to their destination east.

Mexican traders, who passed to and fro across the plains, saw these miners at work, and they gave the name of "gold banks." At this point is a ravine with upheavals or bumps, an uncommon condition of the prairie. Such a formation is not found anywhere else on the river.

Rumors were rife in those days, about the time of the Pike's Peak excitement and the Arkansas valley was not an expedition to the prevailing gold rumors. It was said that when the Indians attacked the miners at Chouteau Island, the miners hid their California gold savings. Mr. Wright says he has known people to go there and dig for the supposed hidden treasure.

"Cimarron Crossing" of the Arkansas river, Mr. Wright says, was three miles west of the town of Cimarron. It was called the "Journey of Death." Over this breadth of sand and desert, and trackless waste, it was 75 miles to the Cimarron river, or Cedar Springs, where the first water was found during the entire journey of 75 miles. There was no water over this part of the land except during wet times. Many people and oxen perished on this journey from the Arkansas river to the Cimarron river. Mr. Wright gives an individual experience of crossing over this part of the state, and suffering severely for the need of water. He came near perishing, under a scorching sun and over burning sands, sometime in the sixties.

It is well to state what is meant by "Cimarron Crossing." This was a point in the river where the crossing was made for the

Cimarron river. It was a short route to Santa Fe and other points in New Mexico. One trail followed up the Arkansas river to Colorado, and thence into New Mexico.

There was a crossing near where Ingalls now stands, but that crossing was used by the Indians in their northern and southern trails. In 1878, when the Southern Cheyennes made their flight through this country they crossed the river between Ingalls and Pierceville.

Mr. Wright in the later years of the 60s occupied a stockade at Cimarron Crossing. At this point, horses were exchanged in the transportation of mails, express, and passengers, to and from points east and to New Mexico, Colorado, and Arizona. A tower was erected on the top of the stockade, and from this point of observation the movements of Indians were noted. Several encounters with Indians occurred here, which have been published. There are still marks where the famous stockade was located, which was at a point nearly midway between the towns of Cimarron and Ingalls. Those who are familiar with the spot recall the history of the times when it tried men's courage to be a frontiersman.

*The Ford Co. Globe*, Established 1877

*The Ford Co. Republican*, Established 1886, Consolidated 1889

*The Globe Republican* was \$1.00 per year - payable in advance.

*Contributed by Larry and Carolyn Mix, St. John, KS*

## 2012 SFTA Hall of Fame Inductee

### Robert M. Wright

Robert M. Wright came from Maryland to Missouri in 1856. After working on a farm near St. Louis, he went to Kansas Territory in 1859 and worked as a bullwhacker on the Santa Fe Trail and a stagecoach driver to Santa Fe. He soon became the owner of three road ranches, one near Bent's Fort, one at old Ft. Aubrey, and one at the Cimarron Crossing. He had contracts to supply lime, wood, hay, and other goods to Ft. Dodge, and in 1865 he became the post sutler for the fort. In 1872 he was one of the founders of Dodge City and became the city's Town President as well as the city's most prominent merchant, dealing in buffalo hides and general supplies. He was taking in as much as \$200,000 a month during the cattle season of 1880 when cattle drives made Dodge City a boom town.

## Cyber Ruts: Researching on the Internet — Maps

by *Steve Schmidt, SFTA Ambassador*

Your Cyber Ruts guru, Mike Olsen, asked me to share some information on websites I have found informative in my research or which I think SFTA members might enjoy exploring.

A most fascinating site, particularly if you like maps, is the **David Rumsey Map Collection**.

Let's see what we might find pertaining to the Mexican-American War. Enter [www.davidrumsey.com](http://www.davidrumsey.com) in your web browser and hit "enter" to get to the David Rumsey home page. At the extreme upper right of the home page, click "go" beside the box that reads "Search the Collection." On the next screen, at the upper right, click on the white dot next to "Catalog Data & text in Documents," then mouse-over "Search the Collection" (which will highlight it in blue) and type "Kearny Army of the West." Click "Search." Only two items come up (or you may get only one item), so double click on the Emory map. You can use the slider on the screen or use the scroll wheel on your mouse to zoom in and out. You can move around the map by clicking, holding and moving the "hand." This is a totally fascinating map that shows the route of Kearny's Army of the West in 1846, locations of their camps, and often the date of their camp. Part of this map, of course, is the Santa Fe Road.

By clicking on "Export" you can download a copy of this map to your computer (there are five choices of resolution, none of which will enable you to zoom in and read detail). To get additional higher resolution download options, you will need to create an account. You will need to do that on your own; I cannot coach you through it because the site already recognizes me as a registered user. Hi-res file sizes are still of a reasonable size.

If this map is interesting to you, try typing the author of the map you just looked at, "William H. Emory," in the search bar and click "Search." Now you see the Army of the West map plus several others. On the left side of the screen you can select search criteria for the map shown. Or, type "Pacific Railroad Survey" in the search box and click "Search." Now we are getting somewhere. You now see Beckwith's marvelous landscape drawings, and other famous map names such as Warren, Ives, Gunnison, and so forth. Other names of interest you might want to check out are Wheeler and Whitney. Fabulous stuff. Here are some more hints for you: Colton, Tanner, or Johnson, each notable for their early state maps. Have fun.

**Another fun site is [www.kansasmemory.org](http://www.kansasmemory.org).** Don't let the "Kansas" scare you away, as there is much more than "Kansas" on this site. At the upper left of the home page, let's type "Santa Fe Trail" in the search box and click "Search." One hundred seven items come up as "thumbnails." Then click on the picture of the fifth thumbnail down, "Arrival of the Caravan in Santa Fe," and you will get a larger image.

Now scroll down the page, and you will see four more photos under "Related Items." Click on the dark gray photo with the serpentine line in it to get a larger view. Recognize this? The dark serpentine line running from top to bottom of the photo is the Soule (or Eureka) Canal. The thin dark lines running right to left across the middle of the photo are Santa Fe Trail swales. The area photographed is immediately west of the Dodge City ruts interpretive site. The photo was taken looking west-north-west. The bottom of the photo is the Ford-Gray county line, and Hwy 50 is just off the photo to the left. The center of the photo is at 37°47'44.8"N, 100°13'01.1"W on Google Earth. Check it out.

Return to the page with the list of Santa Fe Trail items. Scroll down to the item "Bull train crossing the Smoky Hill River at Ellsworth, Kansas. On the old Santa Fe crossing ...." Yes, that would be correct, the Santa Fe crossing. The photo is from 1867, after Santa Fe bound freight would go by railroad to Ft. Harker/Ellsworth, then by wagon train to the Great Bend of the Arkansas, to reconnect with the Santa Fe Trail and on to Santa Fe. You can see the photo in 3-D by taking a piece of 8-1/2x11 cardboard from the back of a notepad, put the long edge of the cardboard against your computer screen right at the vertical line in the photo, hold the cardboard perpendicular to the screen, put your nose and forehead against the other long edge of the cardboard, and stare straight ahead at the image on the screen. The image should appear in 3-D. If you wear glasses, it may work better with your glasses off.

Let's go back to the home page. Scroll down to "Browse by Kansas County." Click on "Marion" county. You can scroll through all sorts of interesting items, but just above the first image, click "Next Page >" three times to get to images 76-100. Scroll down to "Marion County organization records," and click on the image. Now, if you click on the lower left and then the lower right of the seven documents and read through them, you will see names of some old friends: John E. Costello (yes, Jack Costello of Lost Spring Station fame), Thomas J. Wise (Costello's partner in the Station; note that his name was misspelled "Wyse" in the body of the documents but he signs "Wise"), and A.A. Moore (yes, of Moore's Ranch fame) elected as County Treasurer. Santa Fe Trail personalities were instrumental in early settlement of Kansas.

Also check out [www.kshs.org/trails](http://www.kshs.org/trails).

For map people, a great site is the "**Historical Topographic Map Collection**" from the U.S. Geological Survey at <http://nationalmap.gov/historical/>. On that web page, under "Find My Map !!" click on "USGS Store: Map Locator and Downloader." You will get a Map-Quest sort of map on which you can navigate to any point of interest. Just for fun, navigate to Independence, MO, and zoom in enough to see Sugar Creek just northwest of Independence and south of the Missouri River. Now then, beside the map on the right, click the

little circle labeled “MARK POINTS.” Now, put your cursor over Sugar Creek on the map and click. Up pops a little pink marker along with outlines of the available maps. Put your cursor on the pink marker and click. Up pops a box listing of available maps. Scroll down and there are maps from 1894. Click on “7.5MB” next to the first listing for 1894. On my computer, the file downloads to screen where I can select (by double- clicking) an Adobe Acrobat file named “MO\_Independence\_325474\_1894\_125000\_geo.” Assuming you have Adobe Acrobat on your computer, you should get a box that asks if you want to open the file. Click “open” and the map should open and be displayed. You can save that pdf file to your computer if you wish. The roads shown in 1894 might give us clues on the location of the Santa Fe Trail between Independence and Sibley, MO. Note at the upper left corner of the map “U.S. Geological Survey, John W. Powell, Director.” Yep, you guessed it; that is THE John Wesley Powell of Colorado River exploration fame, and second director of the U.S. Geological Survey, 1881-1894. Also check out the notes in the lower left and lower right of the map.

Close the screens until you get back to the Map-Quest sort of map. Click the little circle beside “NAVIGATE.” Navigate eastward to Lexington, MO. Click the little circle beside “MARK POINTS,” put your cursor over the intersection of Hwys 13 and 24, and click. Then click on the little pink marker that just appeared, and find the second 1889 map in the list and click on the “6.5MB.” Go through the same procedure described above to download and open the map in Adobe Acrobat. The thin black line going east from Lexington toward Waverly is, no doubt, the Santa Fe Trail.

You can have lots of fun with this site. ♦

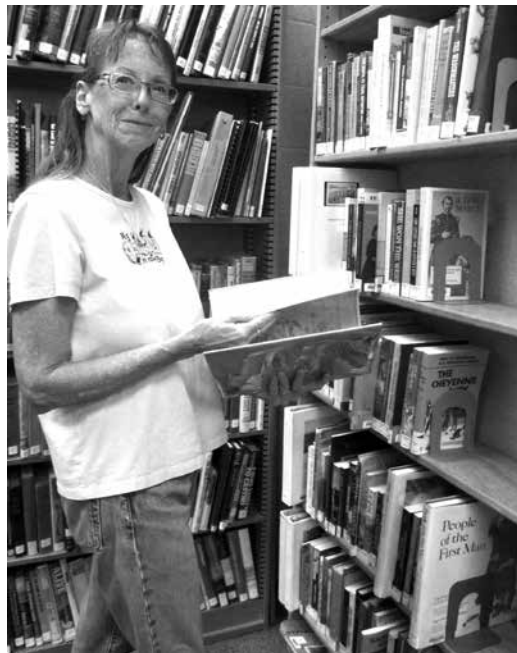


Photo: Joan Weaver

## Clapsaddle Donates Book Collection to Kinsley Library

*by Joan Weaver, Kinsley Library Director*

Dr. David Clapsaddle of Larned recently presented the Kinsley Library with a collection of 151 books about the Santa Fe and Oregon Trails, the frontier army, Indian Wars, Indians (especially the Southern Cheyenne), and other related topics. They represent part of his research library that helped him to quench his thirst for knowledge of and to solve some mysteries about the Santa Fe Trail.

A letter the Kinsley Library Board sent to Dr. Clapsaddle said, in part: “We greatly appreciate you thinking of our library for your collection. It is certainly a wonderful addition which we are sure will be much used in the years to come. We would also like to commend you for all of the work you have done in researching and preserving our Kansas heritage.”

Dr. Clapsaddle was instrumental in the formation of the Wet/ Dry Routes Chapter of the Santa Fe Trail Association. These routes ran parallel to the Arkansas River from Great Bend to Dodge City. Under his leadership, in 1989 ten locations were marked along the almost forgotten Fort Hays-Fort Dodge Road, which at the latter place intersects with the Santa Fe Trail. Two years later that project was expanded and incorporated into the Wet/ Dry Routes Chapter.

In subsequent years, Clapsaddle compiled a directory, documenting the sites and locating them with precision on original township survey maps.

His research on the Santa Fe Trail, as well as its many related branches through Kansas, has been published in numerous periodicals. Within a seven county area, 105 sites have been identified. He has diligently worked to mark sites for preservation and more public awareness.

Besides being a published author, Clapsaddle is a frequent speaker on the topic. Among the work he has done for the Fort Larned site is a traveling trunks program for children. He developed seven trunks, each with its own children’s story to illustrate the artifacts within.

To see a complete list of the books donated by Dr Clapsaddle to the Kinsley Library visit [www.kinsleylibrary.info](http://www.kinsleylibrary.info). ♦

*Vicky Hall of Kinsley browses through the historical books donated by Dr. David Clapsaddle to the Kinsley Library. Hall was a participant of the recent “Kansas Forts and the Indian Wars” discussion series at the Kinsley Library and began checking out these books as soon as they were put on the shelf.*

## Bent's New Fort Dig Underway

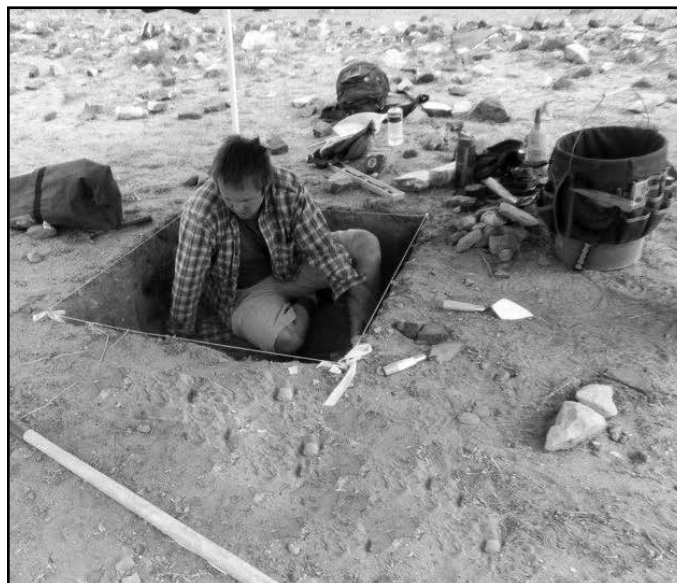
Digging into the past is under way at Bent's New Fort, where archaeologists are sampling the area for artifacts dating to the mid-1800s when the fort was a trading post and later a military outpost.

The work at the fort, which is located west of Lamar, Colorado, is being conducted by Richard Carrillo of Cuartelejo HP Associates, Inc. of La Junta with the assistance of students from the Department of Anthropology, University of Colorado at Colorado Springs, Field School of Historic Archeology.

Bent's New Fort was the successor to William Bent's original fort that dated to 1833 and which is remembered today at Bent's Old Fort National Historic Site. The new fort was constructed by Bent in the early 1850s as a trading post and freighting center for U.S. military supplies. In 1860, the site was taken over by the U.S. military for use as a commissary for the new Fort Wise, which was being built one-half-mile west of Bent's New Fort.

The title of Fort Wise, named for the governor of Virginia, was changed to Fort Lyon after the outbreak of the Civil War. Nathaniel Lyon was the first Union general killed in the war, succumbing at the Battle of Wilson's Creek in Missouri. It was from this original Fort Lyon that troops marched in November 1864 to carry out the infamous Sand Creek Massacre.

The current archeological work is being funded with grants from the National Park Service's American Battlefield Protection Program, the NPS National Trails Office Intermountain Region, and the Colorado State Historical Fund. The Bent's New Fort site itself is owned by Brad Semmens of Lamar and Gary McCall of Walsh.



Bent's New Fort is located on County Road 35.25 in far eastern Bent County. To reach the site, take U.S. 50 to County Road 35, approximately 10 miles west of Lamar or 25 miles east of Las Animas. Turn south on County Road 35 for 1 mile to County Road JJ (dead end). Turn east (left) and drive  $\frac{1}{4}$  mile, turning south (right) onto County Road 35.25 for  $\frac{1}{4}$  mile to the Bent's New Fort parking lot. Walk up the two-track road from the parking lot to the fort site.

*(by permission from Nationalparkstraveler.com)*

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## NM Historical Society Calls for Papers

The Historical Society of New Mexico invites proposals for papers and presentations for the 2014 New Mexico History Conference, to be held on the campus of New Mexico Highlands University in historic Las Vegas, New Mexico, May 1-3, 2014.

Conference sessions are ninety minutes in length. Proposals for 20 minute presentations will be matched with similar topics to constitute a full session. The Program Committee invites proposals for special topical sessions occupying the full  $1\frac{1}{2}$  hour period. Topics on any aspect of the history of New Mexico, the Southwest or Borderlands are welcome. However, topics related to the personalities, settlement, development, and colorful history of Las Vegas, the Santa Fe Trail, and northeast New Mexico will be given special consideration.

**Deadline for submissions is September 30, 2013.** For details, contact Robert J. Torrez, program chair, at robertjtorrez@msn.com or (505) 836-9699. To learn more about the Historical Society of New Mexico visit [www.hsnm.org](http://www.hsnm.org).

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## SFT Bicycle Trek Begins September 8

The 19th bicycle tour along the Santa Fe Trail is scheduled for September. The trek begins in Santa Fe on Sunday, September 8 and ends in New Franklin, MO, on Friday, September 27. For further information, contact Willard Chilcott, Santa Fe Trail Bicycle Committee, 885 Camino Del Este, Santa Fe, NM 87501, call 505- 982-1282, or email [Willard@cybermesa.com](mailto:Willard@cybermesa.com).



# Surviving the Plains: 2013 Santa Fe Trail Association Symposium

## SEPTEMBER 26-29, ULYSSES, KANSAS

Come join us as we focus on the hardships experienced on the “most dreaded, 60 mile stretch” of the Cimarron Route of the Santa Fe Trail. This year’s Symposium is presented by the Wagon Bed Springs chapter of the Santa Fe Trail Association. They promise a wonderful relaxing and adventurous time, not hardships.

### Thursday September 26

The event kicks off Thursday morning with the Santa Fe Trail Association Board of Directors meeting to be held at the Grant County Civic Center, and ends the day at the National Historic Landmark Lower Cimarron Springs with an outdoor meal. Les Vilda will provide the program and entertainment after the meal. Enjoy the evening while taking in the sights, sounds and feel of what was considered an oasis in the desert for thirsty, weary travelers. It was also a watering hole for immense herds of buffalo and prairie animals, as well as the native tribes of the area.

### Friday September 27

The Friday morning speakers begin with former resident and SFTA board member Karla French presenting the exciting history of the Lower Cimarron Springs area. Following Karla will be Dr. Clint Chambers, who will talk about medical practices of the times along the trail. Friday evening’s events include a meal located in Lakin, Kansas, at the Kearny County Museum. Former editor of *Wagon Tracks* and SFTA member Dr. Leo Oliva will present insights on the chain of events of the 1829

Bent caravan.

Friday afternoon we will begin our bus tours. The east tour includes a stop at the Haskell County Museum, where lunch and entertainment will be provided. The west tour will have box lunches and will be led by Jeff Trotman. Both tours will leave you in wonder at the sights that changed the land forever, while exploring existing trail segments of the Mountain and Cimarron Routes of the Santa Fe National Historic Trail. We will visit trail sites such as Ft. Aubry, Indian Mound, Point of Rocks, and many other points of interest along this portion of the trail. Some of the counties we will visit during the bus tours are Grant, Haskell, Kearney, Stevens, Finney, Stanton, and Morton.

### Saturday September 28

Saturday morning will begin with the Santa Fe Trail Association General Membership meeting. Following the membership meeting, Conchita Marusich will relate the history of her great-great-grandfather William Wolfskill, who traveled with William Becknell on his 1822 trip to Santa Fe. He made six other trips along the Santa Fe Trail before traveling the Old Spanish Trail to settle in California. Following will be Kevin Henson, who has extensively researched the Mormon Battalion of 1846 and 1847. He will enlighten us on the hardships of the times and also of the hardships of retracing the steps of the Mormon Battalion as he personally did in 2008 through 2009.

The conclusion of our exciting three-day adventure will be the Saturday evening awards banquet. The final speaker, Dan Sharp of Boise City, Oklahoma, will provide information on weapons used on the Trail, as there were great dangers along this portion of the Santa Fe Trail, including animals and native tribes.

Please send in your registration now to join us for this year’s Santa Fe Trail Association Symposium. Note: if you have not made motel reservations yet, we urge you to do so. Due to a wind farm and power plant being installed in the area, our lodging has become very limited. Some attendees will be required to stay in the neighboring town of Garden City. We do have blocks and special rates at some of the motels, but we urge you not to delay. Registration forms and hotel information are on pages 13-15 of this issue of *Wagon Tracks*.

Vendor tables will be available for the Symposium. Charge will be \$15.00. Contact Jeff Trotman at 620-353-8889 or Marietta Hauser at 620-356-4700.

For more information, you may contact Jeff Trotman @ 620-353-8889.



*Leeching was a common remedy. “Doc” Headlee shows a flask of leeches to visitors at Bent’s Old Fort. (Photo: Ruth Friesen)*

## **MOTEL LIST**

**as of July 2013**

### **GARDEN CITY, KANSAS**

**(about 60 minutes from Ulysses)**

#### **BLOCKS PROVIDED AT:**

<b>Comfort Inn</b>	<b>2608 East Kansas Ave</b>	<b>620-275-5800</b>
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<b>Hampton Inn</b>	<b>2505 East Crestway Drive</b>	<b>620-272-0454</b>
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#### **OTHER MOTELS:**

<b>Americinn Inn</b>	<b>3020 East Kansas Ave</b>	<b>620-272-9860</b>
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<b>Holiday Inn Express</b>	<b>2502 East Kansas Ave</b>	<b>620-275-5900</b>
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<b>Clarion Inn</b>	<b>1911 East Kansas Ave</b>	<b>620-275-7471</b>
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**Please make reference to the Santa Fe Trail Association  
as all the above motels have been alerted to Symposium guests.**

### **ULYSSES**

**Lodging below will not accept reservations until the end of August**

<b>Sands Motor Inn</b>	<b>\$50-\$60 tax included</b>
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<b>622 W. Oklahoma</b>	<b>620-356-1404</b>
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<b>Peddlers Inn Motel</b>	<b>\$45.99-\$50.99 + tax</b>
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<b>2093 W. Oklahoma</b>	<b>620-345-4021</b>
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<b>Wagon Bed Inn</b>	<b>\$35-\$40 + tax</b>
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<b>1101 E. Oklahoma</b>	<b>620-356-3111</b>
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### **SUBLETTE**

<b>Golden Prairie Motel</b>	<b>\$55</b>
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<b>909 LaLande Ave</b>	<b>620-675-2240</b>
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**2013 SANTA FE TRAIL SYMPOSIUM  
REGISTRATION FORM**  
(The 2013 Symposium is open to the public)

NAME:

STREET ADDRESS:

CITY

STATE

ZIP

PHONE

EMAIL

**REGISTRATION****Totals**

Early Bird Member Registration  
(Postmarked by August 15,  
2013)

\_\_\_\_ Attending

\$ 50 each

\$ \_\_\_\_\_

Early Bird Non-Member  
Registration (Postmarked by  
August 15, 2013)

\_\_\_\_ Attending

\$ 75 each  
Includes 1 yr.  
SFTA Member

\$ \_\_\_\_\_

Full Member  
Registration (Postmarked after  
August 15, 2013)

\_\_\_\_ Attending

\$ 60 each

\$ \_\_\_\_\_

Full Non-Member Registration  
(Postmarked after August 15,  
2013)

\_\_\_\_ Attending

\$ 85 each  
Includes 1 yr.  
SFTA Member

\$ \_\_\_\_\_

Student Registration (High  
School and College Students

\_\_\_\_ Attending

\$ 20 each

\$ \_\_\_\_\_

Friday Only Registration

\_\_\_\_ Attending

\$ 30 each

\$ \_\_\_\_\_

Saturday Only Registration

\_\_\_\_ Attending

\$ 30 each

\$ \_\_\_\_\_

**MEALS**

All Meal Registration must be Postmarked by September 15, 2013

Thursday Evening Opening  
Event and Dinner at Wagon Bed  
Spring

\_\_\_\_ Attending

\$ 18 each

\$ \_\_\_\_\_

Friday Box Lunch or Lunch at  
Haskell County Museum

\_\_\_\_ Attending

\$ 12 each

\$ \_\_\_\_\_

Friday Evening Meal and Program  
at Kearny County Museum

\_\_\_\_ Attending

\$ 15 each

\$ \_\_\_\_\_

Saturday Box Lunch or Lunch at  
Haskell County Museum

\_\_\_\_ Attending

\$12 each

\$ \_\_\_\_\_

Saturday Evening Banquet  
(Brisket and Smoked Pork) and  
Entertainment

\_\_\_\_ Attending

\$ 25 each

\$ \_\_\_\_\_

**TOTAL FOR MEALS: (Please transfer amount to 2nd page)**

\$ \_\_\_\_\_

## BUS TOURS

### FRIDAY, SEPTEMBER 27, 2013

West Tours - Cimarron National Grasslands, Ft. Aubry, Mt. Route

\_\_\_\_\_ #Persons \$ 40 each \$ \_\_\_\_\_

East Tours – Wagon Bed Spring, Cimarron Route, Haskell County Museum

\_\_\_\_\_ #Persons \$ 40 each \$ \_\_\_\_\_

Spouse Tours - Local and surrounding communities specialty shops

\_\_\_\_\_ #Persons \$ 40 each \$ \_\_\_\_\_

### Saturday, September 28, 2013

West Tours - Cimarron National Grasslands, Ft. Aubry, Mt. Route

\_\_\_\_\_ #Persons \$ 40 each \$ \_\_\_\_\_

East Tours – Wagon Bed Spring, Cimarron Route, Haskell County Museum

\_\_\_\_\_ #Persons \$ 40 each \$ \_\_\_\_\_

Spouse Tours - Local and surrounding communities specialty shops

\_\_\_\_\_ #Persons \$ 40 each \$ \_\_\_\_\_

**TOTAL FOR TOURS**

\$ \_\_\_\_\_

**TOTAL FOR MEALS: (from front page)**

\$ \_\_\_\_\_

**GRAND TOTAL: (No refunds after September 15, 2013)**

\$ \_\_\_\_\_

\_\_\_\_\_ Check # (Make checks payable to Wagon Bed Springs Chapter SFTA Symposium 1013)

\_\_\_\_\_ Check here if you completed an Online Registration at [www.santafetrail.org](http://www.santafetrail.org)  
(Credit Cards and PayPal accepted)

**Mail Registration form to:**

Grant County Chamber of  
Commerce & Tourism  
113 B South Main  
Ulysses, Kansas 67880

### ACCESSIBILITY NEEDS:

\_\_\_\_\_ Check here if you need special consideration for disabilities. Please indicate any special requirements below. If necessary, you will be contacted as soon as possible to determine the nature of your needs.

## Youth on the Trail: Trail Trip Provokes Thoughts about Differences

The Santa Fe Trail Trip 2013 began on May 26, from Wamego, KS. Seventy-three 5th and 6th grade students from north central Kansas took the 11-day camping trip following the Santa Fe Trail from Council Grove to Santa Fe via the Cimarron Route. They returned by the Mountain Route. Many SFTA and chapter members met the kids along the way. We traveled in a caravan of two busses, two vans, and the biggest U-Haul made. Twenty-three adults, most of them teachers, accompanied the enthusiastic young trail travelers. The semi-annual trip is organized and directed by SFTA members Christine Day and Janet Armstead.

The 5th/6th graders taking the Santa Fe Trail Trip were asked the following questions. Some of their responses are below. (Errors are not corrected)

If I took a trip down the Santa Fe Trail during the 1800s how would that differ from the way I am taking the Santa Fe Trail trip in 2013? Why?

### Eva Hinrichsen

In modern times you would travel by bus, car or truck but in the 1800s you would travel by wagon, walking or horseback. Also in the 1800s people traveled the Santa Fe Trail mostly to trade but today most people go to see the sights. In 2013 we have restaurants and hotels to stay in. In the 1800s the travelers had to bring and cook their own food and camp out at night. And there isn't as many dangers today as there was centuries ago.

### Delaney Fouraker

Well back in the 1800s they had to use wagons and we used a bus. There were Indians and diseases along the trail that you had to watch out for. They camped out every night and we camped occasionally due to the weather. You had to be more caution in the 1800s. Back in the 1800s I'm sure it wasn't fun. But on Mrs. Armstead's and Mrs. Day's Santa Fe Trail they make it educational but lots of fun. I think those are the differences from the Santa Fe Trail now and then.

### Alyssa Troyer

In the 1800s there would be no cars to drive in like we have today instead they used wagons and drove their wagons in groups called wagon trains. Also, today lots of the trips only take about 17 hours to get to Santa Fe and back then it took them about 4 months to get to Santa Fe. Also people on the trail wouldn't have been so well sheltered. When it rained, we didn't get wet but they did. Finally they were different because we are fed until we are full but then they ate only a small morsel of food.

### Caisen Chandler

If I took a trip on the Santa Fe Trail in the 1800s there wouldn't be the hot dogs, pizza, and chile that we had on our trip. I am really thankful that I live in this time and not in the 1800s because they only got one bath a month. I get a shower every time there is a shower house available. Another difference is the transportation. Back then I probably would of walked if not rode in the wagon. Now instead of a wagon I got a big nice Village bus.

### Tyler Woods

There is electricity in 2013 but not in the 1800s. There is also better foods. One more thing is it is not as gory in 2013. It only took 11 days for us and about 5 months to get there and back.

### Cassidy Filbert

Well, it would be different in that it would be all dusty, loud, lots of fighting and now in 2013, it is a little dusty, a little loud and now there really no fighting anymore.

### CiCi Matthews

If I took a trip down the Santa Fe Trail in the 1800s instead of in 2013 it would be very different. First of all, in the 1800s I wouldn't have everything I needed such as all of these adults. The adults are better known as chaperones – probably have the most important jobs because they make sure every single kid has what they need, while back then people even died on this trip. The chaperones provide us with a place to sleep, food, water, and much more. But that's not the only thing that's different about these 2 trips. We now have busses and cars and even a U-Haul. Now days we can bring as much stuff as we need down the trail. When people used to travel the trail they only had 1 wagon to carry everything they needed. There was even the possibility that people couldn't bring the things they need. Also, the 2013 Santa Fe Trail Trip is only 11 days. Well, this one is at least. But anyway, it took 2 to 3 months in the 1800s. There are still many more differences about this trip and the trips that were taken during the 1800's but this is just some of the main stuff. For now let's just say I'm glad I didn't take the Santa Fe Trail Trip during the 1800s. ♦

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### Correction

The article "Fort Lyon on Colorado Most Endangered List" on page 6 of the May 2013 *Wagon Tracks* was written by Rachel Parris of Colorado Preservation, Inc.. It was incorrectly attributed to Rod Podszus.



# Fort Marcy Built to Oversee Santa Fe

by Michael E. Pitel

On August 19, 1846, the first day after Brig. Gen. Stephen Watts Kearny and his 1,600-man Army of the West had arrived in Santa Fe and Kearny had declared that New Mexico was under American rule, he ordered two officers from the Corps of Topographical Engineers, Lieutenants William H. Emory and Jeremy F. Gilmer, to find the best location to build a fort. Ironically his army had found it the day before. According to Ralph Emerson Twitchell in his 1912 book, *Leading Facts of New Mexico History*: “The advance of the American column arrived in sight of the city of Santa Fe at three o’clock in the afternoon of the 18th of August, 1846; by six o’clock the entire army was at the confines of the capitol. The general and his staff, and some other officers of the army, were received at the old palace by Lt. Governor Vigil, assisted by about 30 representative citizens of the city. Refreshments were served by Gov. Vigil and as the sun sank...the American flag was hoisted over the ancient palace and a salute of 13 guns from cannon planted on the eminence, afterwards known as Ft. Marcy, declared the conquest of New Mexico complete.”

On August 21, both men submitted a map to Kearny with a recommended site, and on August 22, a plan of the fort. A small force of men, detailed from the Army of the West, began to work on the fort on August 23. By August 27, there were 100 men working on it. By the 31st, 20 local (civilian) masons, each skilled at making 24-by-20-by-6-inch adobe bricks, were added. Soon there were 31 brick masons.

Kearny named the fort after William L. Marcy of New York. Marcy was President James K. Polk’s Secretary of War.

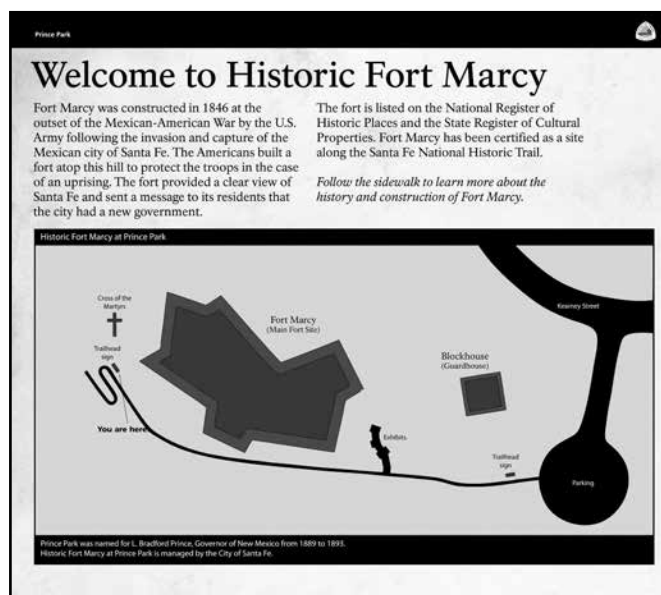
The officers had selected, as Lt. Emory reported, “the only point which commands the entire town and which itself is commanded by no other.” That point was a hill ENE of the Plaza that, according to a July 25, 1887, civil engineering report, “from the foot of the (Civil War) monument in the Plaza to the western edge of the old fort, (was) 152 feet, two inches above the foot of the monument.”

Fort Marcy had been planned, according to L. Bradford Prince’s 1883 booklet, *Historical Sketches of New Mexico*, “...on the very spot where nearly two centuries before the Pueblo chiefs had established their headquarters in the rebellion of 1680.” According to the 1887 engineering report: “The extreme length of the fort proper was 270 feet, and the width 180 feet. The total length between the exterior walls of the surrounding moat was 400 feet, and width 300 feet. The gateway was directly to the east, and opposite to that was the redoubt or blockhouse just 100 feet distant and nearly square in form, with extreme dimensions of 85 feet on the north, south, and west, and 95 feet on the east. At the northeasterly corner of this redoubt was a tower, for observation; and this is still the highest and most favorable point from which to enjoy the wonderfully extensive view around the whole circle of the horizon.”

Since, according to Lt. Emory’s report: “the contour of the ground (where the fort was to be built) is unfavorable for a trace of a regular work...,” its configuration was “...that of a tri-decagon. (It) is sufficiently ample to mount a great number of cannon and accommodate a thousand soldiers. Its walls are massive, thick, and strong, and are built of adobe bricks.” Essentially finished by the end of September, 1846, Fort Marcy was the first fort in New Mexico Territory. Although it was computed for a garrison of 280 men, it was never garrisoned, and was rarely (if ever) occupied. Fort Marcy had 9’ high adobe walls that were 5’ thick and stood above an 8’ deep, 12’ wide dry moat. A partially buried log building inside the fort, completed in the spring of 1847, was the powder magazine.

Although it had no permanent water supply (the closest source was a spring 308 yards SW), Fort Marcy boasted a commanding location close to the Plaza. That meant that of its planned 14 cannon (either the Army of the West’s six-pounders or the artillery pieces Kearny’s men had confiscated from Mexican Governor Manuel Armijo’s abandoned batteries), 13 of them could defend Santa Fe from an invading Mexican army or demoralize and quash any local insurrection.

Lt. J. W. Albert, who’d been visiting the gold mines near Cerillos, described his visit to the fort on October 2, 1846, in his report: “In a little while we reached (the village of) Agua Fria. Soon Fort Marcy came in view and our glorious flag with its



Visit [www.nps.gov/safe/historyculture/exhibits.htm](http://www.nps.gov/safe/historyculture/exhibits.htm) to see the exhibit panels installed at Fort Marcy, as well as exhibit panels at other Santa Fe Trail sites.

graceful stripes playing in the wind. In the evening, we visited Fort Marcy. The distance of the center of this work from the flagstaff to the Plaza is but 664 yards. The whole of the interior is defiladed from all the surrounding heights within range; 10 guns may be brought to bear upon the city. The slopes are revetted with adobes. The block house and magazines are constructed of pine logs one foot square. The only approachable point is guarded by the blockhouse, which also assists to protect the entrance to the fort."

According to Lt. Gilmore, the fort was meant to be a place where U. S. troops could retreat "...in case of extremities..." until help arrived. But its main purpose was to influence the morale of the local populace, just in case: "Their own guns (Armijo's cannons) will be chiefly used to garrison the fort, and with them every house in Santa Fe could be leveled in the least appearance of revolt."

When it was apparent to the Army of the West and to the local populace that Armijo (who'd abandoned Santa Fe ahead of Kearny's approach) wasn't leading a Mexican army to retake Santa Fe, and that there would be no local uprising that winter (local folks had forewarned the fort's new commanding officer, Col. Sterling Price, about that), Fort Marcy's role and relevance began to fade. Once Price's troops defeated local uprisings up north at Santa Cruz, Embudo, Taos Pueblo, and Mora in January and February, 1847, the fort's diminished importance faded even further. Nevertheless, when the Inspector General, Col. Joseph K. F. Mansfield, visited Fort Marcy in 1853, he reported that he still regarded it as "...the only real fort in the Territory."

In retrospect, Fort Marcy existed largely as a symbol of U.S. dominion, protection, and law and order.

Gradually the name of Fort Marcy began to refer to the place in downtown Santa Fe where U. S. troops had been living since 1850. In 1868, President Andrew Johnson designated that place, the cluster of old adobe buildings where the Spanish colonial presidio (permanent military garrison) had once been quartered, as the Fort Marcy Military Reservation (FMMR). FMMR was abandoned in 1894. President Theodore Roosevelt conveyed its 17 acres to the City of Santa Fe in 1904. Since the adobe fort and blockhouse had been built on private land, they were part of an 1880 land transaction that was sold to Prince and local attorney William T. Thornton. Eventually Prince became sole owner of the parcel. In May 1969, the City of Santa Fe bought the 10.1-acre tract from his descendants for \$50,000 and named it Old Fort Marcy Park. ♦

***Dedication of McCoy Park and Westport Landing exhibits in the Kansas City area, with Sandy and Roger Slusher and other SFTA members.***

*(Photos: Joanne VanCoevern)*



## Arrow Rock Ferry Now On The National Register of Historic Places

by Rich Lawson

May 1, 2013 was an exciting day for Rich and Debbie Lawson, owners of the Arrow Rock Ferry (Todd's Landing) in Saline County, Missouri. Their property was placed on the National Register of Historic Places on that day. This was the culmination of several years of research that Rich has done on the property, making discoveries of interest to historians and especially to Santa Fe Trail enthusiasts.

As you might recall from previous articles, Rich had purchased the Missouri bluff property for building a retirement home but after research brought to light that the property was, in fact, the site of the Arrow Rock Ferry crossing, plans were put on hold pending further research.

The site was first mentioned on d'Anvilles map, Carte de la Louisiane, (1732) and titled as Pierre a Fleche—"Rock of the Arrow." Explorers for hundreds of years made notations of passing or visiting the "Rock of the Arrow." Lewis and Clark commented that it was a good place for a town or fort. William Clark returned to the place in 1808 with the First Infantry Regiment on their way to build Fort Osage.

Clark noted:

*"Made 23 miles to day From St. Charles to this place Arrow Rock S. Side is 155 miles estimated by land river 200 yds wide Thursday 1 September 1808. Commenced Crossing early & formed a Camp on top of the Hill which is about 90 feet above the water, a fine landing on a Rocky Shore under the Clift and a gentle ascent. I had markd on the Clift a Hickory tree Gl. WC 155 Miles, ordered all the party to fire off their guns and Clean them & Load them...all crossed at half passed 11 a.m. after putting their guns in perfect order drawing up the perogue, and taking Breakfast, we proceded on at one oClock."*

The site of the Arrow Rock Ferry wasn't new to crossings. For hundreds of years Indian tribes had crossed there, no doubt because it was the narrowest point on the river. The Osage Trace, the earliest known path across the site, meanders from the landing westward to Fort Osage.

The best known crossing occurred in 1821 when William Becknell opened the Santa Fe Trail. From the *Missouri Intelligencer*:

*"On Sept. 1 we will cross the Missouri at Arrow Rock. All who are going meet on the 18th or be excluded."* -William Becknell

From Becknell's journal:

*"Our company crossed the Missouri River near the Arrow Rock on the first day of September 1821 and encamped six miles from the old ferry---Having made arrangements to return, on the 22nd day of May, 1822, I crossed the Arrow*

*Rock Ferry, and on the third day our company, consisting of 21 men, with three wagons concentrated."*

Becknell's opening of the Santa Fe Trail was one of America's signature historic events. It signaled the most significant westward movement and path of commerce the United States had known. As a result, the site of the Arrow Rock Ferry and the area known as Cox's Bottoms became the epicenter of commerce with thousands of westward-bound wagons crossing the site.

George Sibley called the Santa Fe Trail survey team to rendezvous on Tuesday July 4, 1825, at the Arrow Rock Ferry site. Senator Thomas Hart Benton had introduced a bill, and John Quincy Adams signed it and appointed Sibley to lead the survey team. Sibley's journal noted a particularly rough crossing with part of the team crossing the following day. Sibley's team included Lt. Governor Benjamin Reeves as commissioner, Archibald Gamble as secretary, J.C. Brown as surveyor, and Stephen Cooper as Superintendent of the Hands.

From Sibley's journal:

*"Tuesday 5th July left Franklin at 11 oClock. The day was extremely warm. Col. Reeves and the horsemen overtook us, and we all came up with the waggons before they reached the ferry, and passed them. We crossed the Missouri at the Arrow Rock..."*

On November 16, 1832, Lt. Col. J. Abert, Special Commissioner of Emigration, escorted a group of about 450 Shawnee and 100 Ottawa Indians across the site during the Indian removal period. Due to dangerous ice on the river, it took five days to cross. Correspondence by Abert, a respected army engineer, suggests that many Indians would freeze to death or die of starvation due to lack of provisions.

During 1831 and 1832, Joseph Smith and several of his early Mormon leaders crossed at the Arrow Rock Ferry on their way from Ohio to Jackson County, Missouri, to preach in the Indian Territory. They had walked the 240 mile trek down the St. Louis Trail (Boonslick Road). Many more Mormon visitations are recorded in primary documents.

Many Civil War events centered around the ferry site. Crossings from central Missouri to western Missouri often occurred there and in December of 1861 the ferry boats were sunk in military actions.

These entries are but a few of the many crossings that were recorded before the ferry closed in the early 1900s.

We should note that many confuse "the Arrow Rock" with "Arrow Rock." Most early primary documents describe the feature on the Missouri River as "the Arrow Rock." Arrow Rock, the village, did not come into existence until eight years

after the opening of the Santa Fe Trail. When explorers spoke of Arrow Rock prior to 1829, they were speaking specifically of the ferry site. Arrow Rock, the village, came into existence when residents living along the river organized at the Arrow Rock Ferry and decided to create the new village just up the hill from the ferry. First known as New Philadelphia, the name was soon changed to Arrow Rock.

The village that took its name from “Pierre a Fleche” is also undergoing change. Late in 2012 Rich and Debbie purchased the old Country Store. The store dates back to the mid-1800’s and has undergone many changes and many ownership changes. They are presently remodeling and restoring with the hope they will be able to reopen in October. The goal is to tie the history of the Santa Fe Trail more visibly to Arrow Rock. The stone witness post, installed by the MRO Chapter of the Santa Fe Trail, will be moved from the old print shop to a raised plaza created on the west side of the store. On special occasions one of Lawson’s covered wagons will be parked on the plaza, displaying trade merchandise in the wagon. The store will sell antiques, gifts, and food, and one room will house a trading post operation featuring American Indian items. The store will be operational with sales but will also be replete with pictures and history of the trail along with many items used along the trail. Information about the Santa Fe Trail Association and MRO Chapter will be available to patrons with the hope that we can help increase membership and support of the Santa Fe Trail. ♦



*Thanks to our recent flood one can view exactly what it looked like at the Arrow Rock Ferry in 1821. The ferry boat unloaded on the green grass and headed west (left) up the hillside.*

*(Photo: Rich Lawson)*

## **National Register of Historic Places Description of Arrow Rock Ferry Landing Saline County, Missouri**

The Arrow Rock Ferry Landing property is an 8.21-acre parcel located just north of the village limits of Arrow Rock, in Saline County. It contains the west landing site for a ferry that began operating on the Missouri River ca. 1817, and became part of the Santa Fe Trail with William Becknell’s inaugural trip to Santa Fe in 1821. The property sits atop a limestone bluff which overlooks a wide valley of the Missouri River. It is roughly rectangular, with a saddleback ridge that runs east to west near the center of the property. A level rocky area at the base of the hill in the southeast corner of the property, which abutted the Missouri River when the ferry was in operation, is the historic ferry landing. A deep set of swales leads from the landing, up the side of the ridge to an open field at the west edge of the property. Secondary swales branch north off the main trail partway up the hillside, and also run across the ridge-top. The swales from the ferry landing mark a very early segment of the Santa Fe Trail. The property also provides a rare intact example of a ferry landing. Although the Missouri River has moved away from its early path at the foot of the limestone bluff, the property retains an intact setting, both above and below ground. The property still overlooks riparian bottomland, surrounding land is largely wooded and unimproved, and

there is no evidence that the ridge-top has ever been plowed or otherwise disturbed.

This property is the eastern end of a 95.77 acre parcel of land patented by Judge David Todd in 1826. He had apparently been using the river landing here for some years before he purchased the land from the U. S. Government, to connect with a ferry landing he maintained in Howard County, across the river to the east. His Howard County property housed the east side of the Arrow Rock Ferry beginning ca. 1817. The Saline County site is part of a break in a longer line of bluffs that extends from the north end of this property to south of the present village of Arrow Rock. The bluff is part of the big Arrow Rock, a landmark and reference point for early travelers that has been identified in explorers’ accounts since the 1700s. That break in the bluff, teamed with a notably narrow riverbed at that location, formed a convenient crossing place in the early 1800s.

Todd’s purchase of this land secured the west landing for the Arrow Rock ferry, which served as the first river crossing for the Santa Fe Trail. The ferry predated the Village of Arrow Rock by a full decade; both were named for the Arrow Rock. This parcel is the most significant portion of Todd’s original patent; it includes the historic ferry landing, as well as the easternmost intact segment of the Santa Fe Trail in the United States. (All of the trail right-of-way to the east has been obliterated through frequent flooding of the Missouri River.)

## Particulars of the Murder of Mr. J.M. White and His Party

*Daily Missouri Republican*

December 15, 1849

Correspondence of the *Republican*

Las Vegas, October 27th, 1849

Mr. Charles L. Spencer, Mr. Barclay, Geo. Simpson and Mr. Adamson have just arrived in the settlements of New Mexico. Mr. Spencer left his wagons at Cold Spring with the view of sending out corn to meet them. On reaching McNees' Creek, the party observed fresh Indian signs along the road. They proceeded on to Rock Creek and encamped on a high mound to protect themselves from surprise. As the party were preparing to leave camp, Mr. Spencer discovered Indians in the buttes to the right of Point of Rocks, but it was evident that the party were not seen by the Indians. They, however, proceeded with caution, and at every opportunity dodged their trail. At 9 o'clock p.m., on Thursday, the 25th October, they hailed what they supposed to be the camp of Mr. Lucas, but it proved to be a snow bank. After crossing Whetstone Branch, they observed what they supposed to be two carriages, one tipped over. The party supposing it to be another snow bank, did not deviate from their course. As the Indian signs were very fresh, and the party expected to be speedily exterminated, they made their way to the top of the hill, from which they could fight to better advantage. On reaching the top, they beheld blood and corpses of three persons. Bows and arrows lay scattered about in all directions. The party stopped and examined the bodies, and found they were Mexicans, but they were so mangled that recognition by moonlight was impossible. After moving on some distance, the party stopped to await the setting of the moon, so as to pass the Point of Rocks in darkness. Soon after, they observed fresh carriage tracks, and their fears for the safety of Mr. J.M. White, his wife and daughter, were allayed. Next day, at Red river, the party met the returning "buffalo hunters," wending their way on the banks of the river, and at once concluded that the murdered Mexicans were of their number. At Wagon Mound they came upon the camp of Mr. Hugh N. Smith, our delegate to Congress for the Territory of New Mexico. Here they learned facts that will startle the minds of our friends in the States. The supposed carriages were indeed carriages, and their occupants Mr. James M. White, his wife and little daughter. He left F.X. Aubry's train on Tuesday, the 23d, to hasten in to the settlements on account of the repeated sleets of snow to which his wife and child were exposed. With him was a Mr. Snowberger, a German, and another gentleman, name not known, and also a mulatto servant man and one female. The wagon master of Mr. F.X. Aubry (Mr. William Calloway) was in company, and intended to see White and his family safe this side the Point of Rocks, and rush in for corn and fresh mules; but, Oh, God! what a fate they met with—the entire party were scalped or made prisoners. They were attacked late on Wednesday, or early on Thursday morning, by a band of 70 Apache Indians; and the mules must have run the carriage off the hill into the ravine, or else it was done

to afford protection to the wife and child. But they were all murdered.

The carriages were completely riddled with balls, and the five men, Mr. James M. White, Wm. Calloway, Snowberger, Ben Thompson, a mulatto, and the gentleman whose name is not known, lay near the carriages, scalped, and with evident signs of desperate fighting every where visible around the camp. The Mexicans came up soon after, but did not know of any harm, and were busy in looking at the effect of a bloody and atrocious massacre, when they were surprised and attacked by the same devils. They, however, gained the hill and protected most of their stock. They lost four men and one they left for dead - a mere boy. This boy was picked up by Mr. Hugh N. Smith, and from him we have this account of the massacre.

Mr. Smith was compelled to return for an escort to go with him through the dangerous country. Mr. Spencer passed by some eight or ten hours after the fight; and from all accounts it seems that the hand of Providence alone wrought their escape. They traveled night and day, until they reached the settlements. The party had not slept for seventy-eight hours. All of the party, except Mr. Spencer, stopped at Mr. Barclay's Fort at the Moro. He pushed in to obtain an escort for his wagons and Mr. Aubry's train, which were but two days travel from the scene of the massacre. C.L.S

*Contributed by Gary Lenderman*

### 2012 SFTA Hall of Fame Inductee

#### Bennet C. Riley

Gen. Bennet C. Riley joined the Army in 1813. As commander of the U. S. Sixth Infantry, he provided the first military escort on the Santa Fe Trail in 1829 in response to Indian attacks the previous year. Captain (Brevet Major) Riley and four companies stationed at Jefferson Barracks in St. Louis were to accompany the caravan led by Charles Bent to the international border and wait there until October for the return caravan. The officers rode horses, the infantrymen walked, and their supplies were pulled by oxen because sufficient funds were not available to purchase horses or mules. Nineteen wagons and six carts were pulled by 72 yoke of oxen. This was the first use of oxen on the Trail, but their success soon led to wide use of oxen. The caravan faced no attacks in U. S. territory but suffered several attacks on the other side of the border where they were protected by Mexican troops. The return caravan was escorted without incident to the present Douglas County area where the troops laid out a wagon road between the Trail and Ft. Leavenworth that would be commonly used by travelers, especially troops in the Mexican-American War. Riley later served in the Seminole and Mexican-American Wars, and he was the last military governor of California. ♦



## BOOKS



### Tales of the Trail: Mexican War, 1846-1849

David F. New. *Tales of the Trail – Mexican War, 1846-1849. The Personal Correspondence of Soldiers and Men Who Made the Long Journey to Santa Fe in 1846 to 1849.* Mount Vernon, WA: David F. New, 2013. Pp. 115, illus., maps.

#### *Reviewed by Mike Olsen*

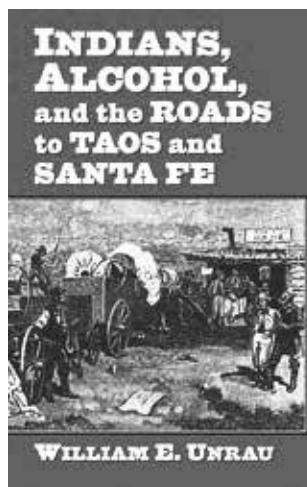
This handsomely published and profusely illustrated volume reprints 40 letters of soldiers serving with various volunteer army units during the Mexican War. The author and compiler, David F. New, acquired the letters in the course of collecting postal history. To the extent possible, the men who wrote each letter are identified via biographical information, service records and any other information that might be gleaned from their correspondence.

Approximately 30 of the letters are dated at sites along the Santa Fe Trail, stretching from Boonville, Missouri, to Santa Fe, New Mexico, including Pawnee Fork, Bent's Fort, Fort Leavenworth, Fort Mann, and Council Grove. For example, Lieut. William H. Snyder of Company E, 1st Regiment, Illinois Volunteers, writes on August 2, 1847 from "Cotton Wood Creek," that he has had a pleasant trip. He notes, "Instead of the hot setting sun, short parched grass and barren that we were led to believe we had to experience . . . we have found the most beautiful pleasant and rich country, the most of the way, that the eye ever rested upon."

The maps and illustrations in the book add considerably to an understanding of and appreciation for the letters. Both historical and contemporary photographs are used. The cover of each letter is printed in color and its markings are deciphered. The induction papers for some of the men are reproduced, as is a recruitment poster: "A Few More Volunteers Wanted for the Mexican War!"

To put the letters even further in context, the author has provided short biographies of army commanders such as Stephen Watts Kearny, Alexander Doniphan, and Sterling Price. Also incorporated are brief summaries of various places mentioned in some of the letters, including Bent's Fort, Independence, Missouri, and Fort Leavenworth.

Several of the soldiers mention that they are forwarding their letters to those "at home" thanks to Santa Fe Trail traders they meet headed east. One soldier gets a letter from home as the mail express to Santa Fe passes by. And on December 6, 1847, at "Fort Mann, Upper Arkansas," Captain Napoleon



### Indians, Alcohol, and the Roads to Taos and Santa Fe

William E. Unrau, *Indians, Alcohol, and the Roads to Taos and Santa Fe.* Lawrence: University Press of Kansas, 2013. 193 pp. Maps, illustrations, notes, bibliography, and index. \$29.95 cloth; available from Last Chance Store for \$27.00 postpaid.

#### *Reviewed by Leo Oliva*

This is an important book for Santa Fe Trail history, documenting the extensive trade of alcohol to Plains Indians and the destructive effects this had on their cultures and survival. It is not a pleasant story but provides a perspective on the Santa Fe trade that has too long been ignored. The "commerce of the prairies" may have been good for Anglo-Americans in the United States and for Hispanic-Americans in Mexico, but it was devastating for the Indians along and near the historic overland route.

Unrau has written two previous groundbreaking books about the effects of alcohol on American Indians (*White Man's Wicked Water*, 1996, and *The Rise and Fall of Indian Country*, 2007) and now focuses on the Santa Fe Trail network as the avenue fostering the illegal provision of alcohol in "Indian Country," growth of distilleries in Missouri and New Mexico, greed and immense profits of the merchants of destruction, and the deleterious results.

This is difficult because of the paucity of records (most traders did not keep accounts of illegal activities). Unrau deftly ferreted details from government legislation, Indian Office and tribal agency reports, military records, Indian complaints, and observations of concerned trail travelers. The research and documentation are impressive. Clearly, from an Indian point of view, alcohol was the most important commodity on the Santa Fe Road. From the purveyors' point of view, it was often the most profitable trade item. Laws prohibiting the trade were not enforced.

The Indians near the trail, including the removed tribes in eastern Kansas as well as the semi-sedentary and mobile Plains tribes, used whatever resources they could muster to buy more

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alcohol, including annuities from the government and all the buffalo robes they could physically prepare each season. Some tribes willingly sold land to get more money for ardent spirits. Liquor was also an object of begging and theft by Indians along the wagon road. Some tribes, notably the Kansa or Kaw, became part of the alcohol trade, furnishing liquor to other tribes.

Unrau declares, "Tribal involvement in the trade for alcohol led to internal family and band factionalism, child and female exploitation, social dysfunction and lethargy, malnutrition, and premature death" (p. 6). Superintendent of Indian Affairs David D. Mitchell reported in 1841 that more than 120 Indians in Indian Country (area west of Missouri) died from alcoholism during the previous year, and in 1842 he stated that at least 500 died of the same cause during that year.

For the traders, it was abominably profitable. Whiskey sold in St. Louis for 25 cents a gallon and was worth \$40 or more per gallon on the Santa Fe Road, much more when traded to Indians. Mountain man and Indian trader James Beckwourth made the following cogent observation about the profits realized (quoted by Unrau but mistakenly attributed to Edwin Sabin, and note that Beckwourth's math calculations were off): "This trading whisky for Indian property is one of the most infernal practices ever entered into by man. Let the reader sit down

and figure up the profits on a forty-gallon cask of alcohol, and he will be thunderstruck, or rather whisky struck. When disposed of, four gallons of water are added to each gallon of alcohol. In two hundred gallons there are sixteen hundred pints, for each one of which the trader gets a buffalo robe worth five dollars. The Indian women toil many long weeks to dress these sixteen hundred robes. The white trader gets them all for worse than nothing, for the poor Indian mother hides herself and her children in the forests until the effect of the poison passes away from the husbands, fathers, and brothers, who love them when they have no whisky, and abuse and kill them when they have. Six [Eight] thousand dollars for sixty [forty] gallons of alcohol! Is it a wonder that, with such profits in prospect, men get rich who are engaged in the fur trade? or is it a miracle that the poor buffalo are becoming gradually exterminated, being killed with so little remorse that their very hides, among the Indians themselves, are known by the appellation of a pint of whisky?" (T. D. Bonner, *The Life and Adventures of James P. Beckwourth*, 1856, p. 444).

Bent, St. Vrain & Co. engaged in the alcohol trade, extracting great profits. This exploitation gives another perception to the importance of Bent's Fort and the trail. Unrau does not conclude that Whiskey Won the West, for Indians were also destroyed by diseases and warfare among others, but one cannot ignore the widespread influence of alcohol in the so-called "Indian Wars," treaty negotiations, removal, destruction of tribal structure and culture, and life on reservations. Liquor on the Santa Fe Road made it the road of devastation for the tribes.

## Tales of the Trail, *continued from page 23*

Koscialowski addresses a concise note to no less a personage than "His Excellency James K. Polk, Washington City, D. C.," resigning his commission as captain of Company E, Indian Battalion Missouri Volunteers.

As with his previous book, *Private Bateman Goes To War*, reviewed in the February 2013 issue of *Wagon Tracks*, Mr. New has not only contributed to the primary literature of the Santa Fe Trail, but also has demonstrated how letters from the past can be investigated and brought to life.

Copies of *Tales of the Trail* may be obtained from the author at carbonten@frontier.com. ♦

I hesitate to point out that this volume, so important to trail history, contains a few errors of which readers should be aware. The path given for the Mallet Brothers trip from Illinois to Santa Fe in 1739 is outdated and incorrect, while the source cited (Donald Blakeslee, *Along Ancient Trails*, 1995) details the now-accepted route. William Becknell did not go to New Mexico via Raton Pass in 1821 (also given as 1819 on p. 51). He started from Franklin, Missouri, not Arrow Rock. The map on p. 52, "The Roads from Westport to Taos and Santa Fe, 1825," contains places (including Westport and Bent's Fort) and routes that did not exist in 1825 and other mistakes. Trail chronology is confused in some places. The location and closing date for Fort Mann are wrong. Several names are misspelled (some consistently and some occasionally), including James "Beckworth" for Beckwourth, Harry "Meyers" for Myers, Michael "Olson" for Olsen, "Cimmaron" for Cimarron, and "Aubry" for Aubry.

Despite these mistakes, none of which interferes with the overall theme and value of this study, this book is highly recommended to everyone interested in the Santa Fe trade and the fate of American Indians. The destructive forces of alcohol should never again be underestimated by anyone studying the Santa Fe Road and the conquest of the American West. Unrau's three books on this subject deserve accolades from scholars and general readers, and they provide a solid foundation for further research. ♦

## Also Published:

*The Sandoval Sisters' Secret of Old Blood* by Sandra Ramos O'Briant, La Gente Press (August 28, 2012). Earned the Best Historical Fiction award and the Best First Book award at the 15th annual International Latino Book Awards, 2013. The novel tells the story of the conquest of New Mexico during the Mexican-American War from a female perspective. Available at Amazon and Barnes and Noble.

## Chapter Reports

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

### Missouri River Outfitters

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MRO mourns the passing of our own Roger Slusher. Roger was a leading spirit behind the founding of MRO and served as our leader and guide for many years. We are all much better for the fact that Roger passed our way and shared much of his love and knowledge of the Santa Fe National Historic Trail. We will miss him dearly but we know he would want each of us to continue to promote the Trails through our progress in preserving and marking the Trails.

In that spirit and dedication, MRO is continuing our progress in marking the Local Auto Tour route of the Santa Fe National Historic Trail. Our maps and presentations are ready for our meetings with the Lafayette and Saline County Commissioners in the next few weeks. I want to give special thanks for a job well done to Kristin VanFleet of NPS and John Atkinson of MRO for all of their hard work and diligence in moving this project along. This will insure that we are able to get many of the signs for the county roads purchased in this fiscal year budget. Once the MoDot agreement is back in place, we will proceed to fill in the gaps along the Missouri State Highway portions of the route and will complete Howard and Cooper Counties early in 2014.

MRO is participating with the City of Independence, Sugar Creek, and OCTA to complete the Local Auto Tour route from Wayne's Landing to the Independence Square and proceeding on southwest through Raytown to the swales at 85th and Manchester.

The descriptive sign for the Weinreich Ruts northwest of Marshall, Missouri, is currently under production and will be installed shortly. MRO has also arranged for one of our stone markers to be installed at the 85th and Manchester Swales on property owned by Cave Spring.

On August 31 at 2:00 p.m. we will participate in the unveiling and dedication of the new Santa Fe Trail monument along the KATY Trail just south of

New Franklin. The public is invited and encouraged to attend this event.

We are looking forward to our September 14 membership and board meeting which will be held in Arrow Rock. We will begin at 11:00 a.m. sharp at the site of the Arrow Rock Ferry crossing on Rich Lawson's property where Rich will give us a private tour and provide us with the history of the crossing. Lunch will follow at a site to be determined. The Boone's Lick Road Association and the South Howard County Historical Society in New Franklin will join us for this event. For further information, contact me at the above listed email address.

I look forward to seeing many of you at the Symposium in Ulysses on September 26-29. If you have not attended one of these events, I encourage you to do so.

### Douglas County

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The Douglas County Chapter will have their fall potluck on Sunday September 15. The potluck will start at 5:30 p.m. at the Black Jack Cabin three miles east of Baldwin City on U.S. 56. Meat and drinks will be provided. Attendees are asked to bring salad or dessert and their own table service. Several program ideas are in planning stages but have not been confirmed at time of printing. The meeting is open to the public.

### Heart of the Flint Hills

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### Cottonwood Crossing

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The visible remnants of the Santa Fe Trail on Steve and Glenda Schmidt's farm have been added to the National Register of Historic Places and the site is also on the State Register. This is the location of the Cottonwood Holes, French Frank's Road Ranch, and Susan Magoffin's noon camp site of June 27,

1846.

Chapter members George and Sharron Schutte, Steve and Glenda Schmidt, Greg and Joanne VanCoevern, and Brian Martin represented the Cottonwood Crossing Chapter at the April 2013 Board of Directors meeting of the Santa Fe Trail Association. The meeting was held at the Whittington Center near Raton, NM.

The Chapter meeting for May 18 consisted of a field trip to the Lost Spring identified in the 1857 General Land Office Survey as "the spring known to all the Santa Fe Traders and trains as the Lost Spring." Doug Sharp organized the event. Doug Sharp and Steve Schmidt gave a brief history of the Spring. Others shared their knowledge of the area. The Spring is located approximately in the center of Section 16, T17S, R4E, about a mile and a half west-southwest of the town of Lost Springs. The southwest corner of the section is the intersection of 340th Road and Timber Road. The Spring is located on private property, and the Chapter thanks the landowners (Deines and Strecker families) for inviting us for this special event, as access is usually not available. Approximately 20 people attended.

### Quivira

President Linda Colle  
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Carol Clark of the National Park Service and Joanne VanCoevern, SFTA Manager, traveled through the Quivira chapter area in June. They are working to create a media tour along the Santa Fe National Historic Trail. The tour will include digital photos, maps, interviews, videos, etc. of sites along the Trail. The Quivira Chapter provided information and photos to assist with the project.

The McPherson Museum kiosk project is ready for installation of the panels, once they are complete. According to the Executive Director, Carla Barber, "Anytime you're ready, we are!" The concrete is poured and that area is out of construction and safe for the kiosks.

The museum hospitality center, which has two event spaces, is set to open on September 1. The exhibits will not be open until November 30. In anticipation of the opening of the museum, we have invited the Kaw Nation to do a program

## Chapter Reports, continued

to introduce their culture and history to the McPherson area. The museum has enthusiastically endorsed this plan and we are waiting to hear from the Kaw Nation regarding this program.

Another program planned is a discussion of the Plum Buttes Massacre at Ralph's Ruts Retreat. Carolyn Kern has graciously invited us to use her facilities but we have not yet settled on the date. Once we confirm the dates for the programs we will post them on the SFTA website and in *Wagon Tracks*.

The Quivira Chapter has been contacted by another Eagle Scout candidate and we are excited to work on another project to help this candidate complete his requirements.

### Wet/Dry Routes

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The Wet/Dry Routes Chapter is scheduled to conduct its summer meeting on July 20, 7:00 p.m. at the Little Red House in Larned, Kansas. An ice cream social will be held followed by a Traveling Trunks program on "The Little Red House" presented by Ranger Ellen Jones from the Fort Larned National Historic Site.

The fall meeting is scheduled at Fort Larned National Historic Site on a date to be announced.

### Dodge City/Fort Dodge/Cimarron

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Our chapter and community suffered a great loss with the death of Jim Sherer. Jim was one of the founders of our chapter and had served as president for six years until February. He headed the successful Dodge City Symposium in 2011 and was also serving as a city commissioner at the time of his death. Jim's family chose the chapter for one of his memorials and we will put the funds to good use on projects for the trail in our area, as Jim loved the history of the Santa Fe Trail.

On June 2nd, our chapter had our usual fried chicken dinner with side dishes

at Boot Hill. After a short business meeting, we journeyed over to the Warner Ranch where members Ann Warner, Elaine Warner Pohlmann, and Marcella Warner Holman and husband John had arranged for horse-drawn wagon rides down the ruts of the Fort Hays - Fort Dodge Military Trail. Also viewed were the Custer campsite and the Warner historic grove of trees. We give a big thank you for the enjoyable afternoon, shared by those who provided the horse power.

President Bunyan and Vice President Strodman went with National Park Service Ranger Carol Clark and SFTA Manager Joanne VanCoevern to our trail points of interest as Ranger Clark gathered information for the planned media tour in our chapter area.

Our Saturday, September 14th meeting will be a trip to Point of Rocks at Elkhart. We will meet with the Cimarron Cutoff Chapter for a meal and a tour to the Point of Rocks and also visit the Morton County Museum and their Santa Fe Trail Room. Our signboard featuring the Caches, Fort Mann and Fort Atkinson is in place by the Caches monument and we have dedicated it to Jim Sherer. A plaque furnished by the Dodge City Convention Bureau staff is attached to the sign board indicating the memorial to Jim.

Our November meeting is in the planning stage and we hope to have a historical presentation that will be of great interest.

On Thursday, December 19, we will hold our annual Christmas party and this year it will be held at Boot Hill. The Great Western Cattle Trail Chapter will be invited to attend our Christmas party.

### Wagon Bed Spring

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### Cimarron Cutoff

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Elkhart KS 67950  
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### Bent's Fort

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April 13 was the annual Clean-Up Day at Boggsville. Industrious BFC chapter members raked, mowed, cleaned and vacuumed the Boggs House and the Prowers House. Two stone SFTA markers were added at the upper parking lot and on the trail near the Purgatoire River crossing. A Dutch oven lunch of ham/beans and cornbread was enjoyed by all and prepared by our dedicated Dutch oven cooks.

The Dutch oven cooks fired up the coals again to feed a hungry group of 95 students and sponsors from Wamego, Kansas on June 3. Every other year the SFTA leadership from that region does a 11 day tour of the Santa Fe Trail, traveling out on the Cimarron Route and returning on the Mountain Route. Marcia Will-Clifton, BFC Vice-President and Ranger at Sand Creek Massacre NHS, had the honor of addressing this entire group on their visit to Sand Creek on June 4. The young people were well-behaved, respectful and represent the future of the Santa Fe Trail Association and the National Park Service. It was a wonderful experience for all.

Finally, the week of June 24 – June 28, Southeastern Colorado hosted the Colorado Youth Summit for a week of visits to historic sites, trail building at Bent's New Fort and an evening of relaxation and fun at Boggsville on June 27. The Dutch oven cooks were on call again and fed the hungry group of 80 students and sponsors. Boggsville has received a grant from the National Trust for Historic Preservation to develop a sustainability proposal for the site to become a National Treasure. The Youth Summit group had some awesome ideas for the repurposing and preservation of Boggsville. This was another opportunity for BFC chapter members to engage our young people and talk with them about the Santa Fe Trail.

Keep cookin' and enjoy the rest of summer!

## STFA Annual Membership January 1, 2013 to December 31, 2013

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

I am a member of the following chapter \_\_\_\_\_

I'd like to make a donation to assist the SFTA with programs and events ☐ \$50 ☐ \$100 \$ \_\_\_\_\_  
I'd like to donate to the Leo E. Oliva Scholarly Research Fund ☐ \$50 ☐ \$100 \$ \_\_\_\_\_

To pay by credit card, go to [www.santafetrail.org](http://www.santafetrail.org), and click on "Join the Organization."

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

**TOTAL ENCLOSED** \_\_\_\_\_  
**Make checks payable to Santa Fe Trail Association**

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

**Renew by mailing the above form or renew online at [www.santafetrail.org](http://www.santafetrail.org)**

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

### Corazon de los Caminos

Dennis Schneider  
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Cimarron, NM 87714  
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We have been pursuing a very busy schedule of events for anyone who desires to attend them. Our chapter joined the Dry Cimarron tour from Folsom to Kenton, Oklahoma, which was hosted by the Folsom museum on May 11. We also joined the Bent's Fort Chapter on June 8 for the sites between Timpas and Hoehne, Colorado. A few of us enjoyed meeting a busload of students and their sponsors at the Point of Rocks on May 29. Others of us attended the dedication of the Cimarron-to-Philmont Scout Ranch hiking trail (follows SF Trail) on the same date. We are happy to report that the Whittington Center wayside exhibits signs have been installed (approximately three weeks after our spring dedication). We are anticipating a July 13 chapter tour in the Maxwell area, where we will concentrate on the life of Stephen Dorsey. On July 20 we have an opportunity to join the End of the Trail Chapter visiting San Miguel del Vado and the surrounding area, and again on September 21 at Los Lucero at Alcalde. We have other tours in the works, but they have not been finalized. I'm sure the big highlight of the year will be the symposium, so please plan to attend.

### End of the Trail

Joy Poole  
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Santa Fe, NM 87505  
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[amusejoy@msn.com](mailto:amusejoy@msn.com)

New interpretive exhibits were dedicated at Old Fort Marcy Park on May 4 with a gathering of 100 interested citizens. Moderated by Joy Poole, presentations were given by Aaron Mahr, NPS, Santa Fe Mayor Coss, and Joanne VanCoevern. Ron Winters, archaeologist, led a tour of the military site.

There will be two End of the Trail Chapter field trips.

July 20 - The field trip to San Miguel del

Vado includes a presentation by the local priest and viewing trail ruts. End of the Trail Members will meet at the Albertson's grocery store on Zia Road in Santa Fe for a 9 a.m. carpool departure.

September 8— Fifty riders will depart from the plaza at 9 a.m. as part of the Santa Fe Trail Bicycle Trek.

September 21— For the fall field trip to Los Luceros, meet at DeVargas Mall parking lot, Santa Fe, for a 9 a.m. car pool departure. RSVP by members, plus a tour fee, is required.

November 16— Presentation by Irene Blea titled "Culture and Commerce on the Santa Fe Trail."

*Carol Clark, NPS, photographs the Fry Ruts in Rice County, Kansas, as part of the media tour being created.*

(Photo: Linda Colle)





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



## CHANGE SERVICE REQUESTED

## EVENTS

**August 3: Bent's Fort, CO,** Army of the West arrives. See [www.nps.gov/beol/planyourvisit/events.htm](http://www.nps.gov/beol/planyourvisit/events.htm)

**August 3-4: El Rancho de Las Golondrinas,** summer festival. See [http://golondrinas.org/Calendar\\_of\\_Events](http://golondrinas.org/Calendar_of_Events) for additional activities

**August 31: MRO Chapter,** unveiling of monument on KATY trail

**September 8: SFT Bicycle Trek** departs

**September 14: MRO Chapter, Arrow Rock,** membership meeting

**September 14: Dodge City Chapter,** trip to Point of Rocks at Elkhart

**September 14: Corazon de los Caminos Chapter,** Osha Pass tour

**September 15: Douglas County Chapter,** potluck

**September 21: End of the Trail Chapter,** Los Luceros tour

**September 21: Corazon de los Cami-**

**nos Chapter,** Los Luceros tour

**September 26-29: Ulysses, KS.** SFTA Symposium, "Surviving the Plains."

**September 30:** NM Historical Society call for papers deadline

**October 1:** SFTA research grant application deadline

**October 10:** *Wagon Tracks* submission deadline for November issue.

**October 12: Corazon de los Caminos Chapter,** tour of the Granada Military Freight Trail in Colorado

**October 12: Bent's Old Fort National Historic Site, CO.** Fur trade encampment. See [www.nps.gov/beol/planyourvisit/events.htm](http://www.nps.gov/beol/planyourvisit/events.htm)

**October 12: Fort Larned National Historic Site, KS,** candlelight tour. See [www.nps.gov/fols/index.htm](http://www.nps.gov/fols/index.htm)

**November 2-7: Tucson, AZ.** PNTS conference. See [www.pnts.org](http://www.pnts.org)

### Fundraising Special Appeal Replenish the Marker Fund

The Marker Fund is anticipated to run out of money after this year. Let's keep marking the trail alive by donating to this important fund.

Make your check payable to the Santa Fe Trail Association "For Marker Fund" and mail to Linda Revello, Marker Fund, Santa Fe Trail Center, 1349 K-156 Hwy, Larned, KS 67550.