

Wagon Tracks

Volume 25

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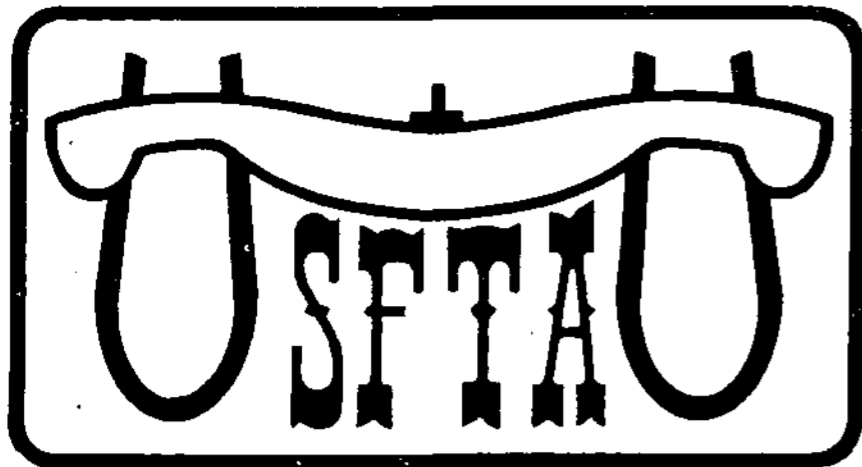


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WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 25

NOVEMBER 2010

NUMBER 1



HARRY C. MYERS

Tribute by Mike Olsen

Harry C. Myers, SFTA Association Manager since 2007, died suddenly of heart failure in Santa Fe on August 31, 2010. He was interred at the Santa Fe National Cemetery.

Harry was born June 6, 1950, in Pontiac, Illinois. He served in the United States Army from 1969 to 1972 and was a veteran of the Vietnam War. After discharge from the Army, he received a B. A. from Western Illinois University. He began his career with the National Park Service in the mid-1970s and over the years was on the staff at Fort Scott (Kansas) National Historic Site, Perry's Victory and International Peace Memorial (Ohio), and Fort Union National Monument (New Mexico), on the Santa Fe Trail, where he was superintendent. He spent his last few years with the NPS at the National Trails Intermountain Regional Office in Santa Fe, where he was instrumental in the creation of the El Camino Real de Tierra Adentro National Historic Trail and in the study for a Long Walk National Historic Trail. He retired from the NPS in 2007, when he became Association Manager for the SFTA.

(continued on page 5)

**SFTA SYMPOSIUM
DODGE CITY, KANSAS
SEPTEMBER 22-25, 2011**

SFTA AWARDS

SFTA awards have been presented at every symposium since 1986, and this year awards were presented for the first time at the Rendezvous. From now on awards will be given annually, at the symposium in odd-number years and at the rendezvous in even-numbered years. Also, some new awards have been added, as noted in previous issues. Nominations for the awards committee to consider are always welcome (send to Editor Leo Oliva). The 2010 awards are listed below. Congratulations to all.

AWARD OF MERIT

Kansas Daughters of the American Revolution (KSDAR) for Santa Fe Trail marker restoration project (funded in part with grant from SFTA).

Bent's Fort Chapter for tours of historic Trail sites and an outstanding chapter newsletter.

Cimarron Heritage Center Museum, Boise City OK, for Trail exhibits and outstanding museum complex.

Morton County History Museum, Elkhart KS, for Trail exhibits and outstanding museum complex.

PAUL F. BENTRUP AMBASSADOR AWARD

Steve Schmidt, former member of SFTA board, president of Cottonwood Crossing Chapter, research and publication of Lost Spring history, and leadership in rededication of Lost Spring markers.

LOUISE BARRY WRITING AWARD

William Y. Chalfant for *Hancock's War: Conflict on the Southern Plains* (Norman: Arthur H. Clark Co., 2010)

GREGORY M. FRANZWA MEMORIAL LIFETIME ACHIEVEMENT AWARD

Faye Gaines, Point of Rocks Ranch, New Mexico, SFTA board member, former chapter president,

chair of Trail preservation committee, and the grand lady of the SFTA.

RALPH HATHAWAY MEMORIAL HERITAGE PRESERVATION AWARD

Mary and Kerth Lundell of Santa Fe, who have ruts running through their back yard. They preserve these ruts and open their back yard to chapter field trips and to others interested in the Trail

MARC SIMMONS WRITING AWARD

Priscilla S. Gutiérrez for "Out from the Shadow of Giants: The Life of Thomas Oliver Boggs," *Wagon Tracks*, 23 (May 2009): 7-14.

SFTA BOARD CHANGES

THE untimely death of Association Manager Harry Myers has led to changes on the governing board. President Joanne VanCoevern resigned that office to become the new association manager. Vice-President Roger Slusher became president, and Mike Olsen was selected by the board to serve as vice-president. Olsen's vacancy as Colorado director was filled by Rod Podszus of Colorado Springs. René Harris resigned as New Mexico director, and the board selected Faye Gaines to complete her term. The willingness of everyone to step forward to fill these positions makes for a smooth transition of leadership. The SFTA lives on!

RENDEZVOUS REVIEW

RENDEZVOUS 2010, the biennial conference sponsored by SFTA, Santa Fe Trail Center, and Fort Larned NHS, was another successful program, a combination of tributes to Harry Myers and outstanding presentations by a variety of speakers looking at many facets of the theme, "Communication on the Santa Fe Trail." Special thanks to Ruth Olson Peters and all who planned and made it possible, including a grant from the Kansas Humanities Council, and thanks to all who participated. Now we look forward to the symposium in Dodge City in 2011.

PRESIDENT'S COLUMN

AS your new president, I first want to say that the passing of Harry Myers was a great shock to me, as I'm sure it was to you. In June, Sandy and I went to Cimarron, NM, for the dedication of their new Trail-related park. We met with the Corazon Chapter and went to the dedication with them. Then Harry gave us a great tour of Trail sites in the area. As usual he had tons of jokes and information. I would never have guessed that we would never see him again. Harry was a great Association Manager, a great scholar, and a great friend to everyone he met.

Rendezvous at Larned was different this year. I would describe it as a combination of wake for Harry and celebration of the Trail. We all had a lot of grief, and there were many chances to get that out of our systems. We also wanted to carry on in a meaningful way that would not threaten the future of the Association. I think both of those goals were met.

On September 16 we started with the Board meeting. Joanne reported that we have a good supply of revised membership brochures, many chapters took advantage of the NPS Education Grants, the tabletop displays for the chapters were progressing, improved placemats had been ordered, our NPS funding request for FY-2011 was approved, a second Tribal Listening Session will be held in November, and the 2021 Task Force has been meeting to prepare for challenges in the future.

In addition, I reported on the successful Partnership workshop in San Antonio that focused on drawing tourists to the trails. Ruth reported to-date 2010 income of \$113,060.73 and expenses of \$121,212.41 with total assets of \$120,617.25 plus \$28,072.54 in reimbursements from the NPS still outstanding.

For Harry, Joanne reported that they had discussed some priorities for the next quarter which included the need to speed up signage by the chapters since funds may disappear after 2013, web site updates, stronger relationships with museums along the Trail, additional oversight needed for Cost Share projects, Education Grant projects, and completion of kiosks at National Historic

All matters relating to *Wagon Tracks* should be directed to SFTA Editor Leo E. Oliva, PO Box 31, Woodston KS 67675.

Toll-free Phone: 888-321-7341

FAX: 785-425-6865

E-Mail: <editor@santafetrail.org>

Headquarters of the Santa Fe Trail Association are located at the office of Treasurer Ruth Olson Peters, Santa Fe Trail Center, 1349 K-156 Hwy, Larned KS 67550; Office Manager Linda Revello.

Telephone: 620-285-2054

FAX: 620-285-7491

E-Mail: <trailassn@gbta.net>

Association Manager is Joanne VanCoevern, 4773 N Wasserman Way, Salina KS 67401. Phone: 785-825-8349. Cell: 785-820-0415. E-Mail: <jvancoevern@juno.com>

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<<http://www.santafetrail.org>>

Sites and Dodge City.

The only ongoing business was an update by Larry Justice on the college symposium to be held at Northwestern Oklahoma State University in October.

In new business I recommended on behalf of the Personnel Committee that Joanne VanCoevern be hired as Association Manager, that I be appointed President, that Mike Olsen be appointed Vice-President, and that Rod Podszus be appointed Board member from Colorado to take Mike's place as of the end of the upcoming membership meeting. Motions to that effect passed.

On a personal note, I think Joanne will be an excellent Manager. She worked closely and effectively with Harry for three years, and she set an excellent example of hard work, fairness, and efficiency for me to follow as President. We will all do our best to keep things running smoothly through this difficult transition period. I should add that this is all so much easier thanks to the great support and understanding we get from the National Park Service as well as Ruth Olson Peters and Linda Revello at the Santa Fe Trail Center.

The only other new business involved a discussion of the new IRS reporting requirements for nonprofits with a gross income of more than \$200,000. Thanks to our support from the NPS, we fall into that category so the cost of our tax filing will

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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

Editor: Leo E. Oliva, PO Box 31, Woodston KS 67675, 888-321-7341, <editor@santafetrail.org>

President: Roger Slusher, 1421 South St, Lexington MO 64067, 660-259-2900, <rslusher@yahoo.com>

Vice-President & Parliamentarian Mike Olsen, 5643 Sonnet Heights, Colorado Springs CO 80918, 719-590-1048, <mpolsen1@comcast.net>

Secretary: Marcia Fox, 4485 Bluebird Rd, Wamego KS 66547, 785-456-9763, <foxmjr@wamego.net>

Treasurer: Ruth Olson Peters, Santa Fe Trail Center, 1349 K-156 Hwy, Larned KS 67550, 620-285-2054, FAX 620-285-7491, <trailassn@gbta.net>

2011 Symposium Coordinator: Jim Sherer, 1908 La Mesa Dr, Dodge City KS 67801, 660-227-7377, <jim.sherer@yahoo.com>

Publicity Coordinator: Michael E. Pitel, 2301 Brother Luke Place, Santa Fe NM 87505, 505-982-2704, <PitelTSNM@aol.com>

PNTS Representative: Ross Marshall, 14122 Slater, Overland Park KS 66221, 913-685-8843, <rossmarshall@mindspring.com>

Directors:

John Atkinson, At-Large, 816-233-3924

Clint Chambers, TX, 806-791-3612

Michael Dickey, MO, 660-837-3346

Faye Gaines, NM, 575-485-2473

LaDonna Hutton, CO, 719-254-7266

Larry Justice, OK, 580-327-7036

Rich Lawson, MO, 660-238-4871

Vernon Lohrentz, At-Large, 316-283-6361

Davy Mitchell, TX, 806-777-2221

Phyllis Morgan, NM, 505-821-0345

Bonita M. Oliva, KS, 888-321-7341

Rod Podszus, CO, 719-548-8186

Jeff Trotman, KS, 620-356-1854

Timothy A. Zwink, OK, 405-373-4513

increase considerably. Whistleblower and document retention policies as well as possibly others will have to be addressed in the next year. No action was taken on those items, but committees will have to prepare recommendations.

Next came reports from our 25 or so committees. The most extensive came from Ruth on behalf of the Budget Committee; the committee reported a balanced budget of \$224,987 for 2011 with \$147,100 of the income coming from the National Park Service. After some discussion, the budget was adopted. For the Finance Subcommittee of the Budget Committee, Rich Lawson recommended a standard accounting program to be used for all SFTA symposiums; the Manager will work with the Symposium Committee to develop such a program in time to be used for the 2011 Symposium in Dodge City.

For the Education Committee, Marcia Fox, our excellent Secretary who keeps great notes, and Chris Day reported substantial progress on our Junior Wagon Master program. They also plan another Trail trek for students in June, have been working on improved relations with college programs (where Larry Justice will be of great help), and will be updating chapter trunks after they are inventoried by the chapters and requests for replacements and/or additions are received.

Phyllis Morgan of the Funding/Special Appeals Committee reported that \$3,777 had been raised in the appeal for the Hall of Fame with some of that to be matched by the Last Chance Store. Rich Lawson moved that the Harry Myers Memorial Fund be contributed to the Hall of Fame where Harry can be recognized as part of the exhibit and web version; the motion passed, and I urge you to contribute to the special appeal and the Harry Myers Memorial; donations can be sent to the Association at the Trail Center or made online through Last Chance Store.

As for membership, Linda Colle reported 682 members in all categories, a decrease of 4.3% which really isn't too bad considering the economy. However, the bottom line is that membership dues only pay for *Wagon Tracks* as presently delivered, so we're going to have to look

for a cheaper way to deliver our news and research materials, probably through the internet, at least partially. We may have to look at increasing dues in the future, but we will certainly have to continue trying to expand membership. Linda's committee is looking at several ideas, including better web site visibility and other incentives for business members plus e-mail renewal notices to all members.

Rod Podszus of the Publications/Website Committee discussed the job description and hiring process that will be used in securing a new editor for *Wagon Tracks* after Leo Oliva retires next August. He also presented a description of the new editorial board that will be created to aid the new editor. Rod and Larry Justice are working on a new Association brochure for next year.

For the NPS, Aaron Mahr Yanez, Sharon Brown, Otis Halfmoon, and Susan Coyle reviewed the status of the various programs they provide for the Association. Those include the Challenge Cost Share program, the signage program, the Tribal Listening Sessions, the Rediscovery program, and several others. Although the Challenge Cost Share program is not in the federal budget so far, they hope it will be restored or that other funds can be used to encourage such projects.

For Ross Marshall's Trails Partnership report, Joanne said that SFTA members contributed a total of 54,000 hours last year; coupled with mileage and dollar donations, we contributed \$1,400,000 to supporting the Santa Fe National Historic Trail. There were several other brief reports, but I think these were the main ones with new information.

Those reports were followed by chapter reports which you can see later in this issue or in the chapter newsletters. Joanne ended the Board meeting by reading part of a poem titled "Santa Fe, Santa Fe" which she felt described our friend Harry Myers.

I imagine most of the other events at the Rendezvous will be covered elsewhere in this issue, but I do want to mention a few other highlights, at least for me. At Thursday evening's dinner and program, which featured Joanne reading some touching letters from a military wife at Fort

Dodge and her wonderful tribute to Harry, Michael Martin Murphy sang two songs relating to the Trail. He's always been my favorite cowboy singer, and it's great that he's taking an active interest in our efforts.

On Friday we had a series of great talks on this year's theme of communicating along the Trail, but I have to admit I was blown away by the passion of Otis Halfmoon, a Nez Perce who serves as a tribal liaison with the NPS. His insights into how American Indians viewed westward expansion convinced me that next year's Rendezvous should feature their role in the Trail story. Of course that is up to the planning committee, but I'm sure it will be discussed when Otis, Joanne, and I meet with tribal representatives for the second Tribal Listening Session in Oklahoma City on November 4.

Friday evening we had a wonderful dinner and experience as Faye Gaines told of her life along the Trail at Point of Rocks Ranch. She and several other very deserving folks received awards which should be described elsewhere in this issue. We also inducted William H. Russell, William Bradford Waddell, and Alexander Majors of Russell, Majors and Waddell, plus Catherine (Katie) Bowen and her husband Isaac Bowen into the Santa Fe Trail Hall of Fame.

Saturday was another day of great programs plus the membership meeting. As usual, Joanne and others basically covered what was done at the Board meeting on Thursday. However, this year's meeting was a little more dramatic as near the end Joanne announced her resignation and explained the change in roles described above; that probably took some folks by surprise, but I've received no complaints and many supportive comments. Mike Olsen then narrated a moving PowerPoint tribute to Harry, featuring many candid pictures of Harry being Harry. By that point I could imagine Harry saying something like "Who was this paragon of virtue? Enough already!" but it was richly deserved and Mike did a fine job under difficult circumstances.

Saturday afternoon brought more celebration of the Trail as we moved our activities from the Trail and Community Centers to Fort Larned.

George Elmore and the staff there always do a fine job of hosting our events. There were more great talks, tours, "mudwagon" rides, displays of horse-drawn vehicles, and a great meal topped off with Leo's riveting impersonation of Private Robert Morris Peck. Using quotes from his detailed diaries and memoirs, Leo made it easy for us to imagine that Peck was really there to describe his days of guarding mail on the Trail.

Unfortunately, most folks had to hit the Trail on Sunday, but a few of us were lucky enough to be able to stay to experience David Clapsaddle's wonderful tour of the Dry Route from Larned to Dodge City. There's no question in my mind that local guided tours are one of the best ways to bring the Trail to life, and I'm glad that so many chapters have them regularly in addition to those at national gatherings; for example, Bent's Fort Chapter has had some great ones recently. Many thanks are due to the Trail Center, Fort Larned NHS, and the Wet/Dry Chapter for another great Rendezvous.

As I'm discovering, a president's work and play are never done, so on September 23 we drove to McPherson for a pleasant stay with Steve and Glenda Schmidt. Steve gave us a great tour of the Trail in the area before I portrayed James Aull, Lexington outfitter and trader, for the Cottonwood Chapter in Galva. We then returned home to enjoy a five-course meal, complete with a glass of a different Missouri wine with each course, during the Santa Fe Trail Food and Wine Festival at Lexington. It was a good thing that we only had to drive two miles to get home. Unfortunately, we had to get up the next morning to man a Trail booth for the Festival, but we managed.

On September 30 we left for Oklahoma to attend The Impact of the Santa Fe Trail—A Symposium at the Woodward campus of Northwestern Oklahoma State University. Larry Justice and the Department of Social Sciences presented a great program which featured scholars and students. Joanne got some new members with our booth, Leo and Bonita sold a lot of books, plus Davy Mitchell and Clint Chambers were there to show that the Trail can even unite Oklahoma and Texas for a day.

On Saturday many of the participants traveled to Larned where we toured the Fort and the Trail Center, a nice bonus since we didn't have time to tour much of them during Rendezvous.

Sunday, on our way home, we stopped at Baldwin City where I portrayed James Aull for a Douglas County Chapter meeting. Chapter president Roger Boyd and his large group met at the log house near the impressive swales above Black Jack Creek where John Brown defeated some Missouri bushwhackers. That was the end of my adventures along the Trail so far this fall.

—Roger Slusher

MANAGER'S COLUMN

"President to Manager:
Farewell and Hello"

AUGUST 31, 2010, will long be remembered for loss and changes in the Santa Fe Trail Association. That is the day our Association Manager Harry C. Myers died suddenly, and the news left us in a state of shock. Harry will long be remembered as one of the most knowledgeable historians on the Santa Fe Trail and the history of the Southwest, and the loss of this man's knowledge, his presentations, and his input on Trail-related matters leaves a large hole in our Association. However, more than the loss of his knowledge is the loss of a true Santa Fe Trail friend. His presence, his humor and wit, will long be missed at our meetings.

Even during this time of loss and mourning, the SFTA's officers and Board of Directors were faced with the difficult decision of how to go on with "life after Harry," especially considering the important role he played as Manager of the Association. The Personnel Committee began to trade e-mails considering our options, and by the time of the SFTA Board meeting, a recommendation was ready to be made. The result means changes in manager, officers, and a board member. But in the end, SFTA will continue strong as we move forward without Harry and with continued dedicated leadership. So, as we say farewell to Harry, we will say hello to a new leadership with a desire to continue, and finish, the many projects he was involved with, as well as beginning new SFT

projects aimed at the future.

The results of the SFTA Board actions are as follows: I resigned as your president; Roger Slusher moved up from vice-president to president; Mike Olsen is now vice-president, leaving his seat as Colorado representative, to which Rod Podszus, Bent's Fort Chapter, was appointed to finish out the term. In addition, a recent resignation from the Board by René Harris left a vacancy for a representative from New Mexico, and Faye Gaines was appointed to that position for the remainder of the term. The SFTA Board approved hiring me as your new Manager. My duties officially began September 18, although I had been performing those duties since Harry's death.

Being President of SFTA was a wonderful experience for me. One of my goals was to help the Association get "organized" in such a way that future leadership could step in and SFTA wouldn't skip a beat. With the help of some great people, we were able to develop a "policy and procedures" manual, as well as to digitize all the minutes of SFTA Board and General Membership meetings. Thanks to Mike Olsen for completing this task and for taking on the job of Parliamentarian. Numerous times, during meetings and discussions, we have deferred to Mike and his knowledge of past motions and procedures, and these should be instrumental in helping the future leaders of SFTA. In addition, Mike has kept track of Action Items that take place during the Board meetings and sends these in to be published in *Wagon Tracks* so that all members are made aware of them. Another top priority of my presidency was to become more involved with the SFTA Chapters, to increase the SFTA's presence at their events, and to help them to understand more about how the national SFTA works and can provide assistance to them, as well as to have more input from the Chapters on their needs. During the past few years, SFTA has made a great effort to have the president, vice-president, and manager visit the chapters. This has led to a better relationship between the Chapters and SFTA, and has increased our communications. Two other areas I felt were of the highest importance were Education and Media. Many of the efforts in

these two areas are just materializing and will continue to be of the highest priority. As I've reported previously in the President's column, SFTA has helped Chapters with Education Grants and the Education Committee is continuing to work on the Wagon Master program, with plans to upgrade the Education Trunks, and the education page of our web site. Media has been an important part of discussions and task forces and our hope is to expand our efforts in those areas as well.

In my last conversation with Harry, which took place during the morning of the day he died, we laid out the priorities for the next few months. As your new manager, I plan to continue to work toward completing those goals which include: design, create, and distribute the tabletop displays to the Chapters; continue work on the Kiosk project; monitor progress and help with reports to NPS on the Challenge Cost Share projects in progress; implement the web site upgrade; create a SFTA Facebook page; distribute the Santa Fe Trail Placemats; evaluate present NPS funding agreements for 2010 and create a 2011 request; organize Membership 2021 Task Force Meeting; and continue to manage the day-to-day activities of the SFTA.

I thank all of you for your support and help during my terms as President, and I look forward to working with you in my new capacity as your Manager. —Joanne VanCoevern

HARRY MYERS

(continued from page 1)

The history and heritage of the Santa Fe Trail was at the center of Harry's professional life and his research and writing. He was instrumental in the creation of the Santa Fe National Historic Trail and the development of the SFNHT Management and Use Policy. He was one of the cofounders of the Corazón de los Caminos Chapter of the SFTA in 1990. He organized several conferences relating to the Santa Fe Trail, at New Mexico Highlands University, including, in 1990, "Zia to Wagonwheel: New Mexicans and the Santa Fe Trade."

Harry was the recipient of just about every award the SFTA has to bestow. He received an Award of

Merit in 1993 for his discovery of the military diary of Don Pedro Ignacio Gallego, which chronicled Gallego's fateful meeting in 1821 with William Becknell and his party near present-day Las Vegas, New Mexico. He received the Association's prestigious Rittenhouse Award for research, writing, and publication in 1997. He was named a SFTA Ambassador in 1999. Harry also spearheaded the celebration of the 175th anniversary of the opening of the Santa Fe Trail, working tirelessly from 1994 to 1997 developing publicity, linking with tourism groups, arranging conferences, and designing various mementos such as the 1997 calendar "Stories From The Santa Fe Trail," now a collectors item.

Harry's research and publications on the Trail ran the gambit from tracing the obscure route of the *comancheros* from Taos out onto the plains to following the routes of many Mexican and American military expeditions along the Trail. He shared his "on the ground" results through numerous articles in *Wagon Tracks*. He was perhaps proudest of his detailed and revealing research into what is known as the "White Massacre" in Colfax County, New Mexico, in October 1849 ("Massacre on the Santa Fe Trail: Mr. White's Company of Unfortunates," *Wagon Tracks*, February 1992)

Nearly every member of the Santa Fe Trail Association has a personal memory of Harry and a good story about him. He was more than generous with his time and his knowledge of the Trail. He loved and lived the history and people of the Santa Fe Trail.

Donations in memory of Harry Myers may be sent to SFTA, 1349 K-156 Hwy, Larned KS 67550. Unless otherwise requested, all the memorial contributions for Harry will be placed in the Hall of Fame Exhibit fund. As noted elsewhere in this issue, the family has donated Harry's map and book collection to SFTA, and plans are to place these materials in a special collection in his honor at the Santa Fe Trail Center, available to researchers.

**YOUR MEMORY CAN LIVE ON.
REMEMBER THE
SANTA FE TRAIL ASSOCIATION
IN YOUR WILL TO JOIN THE
JOSHIAH GREGG SOCIETY**

SFTA BOARD ACTIONS

by Mike Olsen

FOLLOWING are the action items from the September 16, 2010, board meeting (this executive summary is not official until the minutes are approved by the board).

It was moved, seconded, and passed:

1. That the SFTA Board adopts the recommendation of the Personnel Committee to hire Joanne VanCoevern as SFTA interim manager to complete the unexpired term of Harry Myers for 2010 and for the following contract year. After that year, continuation in the position will be subject to evaluation.
2. That the SFTA Board accepts Joanne VanCoevern's resignation as SFTA president at the end of the September 18, 2010, SFTA General Membership Meeting. (SFTA bylaws state that the vice-president will move to presidency in case of a vacancy. Therefore no motion was necessary for Roger Slusher to take the position of president.)
3. That Mike Olsen be appointed as SFTA vice-president.
4. That Rod Podszus be appointed to fill out Mike Olsen's term as a board member representing Colorado.
5. That the proposed budget for 2011 be accepted.
6. That moneys contributed as a memorial to Harry Myers be designated for the SFTA Hall of Fame Interactive Exhibit unless the donor specifies differently.
7. That the Association Manager establish a Facebook page.

BOWENS AND RUSSELL, MAJORS & WADDELL INDUCTED INTO HALL OF FAME

AT the 2010 Rendezvous on September 17 five new members (two as a couple) were inducted into the Santa Fe Trail Hall of Fame.

Bonita Oliva nominated Catherine (Katie) Bowen and her husband Isaac Bowen.

Katie Bowen traveled down the Trail in 1851 with Captain Bowen from Fort Leavenworth to Fort Union. During that journey and her four-year stay, she regularly wrote letters to her family in Maine describing Army life, her surroundings, and her often philosophical and humorous insights which reflected

her pure joy of living. Given the brevet rank of captain for meritorious conduct during the Battle of Buena Vista, in 1850 Bowen was promoted to captain in the Commissary of Subsistence Department. In 1851 he was selected to serve as Chief Commissary Officer of the Ninth Military District (New Mexico Territory). Over 700 of Katie's letters survive, and they remain a significant source of information about life in the frontier army and on the Santa Fe Trail.

Roger Slusher nominated William H. Russell, Alexander Majors, and William Bradford Waddell.

Russell, who was born in Vermont in 1812, started working for the Aull brothers of Lexington, MO, in 1830. After opening his own retail store with two partners in 1838, he became treasurer of Lafayette County and Postmaster of Lexington. In 1847 he joined with E. C. McCarty of Westport in sending the first civilian wagon train to Santa Fe from that city. He was too much of an aristocrat to make the journey, but he helped organize it and repeated the effort in 1848.

The next year, with the help of conservative Lexington wholesaler and retailer William Bradford Waddell, who was born in Virginia in 1807, he joined with James Brown of Independence and silent partner Robert Aull to ship 600,000 pounds of emergency supplies from Fort Leavenworth to Santa Fe for the army. In 1851 the firm, now called Russell and Waddell, delivered goods to Fort Riley and Fort Union.

However, competition was stiff from Alexander Majors of Kansas City. Born in Kentucky in 1814, he had grown up in Lafayette County before moving to Jackson County to farm. He took his first train of goods to Santa Fe in 1848. He was a very religious man who was well respected for his fairness and organization. These qualities and talents were joined to the financial conservatism and promotional abilities of Waddell and Russell when the three men joined in 1854 to win the unified contract to supply all military posts in the West.

The company soon became known as Russell, Majors & Waddell. Majors supervised all of the wagon trains, Russell raised credit to finance the operation, and Waddell

managed the offices in Lexington, Leavenworth, and later in Nebraska City. Depending on the account accepted, the firm hired 1,700 men and used 7,500 to 40,000 oxen to pull 500 to 3,500 wagons in at least 20 wagon trains.

In 1857, soon after dispatching their regular shipments, the army asked the company to transport an additional three million pounds of supplies to support their efforts to conquer the Mormons in Utah. Since they relied on oral promises and the war went badly, they were never paid. In 1858 they took on another two-year contract, but funds for that fell short by \$300,000. Russell suggested to Secretary of War Floyd that he write letters of credit, but then Russell started a separate freighting company and lost \$200,000 while Majors was struggling to set up new bases in Nebraska City and Westport, as required by the new contract.

At the urging of Russell, the group started a risky stage line to California and then the Pony Express in 1860, hoping to get the mail contract to the West, but that hope was dashed as their credit and reputation collapsed. Majors and Russell died in poverty, but Waddell had a comfortable retirement in his Lexington mansion which he had sold to his son for one dollar.

The best accounts of the freighting by Russell, Majors and Waddell are in the two books written by Raymond and Mary Settle called *Empire on Wheels* (Stanford University Press, 1949) and *War Drums and Wagon Wheels* (University of Nebraska Press, 1966).

2011 SYMPOSIUM DODGE CITY, KANSAS SEPTEMBER 22-25, 2011 "FORTS MANN, ATKINSON AND DODGE: HALFWAY ON THE SANTA FE TRAIL"

by Jim Sherer, Coordinator

THE Dodge City/Fort Dodge/Cimarron Chapter of SFTA invites you to our 2011 Symposium in Dodge City. As our theme suggests, we will be highlighting the military life and presence in this area along with the Indian tribes who resided in this region. Other areas of specific interest we are seeking in our call for Speakers/Presenters include Traders and freighters and their equipment and

women who traveled the Trail. Anyone interested in speaking/presenting on any of these topics is welcome and encouraged to apply.

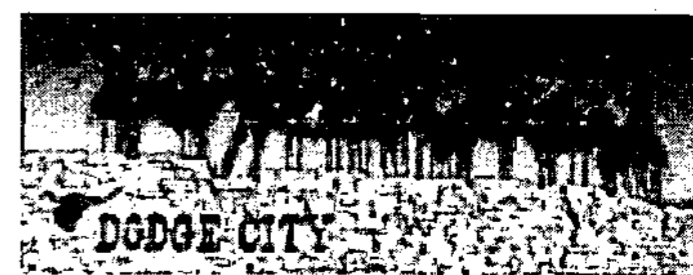
Thursday, September 22: While the SFTA Board is meeting, there will be time for you to tour Dodge City, visit Boot Hill Museum, discover the Kansas Heritage Center, and explore our community. The opening reception is scheduled at Fort Dodge where you will be able to tour the Superintendent's Quarters ("Custer House," yes, Custer did camp here) and enjoy a real buffalo hunters camp serving up wonderful buffalo meat dishes along with side dishes which would have been served during that period.

Friday, September 23: Morning speaker sessions will be held in our new Convention/Special Events Center. Bus tours leave at noon to explore Santa Fe Trail Sites in our area from Cimarron to Fort Dodge to Wet/Dry routes to name a few. Those not going on tours will be free to tour Boot Hill Museum and the Kansas Heritage Center on your own. The evening bash will take place at Boot Hill Museum with dinner and excellent entertainment.

Saturday, September 24: More speakers in the morning with bus tours in the afternoon. This afternoon we are also planning a rededication ceremony for the signs and informational enhancements made at the Boot Hill Museum SFT Rut Site west of Dodge City. Those not on tours will be able to tour Boot Hill Museum and the Kansas Heritage Center on your own. The evening Awards Banquet will be held in our new Convention/Special Events Center with some special activities being planned.

Sunday, September 25: You will enjoy a farewell "Trail fare" breakfast and short service at the Boot Hill Museum SFT Rut Site.

Registration and housing information will be coming to you in the February issue of *Wagon Tracks*, so be sure to mark September 22-25, 2011, on your calendar and plan to travel the Trail to Dodge City as we celebrate 190 years of the Santa Fe Trail, 150 years of our Kansas Statehood, and the 25th anniversary of the Santa Fe Trail Association. See you in Dodge City!



DONOR HONOR ROLL

MANY members have responded to various pleas for additional donations to assist SFTA with its many projects. Special thanks is extended to the following for recent donations (if we have missed anyone, we apologize and request you remind us).

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PARTNERSHIP FOR NATIONAL TRAILS SYSTEM REPORT

by Ross Marshall

[Former SFTA President and SFTA Ambassador Marshall is SFTA representative to and president of the PNTS.]

FY11 Appropriations - Each year before October 1 (the end of the federal fiscal year), Congress should have passed appropriations bills for every branch of the government for the following fiscal year. Not so this year for

FY11.

They have instead passed a Continuing Resolution that allows each branch, including the Department of Interior (National Park Service, etc.), to continue to operate under the same budget as last year. And so it will be up to the new Congress to pass these bills in late winter or spring. Therefore we await not only the final numbers for FY11, but also a decision on whether or not to insert the Challenge Cost Share funding that was deleted in the President's suggested budget submitted last January.

Advocacy Week in WDC during February - The 2011 Trails Advocacy Week has been set for next February 12-17. It will be much the same format as last year; PNTS Board and Leadership Council meetings on Saturday and Sunday. Monday morning we "Hike the Hill" as last year, from the Lincoln Memorial to Capitol Hill. The next three days or so will be meetings with congressional offices, agencies, administration committees, etc.

If anyone would have an interest in participating in any of this schedule, let me know and I can provide the necessary details.

13th Long Distance Trails Conference - Hosted by the Overmountain Victory Trail Association, the next conference will be in Abington, VA, next May 15-19. This is the biennial conference sponsored by the Partnership for the National Trails System and all members of NTS organizations like SFTA are invited to attend. The 12th LDT Conference in Missoula, MT, a year ago was a marvelous success and this attractive location for the 13th should be a similar success.

Volunteer hours and dollar contributions - The accumulated totals that you sent to me in January for the Santa Fe Trail was up over a year ago and totaled over 54,000 volunteer hours. Coupled with mileage and dollar donations, our total 2009 contribution to the trail was valued at over \$1,400,000. Please accumulate these totals for 2010 and forward to me no later than January 15.

PNTS continues to grow in national influence and headquarters capacity. SFTA and PNTS partnering together is not only working extremely well but is encouraging for the future of the Santa Fe National Historic Trail. Thanks to each of you for what you do.

MULES ON THE SANTA FE TRAIL

by Phyllis Morgan

[Phyllis Morgan serves on the SFTA board and is a frequent contributor to Wagon Tracks. This is the first article in a new series about domesticated animals on the Santa Fe Trail. The next article will be about oxen.]

"In bestowing praise on the animals which contributed so fundamentally to the conquest and development of the Southwest, historians have overlooked one animal to which much credit is due—the lowly mule. A poorly regarded hybrid . . . the mule has meant much more. In fact, between 1820 and 1860 the role the mule played in the great task of subduing virgin lands and fashioning channels of trade and commerce in the Southwest was just as spectacular and just as important as that of the mustang or longhorn."¹ This statement was made by Floyd F. Ewing, Jr., in an essay in which he also gave credit to the Santa Fe Trail for creating the first great demand for mules and being a major source of these hardworking animals.

A number of historians and others have extolled the contributions of the mule. Max L. Moorhead, for instance, wrote: "Much has been written about the Spanish horse in the conquest of the New World . . . but the unsung hero of transportation in the Southwest was unquestionably the Spanish mules."² Marc Simmons, eminent historian of the Santa Fe Trail and the founding father and first president of the SFTA, has stated in his writings about mules: "Without the mule, the history of the Southwest might have run a different course."³

A mule is a domesticated hybrid resulting from the mating of two species of the equine family, the donkey (*Equus assinus*) and the horse (*Equus caballus*). The offspring has the characteristics of both parents. A cross between a donkey stallion, called a jack, and a horse mare produces a mule, while a cross between a stallion horse and a donkey mare, called jennet or jenny, results in a hinny. Hinnies are generally classified under the general term, mule. A mule or hinny may be a male (horse mule or horse hinny) or a female (mare mule or mare hinny). Sometimes horse mules (males) are called Johns, and the mares are called Mollys. All are sterile and cannot repro-



duce, except in very rare instances (one in one million) when a mare mule has a foal. Since mules are not a species, an approximation of a Latin name that has been used for the mule, according to the American Donkey and Mule Society, is *Equus mulis* and a correct scientific classification is Hybrid (*Equus caballus* x *Equus assinus*).⁴

Mules, or mule-like hybrids, have been in existence since ancient times. They have been used as work animals around the world and valued for their hardiness, strength, sure-footedness, and resistance to disease. In the 1600s, long trains of pack mules made their way from Mexico City and northern Mexico to the new settlements the Spaniards established in the Rio Grande Valley. Mules were used in the eastern United States since colonial times. In fact, President George Washington was a respected livestock breeder and began a breeding program to improve the mule. He received a splendid jack, which was named Royal Gift, from the King of Spain for his program. Mules were present along the Santa Fe Trail from its earliest years as "a highway of commerce."

On September 1, 1821, the year that Missouri became a state, a small band of men with pack horses loaded with trade goods left the village of Franklin in Howard County. The leader was William Becknell. The men headed south and west to Mexico and, in particular, to Santa Fe. They were informed by Mexican soldiers that Mexico had finally won its independence from Spain and that traders from the United States would be welcomed. Continuing on

to Santa Fe, the traders reached their destination on November 16, taking two and a half months to cover the distance of 875 miles.

A glittering shower of Spanish silver coins, falling onto the ground from the opened packs, excited the crowd that formed upon their return to Franklin on January 29, 1822. Becknell's success opened regular trade to Santa Fe. Thus, 1821 was designated the year of the opening of the Santa Fe Trail, "the first and most exotic of America's great trans-Mississippi pathways to the West. Its opening preceded by two decades the birth of the Oregon and California Trails. Unlike them, the Santa Fe Trail began in the United States and ended in a foreign country, Mexico, at least for the first-quarter century of its existence."⁵ Trade and travel over its routes and branches would grow for six decades until the railroad reached Santa Fe in 1880.

When spring arrived in 1822, Becknell led another expedition with at least three wagons to Santa Fe. Mountain man Jacob Fowler, on his way down the Arkansas River, told of seeing the tracks made by their wagons near his camp—an astonishing sight at that time and place. This trading party carried \$3,000.00 worth of trade goods and made a profit of two thousand percent on their investment.⁶ Two other expeditions were made in 1822. One was headed by Colonel Benjamin Cooper, a member of the Cooper family of the Boone's Lick area near Franklin. The trading party used pack mules and returned with over a hundred mules and other trade items.

The other expedition of 1822 was led by James Baird and Samuel Chambers. They were forced to stop by a heavy snowstorm along the Arkansas River near the Cimarron Crossing. They had to stay through the winter, and their pack animals perished. Holes were dug deep in the earth in which they cached, or stored, their goods for safekeeping. This place became known as "The Caches," marked by a monument west of present Dodge City, Kansas. The men left the area for Taos and returned with fresh animals to continue on their way to Santa Fe.

In 1823, the only recorded expedition to Santa Fe was led by Major Stephen Cooper, who had accompanied his uncle Benjamin the year before. The major organized a company of about 30 men with stock in trade comprised primarily of dry goods. On the Little Arkansas, Indians ran off all but six of the horses, and Cooper was forced to return to Missouri to obtain more animals. The company suffered greatly during this expedition because of the lack of water. They managed to return to Missouri in October 1823 with "four hundred jacks [donkey stallions], jennets [donkey mares], mules and other trade items. Their four-legged booty was apparently the beginning of the now world-renowned Missouri mule. This notorious beast was a New Mexican product. He invaded Missouri from the west, filling a need which the rush of settlement into the river country was just beginning to create. From 1823 onward, the mule formed 'a conspicuous article of commerce.'" ⁷ Before this time, records made no mention of mules in a state that later became nationally and internationally famous for them.

The year 1824 witnessed the departure of an organized caravan out of Franklin. It left on May 16 with 81 traders, 156 mules and horses, 25 wagons, and a small piece of field artillery. Led by Alexander Le Grande, the company included Augustus Storrs, who became U.S. Consul at Santa Fe the following year, and Meredith Miles Marmaduke, the future governor of Missouri. This considerably larger caravan carried \$35,000 in trade goods. They arrived in Santa Fe on July 28 and were back in Franklin on September 24. The trip was successful in every way. ⁸

Senator Thomas Hart Benton of Missouri stated in 1825, when between \$65,000 and \$85,000 worth of goods came over the Trail: "The New Mexican trade has grown up to be a new and regular branch of interior commerce, profitable to those engaged in it, valuable to the country from the articles it carried out and for the silver, furs, and mules it brought back, and well suited to the care and protection of our government." ⁹ The following years saw rapidly increasing trade on the Santa Fe Trail. For the first 15 years of the trade, furs, especially beaver and ot-

ter skins, and buffalo robes were important. Most caravans heading back to Missouri carried at least some furs. The mules and precious metals, however, remained important for a much longer time.

Trouble with the Indians on the plains was increasing in the late 1820s. In 1827 the Pawnees attacked a company returning east and made off with a hundred head of mules and other animals. A total of 800 mules were brought over the Trail that year. In the autumn of 1828, a caravan was returning with a thousand head of mules and horses and were near the present Oklahoma-New Mexico boundary when Indians killed young traders Daniel Monroe and Robert McNees, after whom McNees Crossing was named. This incident, in particular, fueled the fires of retribution that lasted for generations. All of the thousand head of livestock were lost before reaching home. After this great loss, traders demanded protection. For them, losing mules was the same as losing silver. Mules became as good as money in Missouri. Indians valued mules, too, preferring them over coin as booty and over oxen, in which they showed little interest. They used mules for riding, carrying loads, and food when buffalo meat was not available.

Robert Duffus commented about the animals used in the opening of the West and along the Trail: "First came the patient pack-horse, the faithful companion of the fur trader in every western journey. The pack-horse could go almost anywhere a man could go. But he was not so good for carrying heavy burdens on a long and relatively easy trail as was the mule. Besides, the mule was abundant in New Mexico. He had his faults, to be sure. Sometimes his energy would display itself at inopportune moments, as when, after having walked four or five hundred miles, he would suddenly 'take fright from a profile view of his own shadow and run like an antelope of the plains.' But very often the mule outfits would come into Santa Fe, after eight hundred miles or more of travel, in pretty good condition." ¹⁰

Until 1829, mules were used to draw the wagons over the Trail. The mule, however, was not the ultimate solution for prairie transportation as

some thought. That year Major Benet Riley (later Colonel and Brevet Major General Riley) experimented with oxen on the Trail. Riley led an infantry escort that went as far as the Arkansas River in present Kearny County, Kansas, which was the border with Mexico at that time, and from there the caravan was on its own to its destination. Caravan Captain Charles Bent borrowed some of Riley's oxen for the remainder of the trip to Santa Fe. The experiment proved so successful that other traders and freighters began to use oxen. It was not long before about half of the draft animals used on the Trail were oxen. New Mexico had long been the home of the mule, but oxen were available only in Missouri. Thus, a number of caravans went west under ox-power and returned east under mule-power. This was more likely to be the case, according to Duffus, because oxen often arrived at Santa Fe in poor condition to make the return trip. ¹¹

By 1831, a change was beginning to take shape in the Santa Fe trade; it was becoming an occupation for businessmen. This change was underway when trader Josiah Gregg made his first trip over the Trail in May 1831. He made four round trips before he left the trade in 1840. In his classic 1844 book about the Trail, *Commerce of the Prairies*, Gregg was among the first to write about mules and of their popularity and usefulness. He thought mules had a number of merits, including being quick to sense danger. Their "vigorously twitching ears," for instance, gave watch guards notice that something was awry or that Indians were nearby. He also mentioned the mules' "pretentious ways," probably a tactful way of saying that mules could be troublesome. ¹²

Gregg was greatly impressed with the Mexican *arrieros*, the muleteers who trained and packed the mules on the Trail and in New Mexico. He described in considerable detail the muleteers' skills in handling mules and their methods of packing. These men knew their business, gave their lives to their profession, and were devoted to the mules which, in turn in their own way, reciprocated. An expertly-packed mule with a heavy load of unwieldy articles weighing as much as three or four hundred

pounds could travel all day and into the evening, and be ready to go the following morning. The techniques of the *arrieros* were adopted early by the U.S. Army, which used mules for packing, riding, pulling wagons and other forms of transportation, carrying mail, moving artillery and munitions, and numerous other purposes. Army mules wore the historic brand, U.S., on their left hips and served many decades. The last two military mule units were deactivated at Fort Carson, Colorado, in December 1956.

Marc Simmons gained knowledge of *arrieros* and their packing expertise, muleteering, and horseshoeing through his research and study in the Southwest, Mexico, and Spain. He has written about those muleteers: "The work of the *arrieros* was highly specialized, a fact that also contributed to their clannish spirit. Years of practice were required to learn the many skills of the business. . . . Most of the rich lore surrounding the packing profession has been lost. But one of the old sayings that does survive expresses the true spirit of these plucky muleteers: 'Better to be an *arriero* than to be rich.'"¹³

When it came to overland transport of goods, among the advantages of mules over horses and oxen were their endurance and hardiness. Their feet were denser and tougher than those of horses or oxen, allowing the mules often to make a full trip on their hooves without being shod. Oxen, on the other hand, generally needed iron shoes. Mules were sure-footed and good mountain climbers, allowing them to go places where horses and oxen could not go, such as rough terrain, rocky country, lava beds, and long, arid stretches of land. They also held up better under adverse conditions, such as heat, lack of water, and sparse forage. They avoided eating poisonous weeds, overeating, and drinking too much cold water on a hot day. They could travel great distances with considerable speed. Simmons has told of a company of scouts with a mule pack train marching 85 miles in 12 hours under the blazing New Mexico sun. "That feat becomes all the more remarkable when we recall that the average distance covered by a horseback rider in a day was usually only twenty-five to thirty miles."¹⁴ Mules' advantages were

recognized by many, including riders who learned of their value as saddle stock.

Among the disadvantages of mules was their purchase price. They cost more than oxen, an important consideration for traders, freighters, riders, and others. The price could be as high as \$100 per head in the frontier towns, while oxen cost about \$25. Also, many men on the Trail thought mules were much more stubborn and cantankerous than oxen or horses, and they were especially known for their ability to kick. They could cause serious injury, although horses, oxen, and other animals, domesticated or wild, also caused injury to people on the Trail. Inexperienced traders, greenhorns, and others lacked knowledge of the proper ways of handling and training draft animals. They were impatient and in a rush to prepare the animals for the journey over the Trail. Animals were traumatized by the beating, lashing, and whipping they received and by the general raucous behavior and noise surrounding them. Simmons has commented: "Army training manuals explained that the young mule kicked because he was afraid of man. Training and kind treatment could cure that. But many handlers lacked patience and so they resorted to the whip, which in the end produced a confirmed kicker. Not surprisingly, the mule has inspired the use of more strong language than any other animal."¹⁵

Susan Shelby Magoffin noted that strong language with disapproval in her diary entry of Thursday, June 11, 1846. Part of the caravan in which she was riding in her personal carriage began leaving "the settlements" and headed toward the prairie to meet the rest of the caravan for the long journey ahead: "Our mules travel well and we jog[g]ed on at a rapid pace till 10 o'clock, when we came up to the waggons. They were encamped just at the edge of the last woods. As we proceeded from this thick wood of oaks and scrubby underbrush, my eyes were unable to satiate their longing for a sight of the wide spreading plains. . . . All our waggons were here, and those of two or three others of the traders. The animals made an extensive show indeed. Mules and oxen scattered in all directions. The teamsters were just

'catching up,' and the cracking of whips, lowing of cattle, braying of the mules, whooping and hallowing of the men was a novel sight. It is disagreeable to hear so much swearing; the animals are unruly tis true and worries the patience of their drivers, but I scarcely think they need be so profane."¹⁶

Mrs. Magoffin, whose husband Samuel was a veteran Santa Fe trader, also remarked about the mules: "And the mules I believe are worse, for they kick and run so much faster. It is a common circumstance for a mule (when first brought into service) while they are hitching him in, to break away with chains and harness all on, and run for a half hour or more with two or three horsemen at his heels endeavouring to stop him, or at least to keep him from running among the other stock. I saw a scamper while I sat in the carriage today. One of the mules scampered off, turning the heads of the whole collection nearly by the rattling of the chains. After a fine race one of his pursuers succeeded in catching the bridle, when the stubborn animal refused to [follow] and in defiance of all the man could do, [the mule] walked backwards all the way to camp leading his capturer instead of being led."¹⁷

Among other Trail travelers writing of the trouble with animals taking off in every direction whenever the opportunity arose was William James Hinchey. He was born in Dublin, Ireland, in 1829, and became a popular 19th-century St. Louis portrait artist. Traveling the Trail in 1854 and 1855, he kept a journal of his experiences and drew sketches of events and sights along the way. He was part of the entourage of Bishop Jean Baptiste Lamy (later Archbishop of Santa Fe) that had come from as far away as Paris, France, and was comprised of square, boxy coaches that parked alongside the covered wagons at each campsite. While Hinchey was writing in his journal on a September Sunday in 1854, he had to stop and join a chase after mules and other animals, including the white mare that caused it. Returning to his tent, he resumed writing: "Confound the mules! Those vile beasts who keep us all employed the whole day and half the night—they can't come and eat quietly out of

their long carved trough; they must be kicking and screeching at one another. Well, now we're all scattered here and there trying to hunt them up. . . . She [the mare] has done all the damage being the first to start off and still keeping the lead of the whole party. All the animals [have] taken allarum and not wishing to be too easily entrapped have set off full speed, passing all the party, priests, deacons, hunters, Mexicans, French, Americans, Spanish, Irish and all, and away with a train of forty quadrupeds—horses, mules, jennets, ponies— and after them a train of bipeds consisting of all the different nations above mentioned in all their various tongues, and scattering the animals they want to catch, in every direction.”¹⁸

The mare was finally lassoed and some of the other animals captured. As these were being led back to the encampment, the remaining animals fell in line behind them, “walking along with their captive fellows as though they were above deserting them in the moment of need and should go with them to console them in their imprisonment.” Hinchey ended the entry: “Now then, I too am returned to camp determined no more to go mule hunting on foot for the exertion is too great. And, as I recline here under the shade of the tent, I shall endeavour to continue my remarks on my present position and occupation, and so make apology for the interruption in my soberly commenced recital.”¹⁹

Although Hinchey wrote about the “chase” in a light, humorous way, a stampede was a very serious matter and sometimes caused disastrous results for men and animals. Almost anything could set off a stampede. It could be a sudden noise, the howling of a wolf, raiding Indians, prairie fires, a passing buffalo herd, a blizzard, or thunderstorms and lightning. The stampede could occur in the light of day or the darkness of night, an especially terrible time for it to happen. Cautious wagon masters and mule skimmers kept the herders and guards saddled, armed, and ready for the slightest possibility of a stampede or runaway. Mules, for example, had a habit of running off with a buffalo herd. Stanley Vestal described such a situation involving mules: “. . . the beat of a thousand

hooves obliterated their trail, they could seldom be recovered. Even in the first stages of the trip, mules were hard to follow, harder to catch, because of the patches of timber, numerous creeks, constant rains, and the speed with which they hastened back to the settlements.”²⁰

While others along the Trail had a strong dislike for mules, James Josiah Webb, a Connecticut storekeeper who crossed the prairie in 1844, was among those who admired his mule. He called her Dolly Spanker (in those times, a spanker was someone or something that was very special and highly regarded). She had been a very good Trail companion, reliable, swift, and smart in chasing down buffalo. Later in his life, Webb made a tribute to her in his book: “This is a long story about a mule, but Dolly with all her naughtiness was an animal I loved. She never failed me from weariness; carried me as fast as it ever became necessary to ride, and as easy as the rocking of a cradle, through many long and weary journeys, and under the protection of a kind Providence through dangers seen and unseen. And I cannot do less in giving this account of my journeyings than pay this affectionate and merited tribute to her memory.”²¹

Dolly Spanker came into his possession at Bent's Fort, where he desperately needed to find another mule to replace one that had “given out,” and found that mules were scarce. He was fortunate to obtain one through the help of Marcellin St. Vrain, brother of Ceran St. Vrain, mountain man, trader, and partner of the Bent Brothers. Marcellin had found her “tricky and headstrong.” Webb paid 20 dollars for her, and “she proved just as he told me, very naughty, but very wise, easy riding, fleet of foot, and never tired. I became very much attached to her and crossed the plains several times with her and had no other riding mule.”²² After reaching Santa Fe, Dolly was sent with the rest of the herd to graze in a large pasture and was later declared missing, maybe stolen. Webb did not hear anything more about her, until he happened to be back in Santa Fe in 1850, recognized her standing in the Plaza in front of the St. Vrain store, and was able to get her back. However, as a helpful ges-

ture, Webb allowed a needful wagon master to borrow her for his return trip to Missouri. This time, Webb's loss was permanent; Dolly had supposedly been stolen by the Pawnee somewhere along the Big Bend of the Arkansas River.

A growing number of Missouri farmers gained experience and skills in handling Mexican jacks and jennets and in producing larger mules by crossing the jacks with the robust horse mares that settlers from Kentucky and other states brought with them. They also bred larger European jacks with the mares and produced the famous and much sought-after Missouri mule. These mules began filling a burgeoning need for them on farms and plantations in Missouri and the South, across the country, and throughout the world. Mule breeding was a thriving industry by the 1850s, and by 1880 Missouri had become the leading mule-producing state in the country. According to the 1890 U.S. Census, the Missouri mule population had reached 245,273, the highest number among all mule-producing states.

There were probably hundreds of stories about mules from the days of the Trail, a large number now forgotten. One story came to light in recent times about a mule which died when a steamboat sank. Mules, horses, and other animals being taken to Missouri and the frontier by their owners were transported by steam packet, a steamboat that traveled a regular route on a river and carried passengers, freight, and mail. One of those was the *Arabia*, which ran the stretch on the lower Missouri River from St. Louis to the Port of Kansas (Kansas City). Its cargo was typical of the numerous items and materials carried over the Santa Fe Trail. It was one of about 700 steamboats navigating the river since 1819. Of those, over 300 wrecks were strewn up and down the riverbed and in fields from St. Louis to South Dakota. Over 30 were clustered around the Kansas City area.

The *Arabia* sank in 1856 after hitting a snag hidden under the waterline. A May 30, 1897, article in the *Kansas City Times*, reported river traffic to the Port of Kansas was heaviest in 1856 to 1858 because of the Santa Fe trade. The steamboat carried 130 passengers, none of

whom was lost. During its excavation in 1988, a mule's skeleton was uncovered with bridle, saddle, and saddle roll still attached, and the reins still tied to a post. Conflicting stories came to light. The owner of the mule, interviewed shortly after the sinking of the *Arabia*, said he tried to free his mule, but it was just too stubborn and would not leave the sinking boat. The skeleton of the mule tells a different story; the reins were tied as they had been for 132 years. Given the name, Lawrence of the *Arabia*, the mule's skeleton, still wearing a bridle, is on display today at the Treasures of the Steamboat Arabia Museum in Kansas City.²³

As agriculture, mining, and other industries turned to mechanization, mules were replaced by modern machinery, four-wheeled conveyances, and laborers. They disappeared from farms and wherever their muscle power and endurance had been so critical to progress. Their numbers decreased sharply across the country. In recent decades, they have made a strong comeback. Today, mules are again proving their broad range of abilities, many more than once thought they possessed. They are competing in every type of mule competition imaginable, including barrel racing, calf roping, steer stopping, cow cutting and penning, parimutuel racing, carriage driving, team chariot racing, and even high-level dressage. The lowly mule is being recognized as a champion!

NOTES

1. Floyd F. Ewing, Jr., "The Mule as a Factor in the Development of the Southwest," *Arizona and West*, 5 (Winter 1963): 315.
2. Max L. Moorhead, "Spanish Transportation in the Southwest, 1540-1846," *New Mexico Historical Review*, 32 (April 1957): 108-109.
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11. *Ibid.*
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COMMENTS ON RENDEZVOUS

by Steve Schmidt

[SFTA Ambassador Schmidt is president of the Cottonwood Crossing Chapter.]

IN response to the very fine program presented at the 2010 Rendezvous, I offer the following comments.

In broad, general terms, we learned that prior to 1846 the amount of Santa Fe Trail (SFT) traffic was relatively modest, primarily consisting of many independent traders, each operating only a few wagons. After the Mexican-American War, freighting of military supplies—first by the military, then by government contractors—came to dominate the SFT traffic. Monthly mail service was initiated over the SFT in 1850, later becoming more frequent. The mail contractors supplemented their income by carrying passengers and baggage. And, of

course, freighting of civilian goods continued.

Again, in general terms, we learned that this traffic initially was going from Point A (Missouri River) to Point B (Santa Fe) with few intermediate "stops." The increase of commerce on the SFT over time gave rise to the establishment of "Truck Stops" (known at the time as Mail Stations), "Convenience Stores" (known at the time as Road Ranches), and, finally US Post Offices. By the time traffic over the SFT reached its crescendo in the mid-1860s, there were quite a number of intermediate points between the Missouri River and Santa Fe. I believe those intermediate points represent the "first wave" of white habitation of the region along the SFT. Then, as we learned at the Rendezvous, the eastern terminus of the SFT was successively pushed westward and southward by the advance of the railroads after the Civil War. By 1880, the SFT was history.

In his introductory remarks at Rendezvous 2010, Mike Olsen said, "By understanding where and how the people of the past lived, you better understand where and how you live today. Who they were is who you are now." As an example, let's consider how the history of the SFT, as outlined above, affects who we are today in the vicinity of Marion County, Kansas.

Settlers in the early 1860s obtained groceries and other supplies at the Road Ranches.¹ Post offices had been established at Diamond Springs (later moved to Six Mile Creek), Lost Spring, Muddy Creek, Moore's Ranch, and Big Turkey.² After all 27 votes were counted when Marion County was organized in late 1865, among those elected to County office were: A. A. Moore (Moore's Ranch), Commissioner, Treasurer, and State Representative; Charles Fuller (Fuller's Ranch), Commissioner; Thomas Wise (partner with Jack Costello in Lost Spring Station), Probate Judge; and Frank Laloge (French Frank's Road Ranch), Constable.³ Frank Laloge filed the first Homestead Entry in Marion County under the 1862 Homestead Act.⁴

Then, in 1866 with arrival of the railroad, Junction City became the eastern terminus of the SFT. Mail

and freight then went west and south from Junction City, rejoining the SFT near Walnut Creek. Virtually overnight, traffic on the SFT all but ceased east of Walnut Creek.⁵ For the road ranches and mail stations, it was analogous to being the small town gas station or restaurant of the 1950s whose trade was siphoned-off by the new Interstate Highway. Post offices on the SFT closed.

At first, the railroads simply duplicated the Santa Fe and other trails, only substituting newer technology for transporting goods, mail, and passengers, often along routes already established. The transportation pattern from Point A (Missouri River) to Points B (Santa Fe, Denver, etc.) returned with few intermediate points. With the 1862 Homestead Act, the end of the Civil War, and expansion of the railroad network, the second wave of settlement occurred, bringing permanent settlers, town builders, and a variety of businesses.

By the 1880s, new post offices were being established at towns along the railroads. Several of the new post offices which were located at or near the old SFT post offices, can be considered as "reincarnations" of the old SFT post offices, as illustrated in the table below.⁶

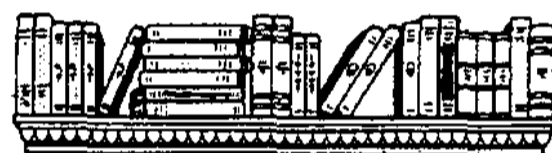
So, as Olsen suggested, the Santa Fe Trail has determined who we are today in the area in and around Marion County. I suspect this is true, in one way or another, all along the Santa Fe Trail. The Santa Fe Trail does live on in various ways.

Notes

1. "Settler's Memories," *Marion County Record*, Marion, Kansas, September 22, 2010, 3, rReprint of a series of articles beginning November 5, 1925, presenting the memories of Mrs. Evin Hoops written in 1885.
2. Robert W. Baughman, *Kansas Post Offices* (Topeka: Kansas State Historical Society, 1961).
3. Marion County Commissioners Jour-

nal, Vol. 1, Minutes of Meeting of November 10, 1865, Marion County Courthouse, Marion, Kansas.

4. Entry No. 26, January 3, 1863, Junction City Homestead Entry Book, Homestead Act May 20, 1862, National Archives and Records Administration, Record Group 49, Kansas City, Missouri, 3. The May 20, 1862, Homestead Act became effective January 1, 1863. There were claims to public lands in Marion County as early as August 8, 1860, on the NW/4, 5-20-4 (incorrectly called a "homestead" in the reference cited). Sondra Van Meter, *Marion County Past and Present*, (Marion County Historical Society, 1972), 235. Claims to acquire public lands prior to January 1, 1863, would have been "Preemptions" under The Preemption Act of 1841, 27th Congress, Ch. 16, 5 Stat. 453 (1841). George W. Spaulding, *A Treatise on the Public Land System of the United States* (San Francisco: A. L. Bancroft and Company, 1884), 35.
5. Moris F. Taylor, *First Mail West, Stagecoach Lines on the Santa Fe Trail*, (Albuquerque: University of New Mexico Press, 1971), 115-116.
6. Baughman, *Kansas Post Offices*.



CONVERSE OF THE PRAIRIES

-BOOK NOTICES-

Ronald J. Dulle, *Tracing the Santa Fe Trail: Today's Views, Yesterday's Voices*. Missoula, MT: Mountain Press, 2010. Pp. 216. Maps, illustrations, notes, bibliography, index. Paper, \$22.00 postpaid from the SFTA Last Chance Store.

SFTA member and professional photographer Ron Dulle has been photographing the Santa Fe Trail for several years. Those who have attended recent symposiums and rendezvous have seen exhibits of his fine work. Now he has produced this handsome volume, a valuable addition to the literature of the Trail. Dulle has absorbed the new

information about the Trail that has become available in recent years, along with the traditional standard works, and produced an accurate overview of historic records, including quotations from those who traveled and wrote about their experiences on the overland route, to go with his 180 remarkable color photographs.

For those who are unable to travel the old Trail, his photographs and text provide readers with an arm-chair trip over the historic route with selected images of the most significant places to be seen today, an opportunity to experience "being there." This pleasurable volume will encourage those who can travel to visit or revisit many Trail sites.

The major landmarks, from St. Louis to Santa Fe and beyond, are included here. The volume provides, as Dulle explains, an "interpretive pictorial tour."

When someone asks if you have seen the Dulle book about the Santa Fe Trail, you should be able to reply, "Yes I have, and it is anything but a dull book." It is a delightful read, historically informative and esthetically gratifying. It provides an excellent overview for someone seeking to learn about the Trail, and it provides an attractive and stimulating review for those who have studied and traveled all or portions of the historic road. This striking volume deserves a place on the shelf of everyone with an interest in the Santa Fe Trail.

Mary Collins Barile, *The Santa Fe Trail in Missouri*. Columbia: University of Missouri Press, 2010. Pp. xii + 144. Maps, illustrations, appendix, bibliography, index. Paper, \$16.95.

One wonders how this book was deemed worthy of publication by a reputable press. Although there are some good sections, there is much outdated information and misinformation. The author apparently has no awareness of the Santa Fe Trail Association and could have benefited greatly from the members of the Missouri River Outfitters Chapter and the many relevant articles that have appeared in *Wagon Tracks* during the last 24 years. It is a prime example of the perils authors face when they write about the Trail and ignore

(continued on page 21)

TABLE: POST OFFICES

U.S.P.O. on SFT	Open	Close	"Reincarnated" as
Diamond Springs	1859	1863	(moved to Six Mile Creek)
Six Mile Creek	1863	1866	Burdick 1887
Lost Spring	1861	1864	Lost Springs 1879
Muddy Creek	1863	1864	Tampa 1888
Moore's Ranch	1860	1866	Durham 1887
Big Turkey	1860	1866	Galva 1879

HENRY GOKE: PENNILESS IMMIGRANT, WEALTHY BANKER

by Doyle Daves

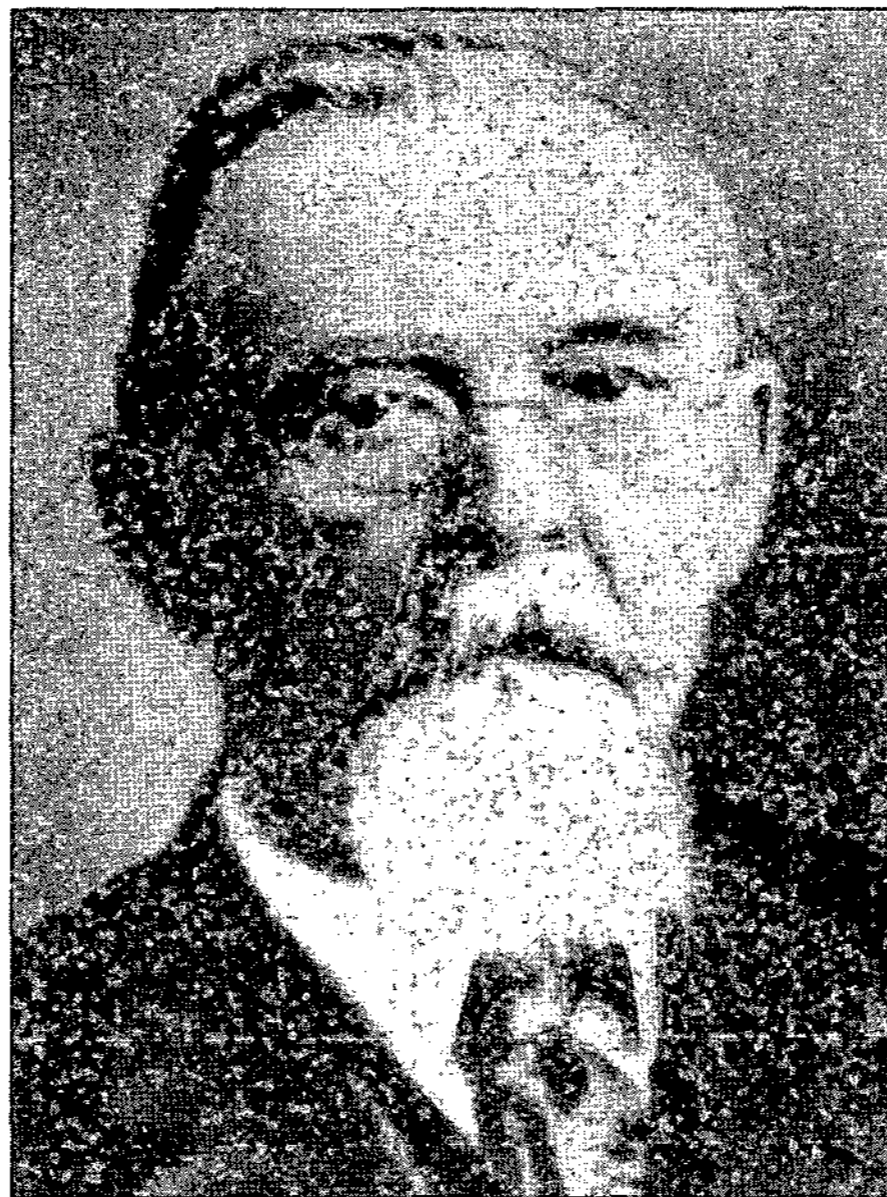
[Daves received a grant from SFTA to research Euro-American traders who married Hispanic women in New Mexico. This is another in the fine series of articles resulting from his investigation.]

Henry Goke¹ grew up in Germany, left his family there and came to Texas as a penniless immigrant, worked as a laborer, was an overseer of slaves on a large plantation, served in the Confederate Army during the Civil War, traveled to New Mexico via the Santa Fe Trail and stayed. He became a successful merchant, farmer, stock raiser, flour and lumber mill operator, and finally a wealthy banker. He married a local Hispanic woman and founded a New Mexican family which endures.

Origins in Germany and Immigration to the United States

Heinrich Friedrich Wilhelm (Henry) Goke was born January 10, 1843, in Oppendorf, Germany. Oppendorf is a small village, at that time in Prussia and now, in the modern German state of North Rhine-Westphalia,² today the most populous and economically powerful state of Germany. Henry's parents, Johan Friedrich Christian Goke and Caroline Wilhelmine Henriette Lehde, came from families that had long lived in the area as shown by records of the Evangelical Lutheran Church of Wehdem, which also served neighboring communities including Oppendorf.³ Henry grew up there along with his older brother Christoph and two younger sisters.⁴ What education Henry and his siblings received was obtained in the local schools. Among Henry's early accomplishments was the ability to play a musical instrument.

In 1858, at remarkably young ages, the brothers, Christoph at 17 and Henry at 15, left their family in Oppendorf behind and immigrated to the United States. The brothers arrived at the American port of Galveston, Texas, almost completely without funds. Henry quickly found a job. "For a year he was employed as a farm hand near Galveston at eight dollars per month and the following year he farmed on shares. The third year of his residence in the United States he was given a position as



overseer of the slaves on a large plantation."⁵

Civil War Service in the Confederate Army

In 1862, after the Civil War broke out, both Goke brothers enlisted in the Confederate Army. By that time, Christoph was married to Henriette Louise Meyer, also a German immigrant to Texas, and they had a young son, Johan Friedrich Heinrich (John) Goke. Christoph was serving in the army when he died of unknown causes, September 7, 1863, at William Penn, now a ghost town, in Washington County, Texas.⁶ Henry enlisted in the 16th Regiment of Texas Infantry (Flournoy's) as a private and served as a military musician. He served with this unit until the battle of Pleasant Hill, Louisiana, fought on April 9, 1864,⁷ at which time he was captured by the Union Army. He, along with other captured Confederates, was sent to New Orleans where he took an oath of allegiance to the United States and was released. Subsequently, he worked on steamboats traveling up the Mississippi River which took him to St. Louis; from there he traveled west, first via another steamboat operating on the Missouri River, and finally arrived at Leavenworth, Kansas.⁸

On the Santa Fe Trail and Settlement in New Mexico

At Leavenworth, apparently still in 1864, "Teodoro Casados of Anton Chico, New Mexico, who owned a

small wagon train was looking for a teamster and hired Goke [Goke]. This was part of a large convoy of two hundred wagons loaded with corn destined for Fort Union."⁹ After a three-month trek across the Santa Fe Trail to Fort Union, Henry traveled on to Santa Fe and then to the mining town of Dolores in the Ortiz Mountains to the southeast, where he found jobs that occupied him for the next three years and allowed him to save money for future investment. Apparently, throughout this time of employment, Goke was actively planning to become a merchant and was constantly assessing various locations and opportunities.

The Store at Sapello

There has been a store at Sapello, a small rural community in San Miguel County some 12 miles north of Las Vegas for at least 150 years. Today, the store there continues to prosper although it is located only about 10 miles from a Wal-Mart Super Store on the northern edge of Las Vegas. The first store in Sapello was opened sometime during the 1850s by Dr. John M. Whitlock, who "may have originally come to New Mexico as an Army surgeon [presumably with Kearny's Army of the West in 1846] . . . [and who] opened the store at Sapello because he could do better in the mercantile business than as a doctor."¹⁰ Census records make clear that Whitlock established the store sometime between 1850 and 1860; the 1850 census indicates that he was practicing medicine and running a boarding house in Las Vegas, and the 1860 census lists him as a merchant living in Sapello. In 1861, he enlisted in the New Mexico Volunteers as a surgeon when the Union Army call came for men to assist in repelling the Confederate (Texan) invasion of New Mexico. In 1862, while stationed at Fort Stanton, Whitlock got into a quarrel with Captain Paddy Graydon that resulted in a duel in which Graydon was mortally wounded. Before Graydon died, however, he ordered his men to kill Whitlock. Whitlock died there November 5, 1862, at age 38.¹¹

The second operator of the Sapello store was Alexander Grzelachowski,¹² called *El Padre Polaco*

(the Polish Priest) by his Spanish-speaking neighbors. Grzelachowski was a Catholic priest recruited in the 1850s by Bishop Jean Baptiste Lamy to serve in New Mexico. He had soon given up the priesthood, married a local Hispanic woman, and spent the remainder of his life as a well-respected merchant, mostly at Puerto de Luna, a farming community located along the Pecos River south of Santa Rosa in Guadalupe County. Grzelachowski acquired the Sapello store after John Whitlock's death in 1862. By 1867, after a few years of operating the store, he decided to give it up. He then purchased a lot on the Las Vegas plaza from John Dold; the 1870 census shows Grzelachowski in Las Vegas as a merchant. Soon afterward he relocated one final time to Puerto de Luna.

Henry Goke became the third Sapello storekeeper. He had saved his money and, by 1867, was actively looking to make a new start. He had apparently considered many potential opportunities and locations. He had heard about the store in Sapello and was aware of Grzelachowski's intent to relocate. He decided to give up his position as a clerk for the mining company in Dolores and became a self-employed merchant. He chose to locate at Sapello where, Francis Kajencki reports, Goke purchased the store from Grzelachowski.¹³

The family story¹⁴ does not acknowledge the purchase of an existing business; it indicates that Goke, traveling from Santa Fe, stopped in Las Vegas and spent all his money buying supplies which he loaded on a wagon and took to Sapello where he acquired a small, one-room adobe building which he divided into living and mercantile quarters by hanging a blanket over a rope strung across the room. To display the goods he had purchased, he simply turned the boxes sideways and arranged the goods so they could easily be seen; in this simple yet effective way, the store was quickly open for business. Ralph Twitchell's version¹⁵ is similar; he says nothing about an existing store and notes that "On the 25th of July of that year [1867], he [Goke] established a general store there, investing in that enterprise his entire capital of one thousand seven hundred and forty-five dollars." The sim-

plicity of Henry Goke's manner of opening his store is very reminiscent of the way Uncle Dick (Richens Lacy) Wootton—famous for creation of a toll road over Raton Pass—had set up for business in 1858 in the mining camp that was to become Denver. Late in life, he reported of this venture: "I moved into a log cabin and without waiting for any such thing as shelving or counters to be put in, I commenced business."¹⁶

Henry Goke Expands His Enterprises

Henry Goke's mercantile enterprise at Sapello prospered from the beginning. "As time passed the volume of his trade increased rapidly, and he became one of the leading merchants of the Territory. His business interests widened and he became extensively engaged in farming, sheep and cattle raising and in flour milling."¹⁷ He became a supplier of lumber, corn, flour, and oats to the great Charles Ilfeld Company.¹⁸ Some of the commodities supplied to the Ilfeld Company undoubtedly came from Goke's own farming and milling operations while additional goods were acquired in trade at his store as the local economy involved much barter owing to the scarcity of money. Contemporary reports suggest the scope of his business. In response to a government survey, Goke reported that in 1888 his water-powered flour mill had a capacity of grinding 30 bushels of wheat per day and that he had produced 300,000 pounds of flour that year.¹⁹ In 1896 the *Santa Fe New Mexican* reported that "Meyer Friedman & Bro have purchased 500 bags of wool from Henry Goke of Sapello . . . worth \$8,000 to \$12,000 depending on its quality."²⁰ And the *Las Cruces Democrat* reported in 1894 that "Last week the bodies of two freighters were found between the Conchas and Cabra Springs. [They were transporting] flour that Henry Goke was sending down to Red River from Sapello."²¹

He also continued to expand his land holdings. ". . . Henry Goke had obtained a deed from Aniceto Salazar [a Mora Land Grantee] in May of 1872 for a piece of property which consisted of rolling upland mainly suited for pasture but with some cultivable land. Goke's employee, John Taylor, testified that one of his main responsibilities included making

sure that other people's stock did not invade the land."²² Tomas Jaehn reported: "In 1880, he [Goke] planted Indian corn, oats and wheat and held 2,350 head of cattle and sheep on his 100 acres and the surrounding public land."²³ In 1883 Goke obtained new conveyances from Aniceto Salazar for an additional 1,600 acres of land which he used to graze his livestock.²⁴ In written testimony for a congressional hearing in 1895, Goke wrote: "I have been engaged in sheep-raising in New Mexico for twenty-five years . . . and in that time I have succeeded in working my herd up to about 15,000 head."²⁵

Henry Goke Marries and Establishes a Family

Six months before he left Dolores to become a merchant in Sapello, Goke was married on January 22, 1867, to Gumecinda Roybal, daughter of Guillermo Roybal and Micaela Montoya. Roybal is a distinctly New Mexican surname. It is generally traced to Ignacio De Roybal y Torrado, a native of Galicia in northwest Spain who, as a soldier with Don Diego de Vargas, in 1692, participated in the re-conquest of New Mexico following the Pueblo Revolt of 1680 which had expelled all Hispanics from New Mexico. The name Roybal or its earlier variants, Ruibal, Ruival, does not occur in Spain. It is thought that the name in Galicia was Rubial which, in the New Mexico colony somehow became Roybal; this probably occurred in the settlements associated with the Indian pueblos of Pojoaque and Jacona just north of Santa Fe, the traditional seat of the Roybal family.²⁶

In the 1850 census, Guillermo and Micaela Roybal were living at Dolores in Santa Fe County with their children, including 13-month-old Gumecinda; in this record Guillermo declared that he was a miner. Henry Goke and Gumecinda obviously met at Dolores after Henry arrived there in 1864. When they married, Henry was 24 and Gumecinda was 18. Henry had been raised in a Lutheran community in Germany, but in New Mexico he joined the Catholic Church of his wife and they raised their children in that faith. Within a few months after their marriage, they had established a home in Sapello. They raised their family in that rural community; in later years

Henry and Gumecinda moved into a new home in nearby Las Vegas.

Henry and Gumecinda Goke had four children who lived to adulthood; a son, Albert, and a daughter, Charlotte, died in childhood. Son Henry was born in 1870, followed by a brother, Emanuel, in 1872, sister Sara in 1874, and, finally, Christopher Alejandro in 1893. The Goke children grew up in Sapello, all married locally, and continued to live in the area as adults.

Henry Goke Broadens His Interests, Enters Politics and Becomes a Banker

By the mid 1880s, Henry Goke had become a wealthy, well-respected businessman and during the 1890s began to expand greatly the scope of his activities and influence. He continued to maintain the mercantile business and agricultural pursuits at Sapello. However, he also involved himself more prominently in the wider community and began to look for new investment opportunities. His expanded scope of involvement focused primarily on two new endeavors. He entered elective politics and he became a central figure in building a banking infrastructure, long neglected in northern New Mexico.

Henry Goke in Politics

Henry Goke was a Democrat; his exposure to American politics undoubtedly began during his early years in Texas when that state seceded from the Union and joined the Confederacy in rebellion against the Federal government led by Republican President Abraham Lincoln. The dramatic events of the Civil War period and the following Reconstruction Era had led Texas and other southern states to become overwhelmingly Democratic. Perhaps his political affiliation with the Democratic Party began while he was in Texas. However, that he became a Democrat in San Miguel County could also have been a result of the political situation existing in the local area.

By the 1880s, Henry Goke was a prominent figure in San Miguel County; his accomplishments in establishing himself as a prosperous businessman with a fine family were visible and admired. It is natural that he became active in county affairs and was asked to take a variety of leading roles. During the years

that Goke lived in San Miguel County, the family of Don Miguel Romero y Baca and his wife Maria Josefa Delgado y Ortiz, their children, grandchildren, and great-grandchildren dominated Las Vegas and San Miguel County's business, politics, and society. Throughout the last decades of the nineteenth century and the early decades of the twentieth, San Miguel County was dominated by the Republican Party and the Romero family who controlled it.²⁷

The San Miguel County Democrats, though in the minority locally, included Ezequiel C. de Baca,²⁸ a member of an old and well-established New Mexican family, and Octaviano Ambrosio Larrazolo,²⁹ a Mexican-born immigrant of Italian extraction, and other noteworthy people. C. de Baca and Larrazolo became the second and third elected governors of New Mexico following statehood.³⁰ Despite the general dominance of the Republicans in San Miguel County politics, the Democrats did win some elections. Indeed, Twitchell notes that Henry Goke "was several times elected to positions of trust and honor."³¹ A sense of the campaign rhetoric of the day is available: "Taxpayers and property owners, do you want a continuance of Romeroism for another decade? Vote for Henry Goke, a straightforward businessman, for collector and treasurer." And "A vote for Goke, for treasurer and collector, is a vote for the proper auditing and checking of the accounts of the present incumbent"³² Goke won the elections for treasurer of San Miguel County in 1894 and 1896.³³ Also in 1896, Henry Goke was named Probate Judge (*Juez de Pruebas*,³⁴ in Spanish, literally Judge of Proofs).

Perhaps related to Goke's political activities and his enhanced position in Las Vegas and San Miguel County was his role in the establishment of the New Mexico Normal University, now New Mexico Highlands University. The university was authorized by the territorial legislature in 1893, and after many problems and delays, money was obtained and a building erected for an initial entering class in 1898. Although unmentioned in Maurilio Vigil's history of the university,³⁵ the site for the original university building was donated to the Ter-

ritory of New Mexico by Goke. This donation was of significance, given the many challenges to be overcome in the founding of the institution.³⁶ This legacy continues to serve the many thousands who have studied and worked at New Mexico Highlands University over the ensuing century and more.

Henry Goke Becomes a Banker

The files of the Bank of Las Vegas contain historical accounts which state that "during his lifetime [Henry Goke] served as president of nine different banks."³⁷ Unfortunately, it has not been possible to reconstruct and describe this quite impressive banking career. The earliest record located indicates that, in 1884, Goke was a director of the San Miguel National Bank of Las Vegas.³⁸ When the Las Vegas Savings Bank was incorporated in 1890, Goke became a director and he became president of the bank in 1892. Also in 1892, the First National Bank of Raton was chartered and, in 1896, Henry Goke was its president.³⁹ In 1905 Goke was instrumental in founding the Springer State Bank⁴⁰ and in 1906 he was a founder of the Tucumcari Trust and Savings Bank.⁴¹ Henry Goke was also instrumental in the founding of the Southwestern Metallurgical and Development Company in 1906 and served on its board of directors.⁴²

Obviously, given the statement in the history of the Bank of Las Vegas, Henry Goke's banking endeavors were more extensive than I have been able to reconstruct and document. Nevertheless, it is clear from what has been found, that in the later years of his life, Goke was significantly extending the financial and geographical scope of his interests. In doing so, he helped bring badly needed financial infrastructure to towns that had never had it and surely contributed to the prosperity of the region.

In summing up Henry Goke's life, Twitchell concluded that he "became one of the wealthiest men in the territory and in building up his various business interests contributed in a large measure to the commercial and industrial development of New Mexico".⁴³

The Final Years

The 1900 census indicated that

Henry Goke was still residing at Sapello; sometime later he acquired a home in Las Vegas and moved there. Although he continued his mercantile and other interests at Sapello, he and Gumecinda were no longer there to oversee day-to-day activities. It seems likely that their adult children were at that time involved in the family business interests and largely took on this role. As early as 1897, Goke experienced health issues. In October of that year, the *Santa Fe New Mexican* reported that the "Hon. Henry Goke is reported seriously ill at his home in Sapello."⁴⁴ He recovered from this illness and lived until December 28, 1911, when he died at age 67 at his home in Las Vegas. For an immigrant German boy who arrived in America at age 15, penniless and speaking no English, Henry Goke became an amazing success. Gumecinda lived on alone another dozen years in the Las Vegas home until she died in 1923. She and Henry are buried side by side at Sapello where they raised their family, labored and prospered for so many years. These two pioneers, one a transplant from another culture far away, the other with deep roots in Hispanic New Mexico, have left a rich legacy—their family which continues and the many positive influences they made to the development of northern New Mexico.

NOTES

- Goke is a difficult name for those who do not speak German. In German, the "o" carries an umlaut (two dots above: ö) which changes its pronunciation so it sounds like the "oe" in does. Also, a terminal "e" in German is pronounced like the "a" in Lisa. Thus, the German pronunciation of Goke is "Goeka"; American ears tend to hear "Goerka" although the "r" sound is not actually voiced. English-language pronunciation rules would make Goke one syllable: "Gok" with a long "o" and a silent terminal "e". Perhaps, in recognition of its foreign origin, today, the New Mexico family name is "Go-kee".
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LIFE MEMBERSHIPS

by Phyllis Morgan

SFTA members are encouraged to upgrade their current membership to life member when renewing for the coming year. You may pay the full amount, \$1,000, or spread the payments over three years. Join our growing number of life members and support your association and its many fine programs.

WOOD, WATER, AND GRASS: BUT THE GREATEST OF THESE IS WATER

by David K. Clapsaddle

[SFTA Ambassador Clapsaddle is president of the Wet/Dry Routes Chapter and a frequent contributor to WT. Thank you, David, for your research and articles]

"The essentials for a camping place are wood, water and grass."

Robert Morris Peck, "Rough Riding on the Plains: A Trooper's Story," *National Tribune*, February 28, 1901.

IN the trans-Mississippi West, travelers camped in the open far removed from even the meager amenities of a frontier settlement or a trading ranch, had to depend upon mother nature for the elements of survival, if not comfort. The elements requisite to any good campsite were three: water, grass, and fuel, wood or buffalo chips. If grass were not abundant, oxen could subsist for a period, but water was a more urgent necessity, both for man and beast.

Campsites along overland routes were identified in itineraries called tables of distances published for the convenience of travelers. One such table published in 1858, "From Kansas City to the Gold Field Regions of Pikes Peak," listed the distances between stops and the availability of water, grass, and fuel.¹ Though not mentioned in this table, several trading ranches along its route had wells; and at the Little Arkansas River Ranch, the proprietors charged 25 cents for a toll across their bridge and ten gallons of water or 25 cents for ten gallons of water and the use of a ferry.²

However, in most cases, water was provided by streams supplied by run off. In some cases, especially during spring, water could be found in buffalo wallows or an occasional pond. Otherwise, water came from springs, called live water. Such water, fresh and clean, was far preferable to that found in streams often muddied by sudden runoffs, tainted by alkali, and near crossings spoiled by animal waste. In addition, water located in languid pools was more often than not tepid, if not unagreeably warm. In contrast, spring water was cool.

This study is devoted to springs along the Santa Fe Trail and its auxiliaries. The first length of the Santa

Fe Trail replicated the Osage Trace from Franklin, Missouri, to Fort Osage. Running westward from Franklin, the Osage Trace came to the Missouri River where passengers were ferried across the Missouri River to the area of Arrow Rock. Not far from the landing was a spring which has become known as Santa Fe Spring. Local lore claims William Becknell watered there in his 1821 expedition to Santa Fe.³

Beyond that point, the Osage Trace pursued the south bank of the Missouri River to Fort Osage, west of which were several springs identified by Gregory Franzwa. Two springs were located north of present Marshall, one called Indian Spring.⁴ Farther west was another spring Roger Slusher placed at seven miles east of Lexington on his family's property purchased in 1829-1830. More than a century later, the Slusher Homemaker's Club published *A History of Homes* which stated that on the property's homestead "a very good and everlasting spring is nearby." The spring was located in Lafayette County on Highway 24 which basically replicates the Osage Trace.⁵ West of Lexington about two and a half miles was Simpson's Spring; and in Independence, near the present National Frontier Trails Museum, Franzwa identified the evidence of yet another spring which "left a deep chasm, the route of the waters which once issued from that spring."⁶

Several tables of distance commence at Independence which superseded Franklin in 1827 as the eastern terminus of the Santa Fe Trail. John Bingham's 1848 table which originates four miles north of the city, for all practical purposes, begins at Independence.⁷ Not identified by Bingham or any other contemporary source, Cave Spring is situated 10 miles southwest of Independence. Located in the present William M. Klein Park, it was marked by the Missouri Daughters of the American Revolution with one of their familiar red granite monuments and placed on the Register of Historical Places. Regardless, the site has no historic documentation.⁸

The first spring Bingham did

identify was Willow Spring, 65 miles from Independence. En route to Santa Fe during the Mexican War, Thomas Lester Bryant with the First Illinois Volunteers confided to his diary on July 16, 1847, "After marching eight miles, we came to Willow Spring which offers an inexhaustible supply of the finest water."⁹

Farther west near present Overbrook, Kansas, Marc Simmons identified a spring which he called Santa Fe Spring.¹⁰ Still further west was Big John Spring located two miles east of Council Grove. There, at the direction of George C. Sibley, Big John Walker carved Big John Spring on a nearby oak tree during the resurvey of the Santa Fe Trail in 1827.¹¹ Eighteen miles more was Diamond Spring. Also during the resurvey, Sibley wrote, "It may be appropriately called, 'The Diamond of the Plains,' and so I had it marked on an overhanging elm."¹²

Charles Folsom's table of 1842 identified two springs west of Diamond Spring: Prairie Spring, eight miles farther, and Hook's Spring (in prairie), another eight miles.¹³

Fifteen miles from Diamond Spring was Lost Spring. Sometimes the spring was dry, hence its name. Such was not the case on June 23, 1846, when Susan Magoffin observed, "And this should no longer be called the lost spring for it is running high now."¹⁴

West of Lost Spring 15 miles was Cottonwood Creek, a popular stop on the Santa Fe Trail. There in 1859, Calvin Perry Clark wrote in his March 26 diary entry, "Cottonwood Creek cotton wood and water. Spring hundred rods up the creek from the crossing."¹⁵

No other spring along the Santa Fe Trail was given notice west of Cottonwood Creek until the Little Arkansas River. There, Charles Post paused in May 1859. He and his companions used the ferry and filled their water kegs "at a spring above one-fourth mile."¹⁶

Bingham did not identify any other spring west of the Little Arkansas River until the Santa Fe Trail reached the Cimarron Route. However, east of the Cimarron cross-

ing, five miles west of the Arkansas River's south bend, was a spring located by William Quesenbury in 1850. He wrote, "Passed a large spring some forty yards to the left of the road." He further stated, "A great many names are carved on the rock. We learned from the inscription the ox team company had passed here on the 17th." James Mitchell with the ox team company led by Captain Edmonson did not reference the spring but did mention the rock where members of the company left their names. This is the same location described by Joseph Gleason on May 13, 1860, in abbreviated language: "Waterfall pond, 10 or 12 ft. I cut my name, date, year." Gleason's description is somewhat in keeping with the present appearance of the site. The most significant difference is that Gleason's signature does not remain but carved in the sandstone is a rectangular border containing "Black Pool Dis by E. Post 1843." Other names do remain, some too faint to read. Gregory Franzwa opined that most of the names "are from the post-trail era." At some time, someone scribed the Black Pool inscription to a pronounced depth and stained the characters with a dark material. Resultantly, the inscription is well defined in comparison to the other nearby names.

What then, must be the truth of Black Pool? The answer might be in another inscription documented some 19 miles west of the Black Pool site. On June 5, 1859, Charles Post confided to his diary, "We concluded to travel until noon as we did not have large enough range for our cattle; Quite cool, pleasant driving. Our road led up on the high land in consequence of the bluffs running down to river, which is rarely the case on the north side of river, but on south side the sand hills for a great portion of the way lead into river. I was riding ahead of train and found a beautiful pool in a basin some thirty feet lower than the top of bluff with an outlet to the river. I have not yet seen anywhere an account of this pool, so I named it Crescent Pool; it is about seventy-five miles from Pawnee Fork. I carved my name and address in the rocks, also the name of the pool; it is a beautiful spot. We encamped at eleven o'clock for day and night at old Fort Atkinson, nothing

remains except a bridge with four sides showing the outline of walls which were of sod."

A comparison of the two sites is instructive: (1) The so-called Black Pool is located about 49 miles from Pawnee Fork. Crescent Pool was about 68 miles from Pawnee Fork. (2) The Black Pool inscription is dated 1843. The Crescent Pool inscription was carved in 1859. (3) The Black Pool inscription speaks to E. Post. The Crescent Pool inscription was the work of Charles Post.

Who then was E. Post and what is the origin of the Black Pool name? As to the latter, Franzwa speculated that the pool "has a dark coloration due to the underlying strata of black shale." As to the identity of E. Post, one might surmise that someone knowing of the Crescent Pool inscription incised the "Black Pool" signature with a deceitfully similar inscription.¹⁷

West of the Crescent Pool location, the Santa Fe Trail crossed the Arkansas to follow the Cimarron Route southwest to Lower Spring, the first of three springs which populated the Cimarron River. Lower Spring, 60 miles from the crossing, became known as Wagon Bed Spring late in the time of the Santa Fe trade when a resourceful traveler sank a wagon bed in the spring's basin to create a reservoir.¹⁸ Middle Spring, 30 miles upstream, appears in Captain Randolph Marcy's 1859 table in a brief notation, "No wood."¹⁹ Upper Spring, 35 miles farther southwest, was described by Josiah Gregg as "a small fountain breaking into a ravine that declines towards the Cimarron some three or four miles to the north."²⁰ The spring was located a short distance from the Trail; at some unknown time, a thoughtful traveler mounted a flag there so others could find their way to water. Hence, the name, Flag Spring.²¹

Twenty more miles was Cold Spring in the present Oklahoma panhandle where the Aubry Route began. Captain Marcy was stingy in his description of the setting, "A tree here and there."²² Beyond Cold Spring 32 miles was Cottonwood Spring which Marcy labeled Cottonwood Creek. Again, his description is brief, "No water."²³ Ninety-five miles distant was Santa Clara Spring,

close to Wagon Mound. Once again Marcy was parsimonious with his words, "Wood brought from Rio Ocate."²⁴ The last spring in Bingham's table was Bernal Spring six miles beyond Tecolote. Josiah Gregg referred to it as Ojo de Bernal Spring.²⁵ It might have escaped history's notice if the Colorado troops of Colonel John Slough had not camped there on March 25, 1862, short days before engaging a Confederate force at Apache Canyon and Glorieta Pass.²⁶

To the west of the Cimarron Crossing, the Bent's Fort Road (Mountain Route) ran along the north side of the Arkansas River to Bent's Fort. At that point, it turned southwest 40 miles to the Iron Spring Station so named for the metallic taste of the water. P. G. Scott, who stopped at the station in 1870, wrote, "The water had not a very good taste, but it was clean and cool and on the whole was the best drink I have got since Lawrence [Kansas]."²⁷

From Iron Spring, the road continued southwest to cross Raton Pass, and continued on to merge with the Cimarron Route at the junction of the Mora and Sapello Rivers near present Watrous, New Mexico. En route, there was a single spring at the southern side of Raton Pass called Willow Spring. There, in 1868, Smith A. Sayers established a forage station for the army.²⁸

Other routes of the Santa Fe Trail were blessed with springs, particularly the Aubry Route pioneered by Francis X. Aubry in 1851. On a second attempt to locate a better road from the present Oklahoma panhandle to the Arkansas River, he pursued a route from Cold Spring to a point about eleven miles west of Chouteau's Island. Near there, adjacent to the Bent's Fort Road where Fort Aubry was established in 1865, was a substantial spring which came to be called Aubry Spring.²⁹

At the other end of Aubry's Route is Cold Spring, previously discussed in relation to the Cimarron Route. The present appearance of Cold Spring, green and lush, belies the barren description given by Marcy. Two other springs have been identified on Aubry's Route, Upper Spring, previously discussed, and the water source in present Baca County, Colorado, called Five Mile Water Hole. If

this basin on Bear Creek provided a constant flow of water, it was surely fed by a spring, run off water being scarce in that part of the county.³⁰

In pre-territorial Kansas, another road, largely unknown, ran south from Fort Leavenworth to cross the Kansas River at Grinter's Ferry and continued on to strike the established route of the Santa Fe Trail at Round Grove, later called Lone Elm. This road was first used by Captain William Wickliffe's escort in 1833 en route to meet up with the spring trade caravan from Independence. Four years later, Colonel Henry Dodge, returning from his expedition to the Rocky Mountains, pursued a similar course from a point east of Round Grove to Fort Leavenworth. The route was enhanced by the establishment of the Fort Leavenworth Military Road in 1837. Replicating the road to Round Grove for the first 29 miles, it veered to the southeast to follow the Kansas/Missouri line southward. The more extensive use of the road to Lone Elm came with the advent of the Mexican War when supply trains and troop movements plied the road in large numbers. One such troop movement was that of the First Illinois Volunteers in 1847. Included in the regiment was Ben Wiley of Company B, a 26-year-old private. His diary speaks several times of springs along the road. Leaving Fort Leavenworth, his company marched to the present site of Buffalo Bill Park in Leavenworth. There Wiley recorded, "a good spring with plenty of water." After a 14-mile march, the company camped at Gum Spring. Continuing on, the company crossed Nine Mile Creek and veered southeast eight miles to another campsite named Gum Spring. After being ferried across the Kansas River, the men marched four miles to what Wiley characterized as "one of the finest springs I ever saw." There were, in fact, six or seven springs in the immediate area. Regardless, the location was known as Gum Spring, not Gum Springs. This spring, as well as the other two previously identified as Gum Spring, were so named for a "gum" hollowed from the bole of a gum tree to serve as a water reservoir. Gum was the given designation for such a trough regardless of the tree's specie.³¹

Other roads emanated from the

various railheads of the Union Pacific Railway, Eastern Division, to connect with the established route of the Santa Fe Trail at several points. As such, for brief periods, each became the eastern leg of the Santa Fe Trail. The first was the Fort Riley - Fort Larned Road running 120 miles southwest from Junction City to Walnut Creek. Barlow and Sanderson established a number of stage stations on this route in 1866, including Well's Ranch on Plum Creek. Lieutenant M. R. Brown, engineer with the 1867 Hancock Expedition, noted that at that location the creek was dry in the summer but that water could be obtained from a nearby spring.³² This was the only spring noted on the Fort Riley - Fort Larned Road except Sand Spring, three miles west of Abilene as recorded in the *Junction City Union*, August 4, 1866.

The Union Pacific Railway pushing westward established other railheads at Fort Harker, Hays, and Phil Sheridan. The Southern Overland Mail and Express Company chose not to establish headquarters at Sheridan, but rather at Pond Creek, about 15 miles to the west, the site of a former Butterfield Overland Dispatch station. Six stations were established on the route which ran south from Pond Creek to Fort Lyon on the Bent's Fort Road. Among these stations was Kiowa Springs, named for its nearby water source. The reader may notice springs, plural, as opposed to previously mentioned water sources called spring, singular.³³

At the same time the Union Pacific/Kansas Pacific was pursuing an east-west course across Kansas, the Atchison, Topeka and Santa Fe Railroad was laying tracks in a southwest orientation across the state, reaching the end-of-the-tracks town named Granada in Colorado Territory in 1873.³⁴ From there, freight was shipped to Fort Union on what became known as the Granada - Fort Union Road or the Military Freight Road. John Metcalf, a freighter, recorded in his 1874 diary the names of two springs, Kiowa and Chico, both located between the Cimarron River and the Rock Crossing of the Canadian.³⁵ A third water source called Willow Springs was the campsite of Major A. J. Alexander and his 8th

Cavalry detachment in August 1874, situated eight miles northeast of present Kiowa, Colorado.³⁶

This study had a threefold purpose: (1) to recognize the importance of springs as a major water source for Santa Fe Trail travelers, (2) to identify the location of the springs, and (3) to establish the designation by which these water sources were known during the historic period. Bingham's table with a single exception referred to springs in the singular. Other tables such as the Dyer - Carleton Table of 1846-1848 never used the plural springs, always spring.³⁷ The same could be said of Charles Folsom's 1842 table and the table compiled by Josiah Gregg.³⁸ Randolph Marcy's table and Kendrick's 1849 table followed suit.³⁹ There are some exceptions, of course, to this generalization, as previously cited.

One could conclude that in the historic period, spring was the generally accepted designation for this type of water source. Regardless, within the general public and even some writers of note, springs has crept into the nomenclature of frontier references. Especially is this true with regard to towns established adjacent to historic spring sites. The Gum Spring site on the Fort Leavenworth - Lone Elm Road became the location of Gum Springs in early Johnson County. Other examples include the Kansas towns of Willow Springs, Diamond Springs, and Lost Springs. Sadly, even some devotees of the Santa Fe Trail do not make a distinction between the historic designation of spring and the modern invention of springs. Perhaps, this study will help in this respect.

Notes

1. "Table of Distance From Kansas City To The Gold Regions of Pike's Peak," *Western Journal of Commerce*, Kansas City, MO, November 6, 1858, as published in Louise Barry, "The Ranch at Walnut Creek Crossing," *Kansas Historical Quarterly* 37 (Summer 1971): 136ff.
2. Louise Barry, "The Ranch at Little Arkansas Crossing," *Kansas Historical Quarterly* 38 (Autumn 1972): 289.
3. Gregory M. Franzwa, *The Santa Fe Trail Revisited* (St. Louis: The Patrice Press, 1989), 11-13.
4. *Ibid*, 17.
5. Letter from Roger Slusher, May 15,

- 2008.
6. Franzwa, *Santa Fe Trail Revisited*, 21, 31.
 7. "Tables of Distances on The Santa Fe Trail (Kansas Section) From Independence, Mo.," John A. Bingham, 1848, as published in Louise Barry, *The Beginning of the West* (Topeka: Kansas State Historical Society, 1972), 814.
 8. Franzwa, *Santa Fe Trail Revisited*, 33.
 9. Bingham; Thomas B. Hall, *Medicine on the Santa Fe Trail* (Arrow Rock: Friends of Arrow Rock, 1986), 28.
 10. Marc Simmons, *Following The Santa Fe Trail* (Santa Fe: Ancient City Press, 1984), 77.
 11. Kate L. Gregg, ed., *The Road To Santa Fe: The Journal and Diaries of George Champlin Sibley* (Albuquerque: University of New Mexico Press, 1995), 185.
 12. Ibid, 272.
 13. Charles J. Folsom, *Mexico in 1842* (New York: Wiley and Putnam; Robinson Pratt and Co., 1842), 133-134.
 14. Susan Shelby Magoffin, *Down the Santa Fe Trail and into Mexico: The Diary of Susan Shelby Magoffin, 1846-1847*, ed. By Stella M. Drumm (1926; reprint, Lincoln: University of Nebraska Press, 1982), 23.
 15. Calvin Perry Clark, "The Diary & Journal of Calvin Perry Clark," *True Diaries* (Denver: Denver Public Library, 1962), 5.
 16. Barry, "Ranch at Little Arkansas," 289.
 17. David K. Clapsaddle, "Black Pool: Real or Ruse?," *Wagon Tracks* 21 (August 2007): 7-9.
 18. William E. Brown, *The Santa Fe Trail* (St. Louis: The Patrice Press, 1988), 113.
 19. Randolph B. Marcy, "From Fort Leavenworth to Santa Fe, by the way of the upper ferry of the Kansas River and the Cimarron," *The Prairie Traveler: A Handbook For Overland Expeditions* (Williamstown, Massachusetts: Corner House Publishers, 1859), 260-261.
 20. Josiah Gregg, *Commerce of The Prairies* (1844; reprint, Norman: University of Oklahoma Press, 1954), 61.
 21. Brown, *Santa Fe Trail*, 119.
 22. Marcy, *Prairie Traveler*, 262.
 23. Ibid.
 24. Ibid.
 25. Gregg, *Commerce of the Prairies*, 217.
 26. Leo E. Oliva, *Soldiers on the Santa Fe Trail* (Norman: University of Oklahoma Press, 1967), 133-139.
 27. P. G. Scott, "A Diary of a Freight Trip From Kit Carson to Trinidad in 1870," *The Colorado Magazine* 8 (July 1931): 150.
 28. Nancy Robertson, "Letter to Editor," *Wagon Tracks* 4 (November 1989): 18.
 29. Eugene P. Burr, "A Detailed Study of the Aubry Cutoff of the Santa Fe Trail and Fort Aubry," *The Emporia State Research Studies* 23 (Summer 1974): 21-22.
 30. Ibid, 43.
 31. David K. Clapsaddle, "The Fort Leavenworth - Round Grove/Lone Elm Road: The Army's First Link to the Santa Fe Trail," *Wagon Tracks* 8 (November 1993): 10-13.
 32. David K. Clapsaddle, "Conflict and Commerce on the Santa Fe Trail: The Fort Riley - Fort Larned Road," *Kansas History* 16 (Summer 1993): 124-135.
 33. David K. Clapsaddle, "The Fort Wallace/Kit Carson-Fort Lyon Roads," *Wagon Tracks* 8 (February 1994), 11. Springs is also used to denote the water source cited in note 36.
 34. Morris F. Taylor, *First Mail West: Stagecoach Lines on the Santa Fe Trail* (Albuquerque: University of New Mexico Press, 1971), 162.
 35. Richard Loudon, "The Military Freight Road," *Wagon Tracks* 7 (May 1993): 8.
 36. Ibid, 9.
 37. "Tables of Distances On The Santa Fe Trail (Kansas Section) From Fort Leavenworth," Dyer-Carleton, 1846-1848, Barry, *Beginning of the West*, 815.
 38. "Tables of Distances On The Santa Fe Trail (Kansas Section) From Independence, Mo.," Josiah Gregg, 1844, Barry, *Beginning of the West*, 814.
 39. "Tables of Distances On The Santa Fe Trail (Kansas Section) From Fort Leavenworth," Kendrick, 1849, Barry, *Beginning of the West*, 815.

BOOK REVIEW

(continued from page 13)

the SFTA and *Wagon Tracks*. For example, Barile states, p. 36, that the number of men accompanying William Becknell to Santa Fe in 1821 is "a mystery," which would be no mystery had she read Pedro Ignacio Gallego's diary in *Wagon Tracks* (November 1992). Also, the author seems not to have consulted Louise Barry's *Beginning of the West*, which is filled with material from primary sources about the early history of the Trail. She appears unable to judge between the best and the worst of secondary sources about the Trail.

The volume includes a wide variety of material (much of the text about general Missouri history and folklore is good, as are some biographies, while the details about the

Trail are weak), some with little or no relation to the Trail, and repeats myths and misinformation. There is confusion about which Indian tribes were located along the Trail (on p. 1, for example, the Navajo and Arikara are included but no mention of Cheyenne, Arapaho, Apache, or Kiowa). Lewis and Clark are mentioned several times, but the importance of Zebulon M. Pike is missing even though he was a major figure in sparking interest that led to the opening of the Trail. The mention of Pike in '1809' (p. 48) should be in 1807.

There are errors that any good proofreader should have caught. In reference to "ball and patch" from a rifle, p. 63, the author says the patch was the bullet. On same page, anyone should know that mules, all hybrids unable to reproduce, were not the "basis for the famous Missouri mule stock." The donkeys brought from New Mexico for breeding were that "basis." Please see article about mules in this issue. There were no wagons on the Trail in 1821, nor caravans in 1822 (p. 68). There is much misinformation about Bennet Riley and the story of "the Caches" is incorrect (p. 70). William Becknell did not traverse Raton Pass (pp. 81, 87), as any serious reader of *Wagon Tracks* would know. Most of the wagons used on the Trail were not Conestogas. There were no stagecoaches on the Trail prior to the Civil War. Antonio José Chávez, murdered on the Trail in 1843, is identified as "Antonio Charvis" (p. 124).

There are some stories with no foundation in fact. The members of wagon trains did not escape tornadoes by digging ditches and driving the wagons into them, "then chain the wagons together for greater protection" (p. 94). Apparently not knowing that Westport Landing and the town of Westport are on the right bank of the Missouri River, the author states that, after goods were transferred from steamboats to wagons at Westport: "The wagons and goods were then transferred to ferries and crossed the Missouri River to Kansas territory" (p. 119). This is incredible. One does wonder how someone with so little understanding of Trail history could get such erroneous information published.

TRAIL TROUBADOUR

—Traffic in Verse—

Sandra M. Doe, Editor

This column continues "Santa Fe, Santa Fe" by Albert Edmund Trombly. In Part IV readers are treated to a buffalo hunt.

SANTA FE, SANTA FE

IV

Past middle June when we camped
By the great bend the Arkansas
makes, sweeping
Sharply southeast after a long
Northeasterly run. The difficult days
Just past, fording the Little Arkansas,
Cow Creek, Walnut Creek had left
Mules and oxen much in need of rest.
So came the eagerly awaited chance
For buffalo hunting.

Buffaloes too

Have scouts
seasoned bulls pushing ahead
Looking for grass and water.

Days before

We had sighted the first of them
heading east
Lured by the grass which is deeper,
tenderer
Than theirs of the upper plains. Two or
three

Killed by the hunters made our trigger
fingers
Itch, whetted our appetites for more.
Days and weeks of no fresh meat
But antelope and the long-legged
hare

Of the plains

antelope tastes like mutton

Sticks in your craw

and you hanker for beef.

Now that the buffalo has gone forever,
Gone with the plains, gone with the
Indians,
Gone with the old frontier, gone with
the trail,
You will never know what buffalo was
like.

To have eaten a mouthful of the
stringy stuff

Sometimes marketed

an old bull

Remnant of a dying herd

is one thing;

Quite another to glut an appetite,
Keen for the whet of the plains, with
the tenderest cuts
Of fat young cows and calves chosen
From hundreds and eaten soon after
the kill.

I've seen sickly men given up
By doctors

so weak they must lie in the wagons
At first

regain their health on buffalo broth
And meat and thigh-bone marrow
sweeter

Than sweet cream butter

and within a week

Assume their share of the trail's work
and hardships.

We made up two hunting parties
A dozen or fifteen men in each;
Boggs leading one a couple miles
Up from the river, Jean-Pierre the other
Along the bank; for so we thought to
drive

Buffaloes running from either party
Within range of the other. We scat-
tered as we went;

Jean-Pierre on Ashlock's horse;
I beside him keen for my first kill,
He to see me make it.

The grass was long

But sparse and tufted, not thick
enough

To hide a hunter, much less his horse.
Buffaloes, when few, will keep their
heads,

Not be confused and mill about as
when

They darken the plains; and at the first
alarm

Will turn and run, and only an expert
hand

And mount can follow; and even such
a hunter

Rarely has more than one fair shot.

Half an hour from camp we met a dry
Creek-bed that cut the river-bank
Clean to the water's edge. The many
and fresh

Tracks were proof that here the buffa-
loes

Came to drink. We left our horses hob-
bled

By the river. Ourselves lay in wait
Behind the creek-bed bank. In the
plain

We could count a score of buffaloes
or more

Scattered because of the scattered
tufted grass;

And two, much nearer than the rest.
Closer and closer one came, turning,
Stopping for a tuft here, another
there,

But clearly bent on coming down to
drink.

"Wait till I give you the word," Jean-
Pierre

Cautioned. "Wait till he raises his
head; and remember:

Shoot low. A buffalo's heart is almost
As low as his knees." A fine bull he was;
Plump and looking larger to me then
Than he might now. At fifty or sixty
yards

He stopped again. A cry from Jean-
Pierre;

He threw up his head exposing his
chest,

And I fired. Up he leaped, came down
Stiff-legged, tail taut and high,

And stood there shaking his great
shaggy

Head, pawing the earth, spouting
blood

From mouth and nostrils; then a violent

shudder

From tip to tip, and as if the ponder-
ous head
Were dragging the rest of him down,
he sank to his knees,
Rolled over on his side.

We stole up,

Lay behind him, making his body a
screen

For us and a rest for our guns.

The second bull,

Still out of range but coming nearer,
Seemed unaware of what had hap-
pened

Though he must have heard the crack
of my rifle.

But so it is with buffaloes; I've seen it
Many times. If he keep in the wind's
lee

And they get not the slightest whiff of
him,

An ambushed hunter can slaughter
several

Without stampeding the herd. At the
sound of his gun

A few may raise their heads, look
about,

See nothing amiss, resume their graz-
ing

Without seeming to notice that one of
their number

Has fallen beside them. Sometimes
even

The very one that is shot continues to
feed

Until from loss of blood he drops to his
knees

And dies.

I must shoot again; Jean-Pierre
Would have his chance later; wanted
to show me

How to hunt on horse.

The second bull

Was now even closer than the first
had been;

But my aim not nearly so good. He
staggered

At the shot but regained his footing
with a jump and grunting

And snorting came on at full tilt
As if untouched, when, a rod away,

He stumbled, rolled heels over head
And lay stiffening almost touching the
first.

We led our horses up the river-bed
A half-mile, scrambled up the bank
And found ourselves within a hundred
yards

Of a little herd of ten or a dozen graz-
ing

Unsuspectingly. Jean-Pierre

Was off, I following. With the first alarm
The buffaloes, keeping close together,

Ran, faster and faster as we ap-
proached.

But the mounts we rode were faster
still;

And Jean-Pierre's horse was a thing to
see:

Keen for the sport as a hunter, a

hound
Trained for deer, he cut a cow from
the herd,
Crowded her flank to flank, making
her veer
And fall a bit behind; and nosing her
out
Gave his rider the chance to swing in
the saddle,
Take aim at her vitals and bring her
down.
Galloping on, reloading as he went,
Jean-Pierre made a second kill.
I too tried a running shot; but whether
Wide of the mark by a collar-bone or
a mile
I'll never know; the last I saw of the
mark
It was topping a knoll, I far behind.

THE CACHES -MUSEUM NEWS-

Paula Manini, Editor

This column lists events and news from Trail sites, museums, and related organizations. Please send information following the format below. Be sure to include your address, phone number, and e-mail. The next column will list hours and activities scheduled for March through May. To be included, send information to Paula Manini at the Trinidad History Museum (see below) by February 15, 2011. Also, please send news and changes regarding e-mail addresses, contact information, and open hours.

A. R. Mitchell Museum of Western Art
150 East Main St
Trinidad CO 81082

Telephone: 719-846-4224

E-mail: mitchellmuseum@qwest.net

- Western art by Trinidad native A. R. Mitchell and his friend Harvey Dunn, plus Hispanic folk art, Indian artifacts, and cowboy gear.
- Group tours by appointment in the winter.

Arrow Rock State Historic Site

Friends of Arrow Rock

PO Box 124

Arrow Rock MO 65320

Telephone: 660-837-3231 or 3330

E-mail: kborgman@iland.net

Websites: www.arrowrock.org;

www.mostateparks.com/arrowrock.htm

- Contact for information.

Barton County Museum & Village

PO Box 1091

Great Bend KS 67530

Telephone: 620-793-5125

Website: www.bartoncountymuseum.org

- October-April: Tuesday-Friday, 10 a.m.-5 p.m. Call for visiting on weekends and Mondays. Group

tours by reservation.

- The site is a Santa Fe National Trail Interpretive Center.

Bent's Old Fort National Historic Site

35110 Highway 194 East

La Junta CO 81050

Telephone: 719-383-5010

E-mail: rick_wallner@nps.gov

Website: www.nps.gov/beol

- Hours: 9 a.m.-4:00 p.m. daily. Orientation film and self-guided tours.
- Closed Thanksgiving, Christmas, and New Year's Day.
- Visit the trade room & bookstore.

Boggsville Historic Site

PO Box 68

Las Animas CO 81054

Telephone: 719-456-1358

E-mail: boggsville67@yahoo.com

Website: www.bentcounty.org/sitesandcelebrations/historic/htm

- Contact for information.

Boot Hill Museum

Front Street

Dodge City KS 67801

Telephone: 620-227-8188

E-mail: frontst@pld.com

Website: www.boothill.org

- Boot Hill Cemetery, Boot Hill, & Front Street. Open Monday-Saturday 9:00-5:00 and Sun. 1:00-5:00.
- Santa Fe Trail Ruts nine miles west of Dodge City on US Hwy 400; markers and observation point. Open during daylight hours.

Cimarron Heritage Center Museum

1300 N Cimarron

PO Box 214

Boise City OK 73933

Telephone: 580-544-3479

E-mail: museum@ptsi.net

Website: www.ptsi.net/users/museum

- Open Monday-Saturday, 10 a.m.-12 p.m. and 1-4 p.m., except major holidays.
- A chapel is available for meetings; special programs, and rental events.

Cimarron Recreation Area

Cimarron National Grassland

PO Box 300

242 E Highway 56

Elkhart KS 67950

Telephone: 620-697-4621

E-mail: sharilbutler@fs.fed.us

Website: www.fs.fed.us/r2/psicc/cim

- Call or visit the web site.

Citizens Committee for Historic Preservation

127 Bridge Street

PO Box 728

Las Vegas NM 87701

Telephone: 505-425-8803

E-mail: historic@cybermesa.com

Website: www.lasvegasnmcchp.com

- Call for information.

Cleveland Roller Mill Historical Museum

PO Box 287

Cleveland NM 87712

Telephone: 575-447-2646

E-mail: dancas@nmmf.net

Website: angelfire.com/folk/rollermill

- Call for information.

Coronado Quivira Museum

Rice County Historical Society

105 West Lyon

Lyons KS 67554

Telephone: 620-257-3941

E-mail: cqmuseum@hotmail.com

- Call for information.

Fort Larned National Historic Site

1767 K-156 Hwy

Larned KS 67550

Telephone: 620-285-6911

Website: www.nps.gov/fols

- Open daily, 8:30 a.m.-4:30 p.m., except major holidays.

Fort Union National Monument

PO Box 127

Watrous NM 87753

Telephone: 505-425-8025

E-mail: Claudette_Norman@nps.gov

Website: www.nps.gov/foun

- Open daily except for major holidays. Located 8 miles north of Interstate 25 on NM Highway 161.
- Self-guided interpretive trails (1.6 mile and .5 mile) through the ruins. Guided tours by request; groups of ten or more people need advance reservations.

Friends of Arrow Rock

309 Main

Arrow Rock MO 65320

Telephone: 660-837-3231

E-mail: kborgman@iland.net

Websites: www.friendsar.org; www.arrowrock.org

- Call for information.

Gas and Historical Museum

Stevens County Historical Society

PO Box 87

Hugoton KS 67951

Telephone: 620-544-8751

E-mail: svcomus@pld.com

- Call for information.

Herzstein Memorial Museum

Union County Historical Society

PO Box 75 (2nd & Walnut Sts.)

Clayton NM 88415

Telephone: 575-374-2977

- Call for information.

Highway of Legends Scenic & Historic Byway

PO Box 377

Trinidad CO 81082

Telephone: 719-846-7217

Website: www.sangres.com

- Enjoy spectacular scenery, historic towns, and museums along Highway 12. Stop at Marion and Richard Russell's beloved Stonewall and the cemetery.
- From Cordova Pass trailhead, hike in the Spanish Peaks Wilderness Area and experience Trail land-

marks up close.

Historic Adobe Museum
PO Box 909 (300 E Oklahoma)
Ulysses, KS 67880

Telephone: 620-356-3009

E-mail: ulyksmus@pld.com

• Call for information.

Historic Trinidad

City of Trinidad Tourism Board

PO Box 880

Trinidad, CO 81082

Website: www.historictrinidad.com

- Trinidad's Main Street, on the Santa Fe National Historic Trail Auto Route, offers self-guided walking tours, shopping and dining in an acclaimed national historic district near the Purgatoire River Walk.
- Visit the Loudon-Henritze Archaeology Museum at Trinidad State Junior College. Open 10 a.m.-2 p.m., Monday-Thursday. Closed in December.

Jefferson Nat. Expansion Memorial

11 N Fourth Street

St. Louis, MO 63102

Telephone: 314-655-1631

E-mail: tom_dewey@partner.nps.gov

Website: www.nps.gov/jeff

- Visit the Gateway Arch, Museum of Westward Expansion, and Old Courthouse. This National Park Service site commemorates St. Louis's role in westward expansion during the 1800s and honors individuals such as Dred and Harriet Scott who sued for their freedom in the Old Courthouse.
- Free ranger-led and special museum programs. Fees charged for the tram ride to the top of the Gateway Arch and films in the visitor center.

Kearny County Museum

111 S Buffalo St

Lakin, KS 67860

Telephone: 620-355-7448

E-mail: kchs@pld.com

- Open Tuesday-Friday, 9 a.m.-12 p.m. and 1-4 p.m., and Sunday 1-4 p.m. Closed major holidays.
- The museum features a Conestoga wagon and attractions from 1872 to the future. The complex also has Lakin's oldest house, a one-room schoolhouse, train depot, 12-sided barn, and a machinery building.
- West of Lakin is Chouteau's Island, Indian Mound, and Bluff Station. Approximately 3 miles east, wagon ruts can be seen at "Charlie's Ruts" site.

Koshare Museum

Otero State Junior College

115 West 18th Street

La Junta, CO 81050

Telephone: 719-384-4411

Website: www.koshare.org

- Call for information.

- Trading Post: online at website.

Las Vegas Museum

727 Grand Ave

Las Vegas NM 87701

Telephone: 505-454-1401, ext. 248

E-mail: lgegick@desertgate.com

- Call for information.

Morton County Hist. Society Museum

370 E Highway 56 (PO Box 1248)

Elkhart KS 67950

Telephone: 620-697-2833 or 4390

E-mail: mtcomuseum@elkhart.com

Website: www.mtcoks.com/museum

- Visit this Santa Fe National Historic Trail official interpretive facility, Tuesday-Friday, 1.-5 p.m., and weekends by appointment.

National Frontier Trails Museum

318 W Pacific St

Independence MO 64050

Telephone: 816-325-7575

E-mail: rwedwards@indepmmo.org

Website: frontiertrailsmuseum.org

- Contact museum for information.

Otero Museum

706 W. Third St.

La Junta, CO 81050

Telephone: 719-384-7500

Cell phone: 719-980-3193

E-mail: oteromuseum@centurytel.net

- Call for information.

Santa Fe Trail Center Museum & Library

1349 K-156 Hwy

Larned, KS 67550

Telephone: 620-285-2054

E-mail: museum@santafetrailcenter.org

Website: www.santafetrailcenter.org

- Open Tuesday-Saturday, 9 a.m.-5 p.m.
- January 29, 2011, 7:00 p.m.—Kansas Day Program: Jeff Davidson & Trail Riders Band will trace the history of Kansas through verse and song.

Santa Fe Trail Scenic & Historic Byway

PO Box 118

Trinidad CO 81082

Telephone: 719-846-2396

E-mail: Wyvonne@hughes.net

Website: www.santafetrailco.com

- Follow the Mountain Route from Lamar to Raton Pass to enjoy a variety of historic sites, museums, communities, and special events.

South Platte Valley Historical Society

PO Box 633

Fort Lupton CO 80621

Telephone: 303-857-2123

Website: www.spvhs.org

- Call ahead to visit the Donelson Homestead House, 1875 Independence School, and the Fort Lupton Museum. Call for addresses and hours.

Trinidad History Museum

(History Colorado)

312 E Main (PO Box 377)

Trinidad CO 81082

Telephone: 719-846-7217

E-mail: paula.manini@chs.state.co.us

Website: www.coloradohistory.org

- Bookstore open Wednesday-Saturday, 10 a.m.-4 p.m., and Monday-Saturday on December 1-23.
- Everything else closed for maintenance and construction projects. Call for an update.

CAMP TALES

—CHAPTER REPORTS—

Cimarron Cutoff

President Leon Ellis

PO Box 668

Elkhart KS 67950

(620) 697-2517 (home), -4321 (work)

<mtcomuseum@elkhart.com>

No report.

Wagon Bed Spring

President Jeff Trotman

PO Box 1005

Ulysses KS 67880

(620) 356-1854

<swpb@pld.com>

No report.

Heart of the Flint Hills

No report.

End of the Trail

La Alcaldesa Pam Najdowski

1810 Paseo de la Conquistadora

Santa Fe NM 87501

(505) 982-1172

<pamnajdowski@yahoo.net>

The chapter had several events this season which got us out on the Trail or at least out of Santa Fe. We began with Don Alberts leading an enthusiastic group of 75 members and guests on the relatively new interpretive trail of Pigeon's Ranch action of the Battle of Glorieta. Dr. Alberts is among the leading authorities on the battle and we are privileged to have him as a member so ably sharing his expertise and storytelling ability. June found us a little closer to home with Archaeologist Ron Winters showing us the Trail ruts at the Carmelite Monastery. The City of Santa Fe requires archaeological surveys of all properties being sold or seeking building permits which could have evidence of the Trail. Ron is frequently contracted to complete the surveys and is thus in a great position to promote the preservation of the Trail. In July our chapter joined the local chapter of the Old Spanish Trail Association for a hike into Miranda Canyon looking for evidence of the old Taos-Santa Fe Trail. Back in Glorieta our group met at the home of Mountain Man Jeff

Hengesbaugh, who regaled the group with infinite knowledge and a great collection. An additional treat was the private museum of Jeff's neighbor, Jim Jordan. Our final program this fall, on November 20, will be new SFTA President Roger Slusher portraying trader James Aull. Joanne VanCoevern will be accompanying him and we are pleased that more of our members will get to meet both of them. All of us are missing Harry Myers, who in his always willing and generous nature was scheduled to be our speaker on that date.

Corazón de los Caminos

No report.

Wet/Dry Routes

President David Clapsaddle
215 Mann
Larned KS 67550
(620) 285-3295
<adsaddle@cox.net>

The fall meeting convened October 24 at Fort Larned NHS with 51 members and guests in attendance. Following lunch, students from Doug Anderson's fourth-grade class of 2009-2010, Trenton Wright and Cody Lemuz, were recognized as runners up in the quilt contest which involved elementary schools adjacent to the five national historic sites in Kansas.

Subsequently, the students participated in a presentation of "A Long Way to Santa Fe," a Traveling Trunks program simulating a classroom setting as chapter members looked on. Chapter President David Clapsaddle involved the students in a program which is currently being presented in Colorado and Kansas schools.

The business session included discussion of Talking Tombstones conducted on September 16 and the meal served by the chapter at the Santa Fe Trail Rendezvous. The chapter voted to sponsor two events at the December 4 Christmas celebration in Larned: one at Sibley's Camp to provide rides for children in a mule-drawn buggy driven by Santa Claus; and one at the Little Red House celebrating Larned's first Christmas in 1873. Three new members were welcomed, June McConaughay and Nathan and Amber King.

The winter meeting will be held in Kinsley in January 2011 with date to

be announced. Ron Parks, Council Grove, will present the program on the influence of alcohol on the Kanza tribe during the 1800s. Officers will be elected and the annual Faye Anderson Award will be presented.

Dodge City/Fort Dodge/Cimarron

President Jim Sherer
1908 La Mesa Dr
Dodge City KS 67801
(620) 227-7377
<jim.sherer@yahoo.com>

The chapter met August 22 at the Blue Hereford restaurant in Ford, KS, with 31 members and guests present. Following a brief business meeting, including report on progress for the 2011 symposium, the group caravanned to Lee Hawes's nearby buffalo ranch where attendees got the chance to experience a buffalo herd close-up and enjoy a pristine and uncultivated setting. A big thank you goes to Lee Hawes for hosting the group and transporting them around the ranch.

The next program will be Jeff Trotman's reenactment as Jedediah Smith on November 14 at the Boot Hill Museum.

Missouri River Outfitters

President Roger Slusher
1421 South St
Lexington MO 64067
(660) 259-2900
<rslusher@yahoo.com>

On August 28, at the National Frontier Trails Museum in Independence, MRO hosted playwright, author and historian Mary Barile. She recently wrote *The Santa Fe Trail in Missouri* which was published by the University of Missouri Press. Mary discussed Alphonso Wetmore, a Missouri trader, soldier, playwright, and journalist. At the suggestion of Sen. Thomas Hart Benton, he interviewed a number of traders before writing a compilation about the Trail, and she is writing a book on his life. Mary was a delightful speaker and generously answered questions about the Trail in Missouri.

On August 14, Anne Mallinson and John Atkinson joined Roger and Sandy Slusher in setting up our chapter display and trunk for the Blazing the Trails festival near Dover. Ross Marshall and Roger traveled the Trail across our area on August 23 and 30 in preparation for putting out a tour of the auto route in Missouri and Johnson County, Kan-

sas. On September 22, Roger and Sandy set up the chapter display and trunk at the Santa Fe Trail Food and Wine Festival near Lexington.

On October 12 Roger and Sandy attended the first of a series of workshops in Marshall sponsored by the Old Trails Regional Tourism Partnership. The group, which covers the Trail area from Boonville and New Franklin to Independence, has received a national SET grant for the training which we hope will lead to our area becoming a National Scenic Byway.

On December 12 at 2 p.m. the MRO Chapter will meet at the home of Roger and Sandy for a holiday potluck dinner, meeting, and entertainment. The Slushers live in an 1840's house along the Trail at 1421 South St. in Lexington. Any SFTA members are welcome to attend, but please RSVP to 660-259-2900 and bring something for the meal.

Quivira

President Linda Colle
PO Box 1105
McPherson KS 67460
(620) 241-3800
<blkcolle@swbell.net>

The chapter hosted a bus trip to Ellsworth on July 17. This was the most successful chapter event so far this year. The 37 participants allowed us to charter a bus for the tour guided by Jim Gray, which made it a lot more comfortable on a really hot July day. Most of the participants were new to Santa Fe Trail activities so we had an opportunity to introduce them to our chapter and the SFTA.

Linda and Britt Colle have worked all summer preparing a series of brochures on Quivira Chapter historic sites. Information boxes have been installed at the chapter sites and brochures are in place. In addition, the brochures have been delivered to the museums and other sites within the chapter area. The auto tour route guide is also available at each information box. These brochures were made possible with the education grant from the SFTA/National Park Service.

The auto tour brochure is complete with maps and marks the tour route as well as the intersecting roads. It is designed to help guide travelers through our part of the Trail. The site-specific brochures

are:

The Ed Miller Story - Info box installed at Jones Cemetery, Canton

Fuller's Rancho - Info box installed at the monument site southeast of Galva

1825 Kaw Indian Peace Treaty - Info box installed at the Elyria roadside park

Little Arkansas Crossing - Info box installed at the site of Camp Grierson

Cow Creek Crossing - Info box installed at Buffalo Bill's Well

Ralph's Ruts and the Plum Buttes Massacre - Info box installed at Ralph's Ruts

Great/Big Bend of the Arkansas - Info box installed at the DAR Marker in Ellinwood

Pawnee Rock - Info box installed at the visitor's area with Chapter Tour Guide

Boxes have also been installed at the following sites with tour guides pending the completion of the site specific brochures:

- Chavez Murder
- Walnut Creek Crossing
- Fort Zarah

The chapter has set up a Facebook page under Quivira Chapter of the Santa Fe Trail Association. We have added the auto tour maps and all of the brochures published so far to the site. In addition, we have links to other sites that contain information regarding chapter sites. This will allow us to add current information about chapter activities, so check us out at <<http://www.facebook.com/pages/Quivira-Chapter-of-the-Santa-Fe-Trail-Association>>.

President Linda Colle attended the quarterly meeting of the National Active and Retired Federal Employees Association in McPherson, October 11. A display of chapter and SFTA brochures was set up with the new SFTA panels for the members to view. Linda gave a brief history of the Trail and an overview of the sites in the Quivira Chapter.

On October 24 Leo Oliva presented the program "Kansas Military Forts" to the chapter meeting at the Hutchinson Public Library. There were 25 members and guests present for the program, which was sponsored by the Kansas Humanities Council as part of the 150th anniversary of Kansas statehood series. Leo provided a history of each fort, why the fort was established,

and how it was used..

Cottonwood Crossing

President Steve Schmidt
1120 Cobblestone Ct
McPherson KS 67460
(620) 245-0715
<wfordok@yahoo.com>

No report.

Bent's Fort

President Pat Palmer
PO Box 628
Lamar CO 81052
(719) 931-4323
<gpapalmer@cminet.net>

On August 21, over 30 members of the chapter marked the old Trail at two places in La Junta. Both sites were marked with limestone posts and SFNHT signs. The first marker was near "Water Spring" (aka La Junta Springs or Dub's Spring) just south of La Junta High School. The second was at 16th Street and Smithland Ave, also just south of the high school. These spots are significant because they are remnants of the Trail in an urban environment. Aerial photographs clearly show four sections of the Trail coming up from the Arkansas River toward the spring, then heading southeast along 18th Street, through the OJC campus, and on to Timpas Creek.

On October 16, 42 members and friends of the chapter spent a glorious fall day exploring Picture Canyon in the Comanche National Grassland in southeastern Colorado. Tour leader Lolly Ming of Pritchett briefed members on the history of the area, beginning with prehistoric images of animals and people painted or chipped on rock walls and still visible. Later images painted by Plains Indians were also found. More modern civilizations were seen in the remains of homesteaders' cabins and corrals built of rock..

The next meeting is scheduled for November 20 with two speakers who will talk about the Sand Creek Massacre and its aftermath.

Douglas County

President Roger Boyd
PO Box 379
Baldwin City KS 66006
(785) 594-3172
<rboyd@bakeru.edu>

No report.

HELP WANTED

Family legends say that my great-great-grandfather, Silas Frame, was an ox-driver on the Santa Fe Trail

sometime between 1862 and 1868. During that time he reportedly was hired to dig graves for nine sheepherders who were murdered on the Cimarron Route; their sheep were stolen. If anyone has any information on such an incident, please contact me. All help will be greatly appreciated.

Gene Harris
19 S Barat

Ferguson MO 63135
Phone 314-521-2129

For ten years I have been working on the story of a "pretender" who possibly traveled the SFT between 1837 and 1848 when he appeared in Santa Fe. He would have traveled from Georgetown, Kentucky, where he was on the faculty of Bacon College, later a part of Kentucky University, and known as "Elder William Hunter." He taught oratory and rhetoric. Hunter was an Irishman born c1801 to Robert Hunter and attended Trinity College Dublin. He immigrated to Canada or the U.S. prior to 1837. If anyone has seen the name, perhaps in St. Louis in that time period (1837-1848), please contact me. Thank you very much.

Mary Jean Cook
250 E Alameda #224
Santa Fe NM 87501

<dona.tules@hotmail.com>

NEW FRANKLIN TRAIL PROJECT NEEDS HELP

A recent change in the highway that comes into New Franklin, MO, has created a small parkway between the Santa Fe Trail and the highway. A group of citizens of this small town (about 1,200) has decided to revive an idea that was put forward in the 1980s by a group called Franklin or Bust. At that time they were trying to get an interpretive center with a statue of William Becknell, Josiah Gregg, Kit Carson, Ezekial Williams, George Caleb Bingham, and Millie Cooper, all prominent citizens of early Howard County. Our group is trying to raise money to put up a granite etching of these historic figures as well as interpretive boards that tell about them and their history, both here in Howard County and on the Trail. We know that it will be difficult to raise the necessary funds and are hoping to receive donations from all areas that encompass the Santa Fe Trail. For additional information and to as-

sist with this project, please contact Sue Thompson at <Sthompso@boonville.k12.mo.us>.

HOOFF PRINTS —TRAIL TIDBITS—

The Old Spanish Trail Association, a 500-member nonprofit organization with a mission of studying, interpreting, protecting and promoting the Old Spanish National Historic Trail, is searching for a new Association Manager. The ideal candidate will be an excellent communicator with strong interest in historic trails, a relevant educational background, and a history of success in mobilizing nonprofit organizations, devising promotional strategies, writing grants and news releases, and providing inspiration and leadership to a diverse group of volunteers. This is an independent contractor position with competitive compensation. Applicant should reside in one of six states: AZ, CA, CO, NV, NM, UT. E-mail résumé to <manager@oldspanishtrail.org>..

The new Santa Fe Trail placemats (printed with a map of the Trail on the front side and a brief history of the Trail and activities for kids on the back side) are now available for restaurants, schools, tourist centers, and other places. The placemats are FREE and are great for promoting the Trail in our area. All chapters should have them available. For additional placements, please contact the headquarters office.

JULIUS FROEBEL'S WESTERN TRAVELS, PART IV

[Froebel's narrative of a trip over the Trail in 1852 continues. At this point he has reached Council Grove and is moving on westward. Some observations on geology have been omitted.]

Council Grove, where we arrived August 27th, will unquestionably become one day an important place. The situation is beautiful, and possesses many advantages. At the time we visited it, this place consisted of about ten houses, inhabited by white men and Indian women. A little higher up the brook stood, detached, the Mission-house, a somewhat large stone building, surrounded by hedged-in-fields. This Mission, which was established by the Methodists among the Caw-Indians, has been, I believe, disturbed by the newer lawless state

of the territory of late years. About a mile distant down the stream was a camp, composed of twelve to fifteen leather tents, belonging to the Caws. The country around is rich in natural beauty on a small scale. The rivulets, bordered by trees and bushes, wind along through beautiful flowery valleys, between hills covered with grass. These form the sources of the Neosho, which flows into the Arkansas.

Near Diamond Spring, where on one of the heights was an Indian burial-place, an ox was caught by one of our people and slaughtered in the evening. It had evidently strayed from some caravan that had preceded us. We tried to shorten our stay at Lost Spring, where we watered our animals. A certain poisonous plant growing here, called by the Mexicans *Yerba-loco* (mad-herb), is much feared: the specimen shown to me appeared to be an *Astragalus*. Here, again, as I have already mentioned, a different kind of rock begins, and with the increasing loose sand on Cotton Wood Creek the poplars commence. Hitherto the creeks had been bordered by a variety of bushes and trees, of which oaks had formed a predominant feature. The ground here is one vast level plain, and the deep bed of the river just mentioned looks like a straight line of tree-tops rising a little above its edge. The grass here was short, and even at this season already withered. Myriads of locusts were hopping around, whilst mesquitos of an unusual size plagued both man and beast.

At noon, on September 1st, we stopped on the little Arkansas to rest. The bed of this river is, like all others hereabouts, deeply hollowed in the prairie,—not in rock, but in alluvial clay.

I have remarked how easily hollows in the ground may escape observation. The grassy plain nowhere presents any determined lines, no geometric perspective; and, as the nature of the atmosphere either excludes the perception of distances by different degrees of distinctness in which objects may be seen, or confuses it by the unequal temperature of the strata of air, it is impossible to avoid optical delusions. I mistook a rabbit near me for a stag in the distance, and some ravens walking

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DODGE CITY KS 67801
620-227-7377
jim.sherer@yahoo.com

along the road for men; one of the foremost waggons passing through the bed of a river seemed to sink into the earth. Along the valley of the Little Arkansas grow elms and poplars; which, seen from the plain, look as if their tops grew out of the ground.

As soon as you descend to the bed of a river, a peculiar little world opens to your view in the barren prairie; the trees grow up from out of the depth, on the sides of which are sunflowers the height of two to three men, and vines entwine luxuriantly amidst the underwood. Whilst ascending the elevation on the west, commencing here with sandstone layers, I had an interesting view of the sandhills on the Arkansas river, to which we were very near. The range of these hills appears like strips of land variegated white and green—an effect produced by single bushes scattered upon the white sand. Close to these hills an interesting formation of the ground was seen under a remarkable evening light. Small conical hills, overgrown, like the surrounding country, with grass, rose like gigantic mole-hills from the gently undulating plain, casting dark shadows, with the appearance of black spots and stripes. The grass around was of a brilliant green for the time of year—a sign that the neighbourhood of these peculiar elevations which were perhaps originally merely drift sandhills, must be rich in moisture: the capillary attrac-

tion, as I repeatedly observed afterwards, often draws a great quantity of moisture to the surface of the loose sand, especially in hollows amongst sandhills.

In this neighbourhood we first saw some single buffaloes, their numbers increasing as we proceeded. Two days before, I had seen at sunrise, standing out against the rosy hue of the eastern horizon, a large black figure, which fixed by attention until I discovered it to be a stray buffalo, which, for some cause or other, had separated from the herds grazing farther west. We, however, saw no more of these animals until we reached these herds. One evening, as our waggons were driving along in a golden glow, we were suddenly surrounded by small bands of buffaloes, which formed the commencement of a large herd. One of the animals was immediately pursued, and the hunter soon returned to the camp, announcing it to be killed, and asking some of our people to ride back with him and fetch the carcass. Night, however, had meanwhile come on, and the animal could not be found; nevertheless, our desire for buffalo tongue and marrow-bones did not go long unsatisfied, and a few days later several of our people even fell sick from feasting immoderately on the flesh. In the morning, on looking around, the plain was covered with innumerable buffaloes. The herd was immense, but divided into separate bodies. From September 1st to the 8th we journeyed through them incessantly. They spread chiefly along the north bank of the Arkansas, but in some

places we saw them also covering the opposite shore. Occasionally crowds of them approached so close to our caravan as to threaten to occasion a disorder, and while the oxen of a train of waggons following our caravan were led to drink, it was difficult to prevent their mixing with the buffaloes. During the night the bellowing of these animals was heard all around our camp, accompanied by the howling of innumerable wolves which always follow buffalo herds, killing the calves, the sick, and old.

(to be continued)

NEW SFTA MEMBERS

This list includes new memberships received since the last issue. If there is an error in this information, please send corrections to the editor. We thank you for your support.

BUSINESS MEMBERSHIP

LaFonda on the Plaza, 100 E San Francisco St, Santa Fe NM 87501

INSTITUTIONAL MEMBERSHIP

Prowers County Development, Inc., 201 S Main, Lamar CO 81052

PATRON MEMBERSHIP

Charlie & Diane LaBlanc, 10655 Black Forest Rd, Colorado Springs CO 80908

FAMILY MEMBERSHIPS

Janelle & Alden Pinnell, 3709 Lexington Ave, Dallas TX 75205

Jim & Judy Reyher, 22320 CR 23, La Junta CO 81050

INDIVIDUAL MEMBERSHIPS

Linda Alaniz, PO Box 2, Watrous NM 87753

Norman W. Foote, 526 Widefield Dr, Colorado Springs CO 80911

Sharon Hill, PO Box 236, Alva OK 73717

Anna L. Lundgren, 5525 N Stanton 25 E, El Paso TX 79912
Dorothy Mercer, 404 N Young St, Follett TX 79034
Gordon Schmidt, 10320 N Wheat St Rd, Inman KS 67546
Henri Vanderkolk, PO Box 3822, Las Vegas NM 87701

TRAIL CALENDAR

Everyone is invited to send notices for this section; provide location, date, time, and activity. This is a quarterly. The next issue should appear in November, so send information for March and later to arrive by January 20, 2010. Other events are listed in chapter reports.

Sept. 22-25, 2011: SFTA Symposium, Dodge City, KS.

LAST CHANCE STORE ON BREAK, NOV. 26-JAN. 8

THE Last Chance Store will be unable to ship any items, except for Ron Dulle's new book, *Tracing the Santa Fe Trail*, during the above period. Memberships and donations will be processed without interruption. Your cooperation is greatly appreciated. Please contact the LCS online at <www.lastchancestore.org> or toll-free at 888-321-7341 (we will have no postal service). Dulle's *Tracing the Santa Fe Trail* will make a nice gift, and copies will be shipped quickly from wherever we are located.

FROM THE EDITOR

We are spending December far from the Trail. Please see note above regarding Last Chance Store.

Happy Trails and Happy Holidays!

—Leo E. Oliva

Santa Fe Trail Association
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Woodston, KS 67675

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