

Wagon Tracks

Volume 24

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Wagon Tracks. Volume 24, Issue 1 (November, 2009)

Santa Fe Trail Association

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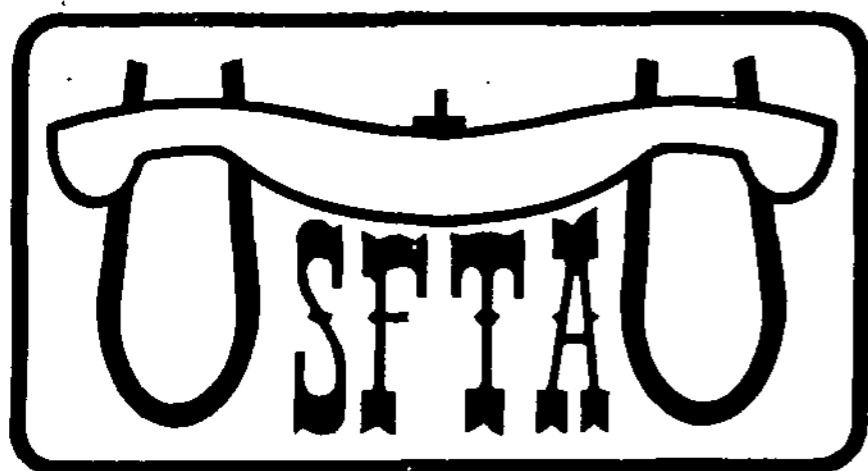


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WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 24

NOVEMBER 2009

NUMBER 1

SFTA ELECTION RESULTS

THE results of the ballot election were announced at the symposium, and the following were elected:
 President: Joanne VanCoevern
 Vice-President: Roger Slusher
 Secretary: Marcia Fox
 Treasurer: Ruth Olson Peters
 At-Large Director: John Atkinson
 Colorado Director: LaDonna Hutton
 Kansas Director: Bonita Oliva
 Missouri Director: Mike Dickey
 New Mexico Director: René Harris
 Oklahoma Director: Larry Justice
 Texas Director: Clint Chambers

They join the following directors whose terms expire in 2011:
 At-Large Director: Vernon Lohrentz
 Colorado Director: Mike Olsen
 Kansas Director: Jeff Trotman
 Missouri Director: Rich Lawson
 New Mexico Director: Phyllis Morgan
 Oklahoma Director: Tim Zwink
 Texas Director: Davy Mitchell

SFTA AWARDS 2009

THE following awards were presented during the Arrow Rock Symposium in September. Congratulations to all.

- AWARD OF MERIT (8 awards).
- Dr. Sandra Doe for editing the poetry column in *WT* since 1993.
- Wet/Dry Routes Chapter for reprinting a series of Trail booklets.
- Arrow Rock State Historic Site for hosting Symposium 2009.
- Friends of Arrow Rock for hosting Symposium 2009 and honoring their 50th anniversary.
- Steve Schmidt for his booklet *Lost Spring, Marion County, Kansas: A Historical Perspective* (2008).
- Fort Larned National Historic Site for 150th anniversary commemoration of this important Trail military post, including a series of special events during the year.
- Steve Glassman for his book *It Happened on the Santa Fe Trail* (2008).

(continued on page 24)

SFTA BOARD MEETING
ELKHART, KANSAS
APRIL 16-18

SFT RENDEZVOUS
LARNED, KANSAS
SEPTEMBER 16-18, 2010

SFTA SYMPOSIUM
DODGE CITY, KANSAS
SEPTEMBER 20-25, 2011



Beatrice Lee, Bill Becker, & Connie Nichols on Raton Pass summit.

SFT BICYCLE TREK 2009

by Bonita M. Oliva

THE notice Willard Chilcott sent to *Wagon Tracks* nearly a year ago, announcing the schedule of the 14th biennial bicycle trek from Santa Fe, NM, to New Franklin, MO, via the Santa Fe Trail caught my attention. I immediately phoned Monica in Albuquerque, who I met four years ago when we both did the 2005 Trek, to ask if she would consider doing the 1,100-mile ride again. Monica enthused excitedly, and I called Chilcott and told him to reserve a place for me. The group is limited to 50 riders and fills up quickly. The ride began in mid-September. Chilcott had planned a Trek two years ago, which had been canceled. Rumor was there would be no more Santa Fe Trail Treks. Now it was on again.

How does one prepare for a three-week-long 1,100-mile journey on a bicycle? Having broken my left collarbone on a ride in Oklahoma, which required surgery in June 2008, I knew that keeping bones intact was priority. I signed on to Bike

(continued on page 10)



Sylvester Davis with his wife Josefa Ortiz y Ortiz and their first-born son George, photo courtesy La Herencia, www.herencia.com.

JOSEFA ORTIZ AND SYLVESTER DAVIS, HER REAL AMERICAN HUSBAND

by Doyle Daves

[This is the fourth article by Daves, who received a research grant from SFTA to study Euro-American men who traveled to New Mexico, settled there, and established families by marrying local Hispanic women. Special thanks to him for undertaking this project.]

SYLVESTER Davis, a New Englander, came to New Mexico in 1859 via the gold fields of Colorado and never left. He met and married Josefa Ortiz, member of a leading New Mexican family, and they lived the remainder of their lives in the seat of Josefa's family at Galisteo, a small community southeast of Santa Fe near the sites of five Indian pueblos, all of which were abandoned by the mid 1700s. In 1617, the Indian mission of San Cristobal was established near where the village of Galisteo was later built. For decades, Josefa and Sylvester Davis were highly respected leaders in this community. They raised six children, four boys and two girls, and had many grandchildren, several of whom were unusually successful and prominent.¹

(continued on page 15)

PRESIDENT'S COLUMN

If you were one of the 150 plus persons attending the recent Arrow Rock Symposium, then you know what a wonderful location that spot on the Santa Fe Trail is for a conference. For those of you who were unable to attend, I hope that at some point you will be able to make it to Arrow Rock and tour this historic community. It truly is a step back in time, complimented by a warm and friendly community. Of course, the weather cooperated and the food and fellowship were good, as always. On behalf of the Santa Fe Trail Association, I thank Mike Dickey, Rich Lawson, the Friends of Arrow Rock, and any others who helped make this another successful symposium.

Our 2009 Symposium began with the SFTA Board of Directors meeting. During the President's report, it was noted that a new funding agreement, in the amount of \$142,500, has been approved by the National Park Service and took effect October 1, 2009. This funding agreement pays the Association Manager's salary and expenses, helps with expenses at our headquarters, helps with conference support and a planning retreat for committees and the board, support for planning task forces and three areas of support that directly impact Chapters include support for the Speakers Bureaus grants, continued support for SFT marking of county roads, and chapter education grants, as well as support for the Scholarly Research Grants.

During our Spring Planning Retreat, held last April in Dodge City, KS, it was recommended by those working on publicity/membership/marketing that we should consider having someone in a paid position whose function is to deal primarily with publicity and outreach issues. It was also recommended that SFTA should approach the NPS about the possibility of securing funding to pay for this position. This request was passed along to Aaron Mahr and he has informed SFTA that NPS can provide funding for a part-time position and the funding for this position can be in place by October 1, 2010. The title for this position will be "Outreach Coordinator." The next task is to develop a job description, job expectations, and evaluation procedure. We will also be working in co-

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VISIT SFTA ON THE INTERNET

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

operation with OCTA on this position, as they are also going to hire an Outreach Coordinator.

Reports were given by all committees on their activities. The membership committee chair, Linda Colle, reported that SFTA membership is at 700 members. However, it should be noted that 40 new members were added at the recent Symposium in Arrow Rock. It was also noted in the report that we now have 30 life members. SFTA Hall of Fame chair Mike Olsen noted that his committee feels there needs to be a review of the Hall of Fame concept. Nominations to the Hall of Fame have been very slim, and most do not come with the documentation needed. Because of so few nominations, Mike feels that there is a lack of interest in this concept and asked that it be reviewed. Roger Slusher volunteered to chair the review. Joining him will be Leo Oliva and Tim Zwink. Mike Olsen will send in his input for the committee's reference. If you have input on this program, please contact Roger Slusher at <rslusher@yahoo.com>.

Several other actions of committees will be included elsewhere in this publication. Look for Awards recipients, information on the Scholarly Research grants, and inserts from the Funding and Membership committees. A special thank-you goes out to all of those who put so much effort into their committee work.

Upcoming SFTA meetings were discussed and the date for Rendezvous 2010 is set for September 16-18

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Membership Categories

Life	\$1,000
Patron	\$100/year
Business	\$50/year
Nonprofit Institution	\$40/year
Family	\$30/year
Individual	\$25/year
Youth (18 & under)	\$15/year

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in Larned, Kansas. Rendezvous is a jointly-sponsored event with the Santa Fe Trail Center and Fort Larned National Historic Site. More information will be available on that event in the February issue of *Wagon Tracks*. Symposium 2011 will be held in Dodge City, Kansas, and the dates are September 20-25. It should be noted that this event will coincide with the 25th anniversary of the SFTA. If anyone has ideas for ways to celebrate, please let us know. The Wagon Bed Springs Chapter made a proposal to hold the 2013 Symposium in the Ulysses, Kansas, area. The Board accepted their proposal. Watch for more details about all these meetings in upcoming issues.

If you just finished reading the above paragraph, you may be thinking, "that's a lot of meetings in Kansas!" Yes, it is. This fact was noted at the Board meeting by your President. My concern was how the membership would feel about meetings in Kansas for the next five years. After some discussion, it was noted that this area is at the center of the Santa Fe Trail, no Symposium has been held in the Dodge City or Ulysses area before, so these will be new sections of the Trail to discover, and programs will vary widely for all five of these meetings. It should also be noted that at this time no other chapter or community felt ready to take on the planning of a Symposium in time for 2013. I feel it is also important to point out that the general discussion at the Board meeting was the desire for more meetings along the Santa Fe Trail. At the present time, the SFTA bylaws sanction only the Symposium and Rendezvous as their meetings. However, SFTA can help promote and support other meetings along the Trail. One such event will be held in conjunction with the opening of a Santa Fe Trail Interpretive Park in Cimarron, New Mexico. The park will be dedicated with the arrival of a wagon train and a celebration including trappers, traders, military units from Fort Union, Boy Scouts, and historical interpreters. The dates for the celebration are June 11-13, 2010. For more information visit the Cimarron Chamber of Commerce and Visitor website at <www.cimarronnm.com> or you can e-mail your questions to <cimarronnm@gmail.com>.

A very enlightening presentation was given by Brooke Safford from the NPS on the Rediscovery Survey (see article elsewhere in this publication). Her overview was excellent and made the Board realize that we did the right thing in changing from a "printed" format results to a "digital" format. The completed Survey is 855 pages long, which is the most obvious advantage of a digital format. Another important advantage is that it will be easier to update information in the survey. SFTA thanks all who helped bring this project together. It began in 2006 and, even though it took three years to complete, the final result has far exceeded the expectations that we had at the beginning of the process. The information from this survey is available at <<http://ntsimr.digit.utah.edu>>. A very simple registration process is necessary to gain access, but it only takes a few seconds and is well worth it.

As we bring 2009 to an end, I hope you will take a moment to renew your membership and please give a gift membership. As the Colorado Contingency proved, it is always more fun to travel the Trail with Friends!

—Joanne VanCoevern

MANAGER'S COLUMN

IT is hard to believe that another year has gone by with a very successful symposium and a year filled with activities at all levels. All of the chapters especially are doing great work with great programs. Everyone should give them selves a giant pat on the back for a job well done!

We have a couple of new partnerships that bode well for the future. In August Joanne and I traveled to Oklahoma City and met with Superintendent Aaron Mahr and Otis Halfmoon of the Santa Fe NPS Trails Office and with representatives of the following tribes: Otoe-Missouria, Pawnee Nation of Oklahoma, Osage Nation, Ft. Sill (OK) Apache, Comanche Nation, Kaw Nation, Mescalero Apache, and Southern Cheyenne.

This was the first time that we and the NPS have met with tribal leaders concerning the Santa Fe Trail. The session was billed as a listening session and that really is what happened. Joanne gave a back-

ground of the SFTA and Aaron and Otis spoke about the NPS and the Santa Fe Trail and then it was opened to comments and concerns by the tribes.

Overall there was a concern to recognize tribal lands, which the Santa Fe Trail passed through. There was mention made of including tribal areas on maps, interpretation concerning the displacement of the tribes from their lands, and a consultation with the tribes as we do our planning. There was even mention of using tribal names for various campsites.

There was a great deal of concern about telling their stories and relating what happened to the tribes as the Trail brought drastic change and conflict to their lands. They noted that trust needs to be built between all of us before they are comfortable trusting someone else with their point of view and concerns.

They want us to come visit them in the future and everyone at the meeting agreed that a follow-up meeting is necessary.

Later in the month Joanne, Faye Gaines, Jeff Trotman, Jim Sherer, and myself met with the five trail states, State Historic Preservation Officer (SHPO) representatives (Missouri, Kansas, Oklahoma, Colorado, and New Mexico) and Texas, along with Superintendent Aaron Mahr, Mike Taylor, and John Murphey of his office, in Dodge City. The meeting had a couple of purposes.

First, Aaron's office has an agreement with the Kansas SHPO to rewrite the multiple property Santa Fe Trail nomination form for the National Register of Historic Places and to make nominations to the national register. The second purpose was discuss among the NPS, the SHPOs, and the SFTA ways of working together. The SFTA can assist in preserving the Trail by working with private landowners whose properties are eligible to have them nominated for the national register.

We discussed a wide variety of things including threats to the Trail such as wind farms and cell towers. We talked about mapping, and also setting priorities for SFT sites that had been rejected for the national register but that should be re-nominated. It was an excellent meet-

ing. We will be working on the outcomes of this meeting in the future and you will be hearing more about what we can do to preserve the Trail.

—Harry C. Myers

SFTA BOARD ACTIONS

FOLLOWING are the action items from the September 24 board meeting (this executive summary is not official until the minutes are approved by the board):

It was moved, seconded, and passed that:

1. Ross Marshall be appointed for a two-year term as the SFTA representative to the Partnership for the National Trails System.
2. The Heritage Preservation Award presented by SFTA in 2010 and in alternate even-numbered years thereafter be named the Ralph Hathaway Memorial Heritage Preservation Award, to honor the memory of Ralph Hathaway, his preservation of Ralph's Ruts, and the opening of this site to visitors.
3. That a SFTA Recognition Task Force be formed for the purposes of (1) evaluating and making recommendations on the future implementation of SFTA Hall of Fame nominations and inductions, including expanding the current Hall of Fame to include those noted for their contribution(s) to the Historic Santa Fe Trail and the Santa Fe Trail Association; (2) discussing the current SFTA awards system with relation to questions such as "Who is deserving," "Are there members who do not fit under one of the present award categories," "Do persons need to be deceased before they can be recognized," etc. This task force will report to and make recommendations to the Board of Directors at its Spring 2010 meeting.
4. The Santa Fe Trail Association accepts the invitation of the Wagon Bed Spring Chapter to host the Association's biennial symposium at Ulysses, Kansas, in 2013.

REDISCOVERY SURVEY

by Joanne VanCoevern

[Information for this article was taken from SFNHT Rediscovery Survey Final Report prepared by the Long Distance Trails office in Santa Fe, NM.]

THE first "official" survey of the

Santa Fe Trail was the Sibley Survey of 1825. The second "official" survey of the entire Santa Fe Trail occurred more than 20 years ago, taking place right on the heels of its 1987 congressional designation as a national historic trail. In the spring of 1988, Jere Krakow, Gregory Franzwa, Leo Oliva, and Bonita Oliva undertook the task for the National Park Service to locate and assess the Santa Fe Trail as it existed some 100 plus years after its practical and national use had ended. In the 20 years since that last survey there have been some changes along the Santa Fe Trail, not the least of which is the fact that our knowledge of the history of the Trail has increased greatly, especially in terms of what happened and where it happened. There have also been changes to the physical landscape along the Trail over the last two decades; some changes as a result of natural progression, but most changes are man-made. There has been a diversity of site development, trail marking, visitor services, and interpretive media completed along the Trail. Also, there are many sites with no improvements; which is a viable alternative in many circumstances where it would either destroy the aesthetics of a site, or it would endanger a fragile site by drawing undue attention to it. Another development that has occurred over the last two decades is the discovery and documentation of the existence of many rut and swale segments that were virtually unknown 20 years ago.

All of the above circumstances compelled the undertaking of an in-depth survey and assessment of the entire Santa Fe Trail by a qualified team in 2006. Such a survey team would consider each site and Trail remnant, its physical attributes, site development, visitor services and interpretive media, identification and/or marking potential, historical veracity of the site, threats and incursions, GPS/GIS location, photographic record, and documentation, identification of current ownership, and identification of current stakeholders and stewards.

The goals of the Santa Fe Trail Rediscovery Project were to (1) visit as many Trail sites as possible, document conditions, levels of visitor services and interpretive media, po-

tential threats to resources, and management issues; (2) take documentary photographs and GPS coordinates; (3) arrange with local Santa Fe Trail Association chapter members to provide assistance to the survey team and input on the local Trail resources; (4) prepare a final report with copies of all site forms and photographs provided to the National Park Service and the Santa Fe Trail Association headquarters; and (5) to recommend sites that need additional development and interpretation, sites with resource management and protection needs, and sites that should not be developed and left in their existing condition. During the survey, 339 sights were visited and assessed. Information was then compiled by survey members and data was entered. Brooke Safford, NPS, has prepared the final results of this data in a very impressive CD format. A hard copy of the results is also available at SFTA Headquarters, however, due to the fact that the report is 855 pages long, the SFTA board decided that the CD format would be more user friendly to the majority people wanting to access this information. CDs have been given to all chapter presidents, all SFTA board members, as well as the SFTA headquarters. In addition, this information can be accessed online at <http://ntsimr.digit.utah.edu>.

The SFTA thanks the Rediscovery Survey members: Craig Crease, Ross Marshall, Clive Siegle, John Conoboy, and Andrea Sharon. We also thank those who assisted the Survey members in their efforts and research, including local experts along the Trail, including Dub Couch, Don Kress, Britt and Linda Colle, Steve Schmidt, David Clapsaddle, Larry Mix, Jeff Trotman, Faye Gaines, Hal Jackson, Billy Mock, Morris Alexander, Roger Slusher, and John Atkinson.

The Rediscovery Survey Project is a partnership between the Santa Fe Trail Association and the National Park Service/National Trails Inter-mountain Region. Funding was provided by the National Park Service Challenge Cost Share Program with in-kind matches from the many volunteers that provided local guiding to Trail sites and the sharing of their Trail knowledge.

RESEARCH GRANT APPLICATIONS DUE FEBRUARY 3

SFTA invites applications for a limited number of grants to be awarded from its Scholarly Research Fund early in 2010. The grants, in amounts up to \$1500, may be used to purchase supplies and materials, research services (literature searches, computer use, clerical and/or technical assistance, copy fees), and travel.

The purpose of the fund is to stimulate significant scholarly research on the Trail suitable for publication. Consideration for the grants is open to anyone whose application fulfills the procedures required. All applications are reviewed by the SFTA Scholarly Research Committee whose members are currently Joy Poole-Chair, Don Alberts, LaDonna Hutton, and Leo Oliva.

Applications are due to the Committee by February 3, 2010. Grants will be awarded by March 15, 2010. Awards are for one year. A report is required from the grantee at the end of the year. Research results are to be submitted to *Wagon Tracks* for possible publication. Proposals may be sent to Joy Poole, 125 W Lupita Road, Santa Fe NM 87505, (505)-476-9712, or <amusejoy@msn.com>.

CATCH UP! CATCH UP!

—New Technologies—

by Rod Podszus

[Rod Podszus, Colorado Springs, has been an active SFTA member since 1991. He is a member of the Bent's Fort Chapter. He serves on the SFTA membership committee. He offered to write this column on new technologies to help members better understand and make use of what is available in the cyber world. Special thanks to him for this effort. His statement below provides information on his background and reasons for this column.]

"I guess I've always been a lover of history. I grew up just 4 miles from the Santa Fe Trail and some of my favorite school memories are of field trips to Council Grove to visit the historic sites. During study hall in high school, instead of learning math and science, I read books about mountain

men and trappers, men like Jim Bridger and Kit Carson. In college, I studied history and literature and taught both in high school for 9 years. Since then, I have been self-employed supplying printing, labels, and cash register supplies to book and gift stores.

"I am writing these columns because the ways in which we learn, inform, promote, communicate, and connect are undergoing radical transformations. We now have Kindles and similar e-reader devices as alternatives to printed books. E-mail has largely replaced letter writing, Instant Messaging and Twitter are replacing phone calls, and Blogs and Facebook are the new diaries and journals. Learning these new technologies is not easy for me as I am not a "techie." However, I am determined to master them and help others do so as well because I believe these tools can strengthen our local chapters and our association. They can help us to better promote our groups and activities, they can help us educate others about our passions, and they can better connect us."

ANY lover of the Santa Fe Trail who has visited Council Grove, Kansas, has probably stood in front of the remains of the old "Post Office Oak." Reportedly, during the 1820s-1840s, travelers along the Trail could leave letters for future travelers at the cleft in the base of this tree for trains arriving days or even weeks later. Today, a visitor might take a picture of the old oak with his cell phone camera and e-mail it to his cousin in Seattle. She might think it's a cool artifact and download, edit, and post it to her Blog or Facebook site. Her friend in Buffalo might see it and also think it's cool and Tweet her Followers to check it out. A follower in Emporia, Kansas, newly arrived to the area, might drive to Council Grove, visit the Trail sites, get intrigued with the history, and become a member of SFTA and the local chapter.

What a strange and wonderful technological world we live in today! Letters, images, maps, and other information that once took weeks or months to receive can now be sent and received instantly worldwide via these new technologies. Think how excited our ancestors would have been to have had these tools. When

Thomas Jefferson sent Lewis & Clark on their voyage of discovery, he had to wait years to get their journals and sketches of western topography, flora, and fauna. Today, he could have viewed them instantly as images attached to e-mails. Jefferson could even have followed their exact route on Google Earth and tagged the location of each of their campsites.

So how are we to live with all of this fantastic new technology? Most of us can't even figure out our cell phones (which, incidentally, are now more commonly referred to as MIDS, "mobile information devices"). And, in case you missed it, the *Wall Street Journal* and other national publications have now declared e-mail passé. Twitter and Facebook are the new preferred medium for professionals and business people. How are we to make technology be a tool, working for us instead of consuming us or intimidating us? And most important, how can it help us further the goals of the Santa Fe Trail Association . . . goals which include "preserving, exploring, educating, and celebrating the Trail's nearly two centuries of existence on America's landscape"?

The purpose of this column is to attempt to tame these tools by explaining how they can work for us and further the goals of our association, especially the goals of educating and informing. These tools may also help us gain new members, especially younger ones who live in a new world that processes information, communicates, connects, and learns differently from the way most of us do. (Anybody got kids or grandkids who Tweet, Blog, IM, or are addicted to You Tube, MySpace, or Facebook?) I am convinced that the younger generation can be as captivated by our history and heritage as we are. And by "younger generation" I mean anyone 40 and younger!

In this first column, I challenge you to explore technology in two simple ways. First, use Google as a quick search tool for information about the Trail. Log on to google.com. In the search bar, type in Santa Fe Trail. I just did and got 1,450,000 hits! That astonishing number alone tells us how popular our Trail is. Visit some of the web sites; see how Wikipedia and others view us and how they can

YOUR MEMORY CAN LIVE ON
REMEMBER THE SANTA FE TRAIL
ASSOCIATION IN YOUR WILL

inform us. And, speaking of Wikipedia, don't discount it as a site full of errors and biases. True, it may not be a research tool esteemed in the halls of academia, but it is a wonderful starting place to begin a search for information. On its page on the Santa Fe Trail, there are over 100 links to places, people, and organizations. The section on Franklin and Arrow Rock, where we just had our symposium, has over 10 links. Clicking on Arrow Rock brings up a page with another 100 links to interests in that area. You can spend hours reading short, interesting articles and viewing maps and illustrations.

Next, check out this site: <<http://ntsimr.digit.utah.edu>>. This site is a National Park Service (NPS) site that has an exciting new addition. Do you remember the Rediscover Project that was initiated several years ago? The NPS and SFTA partnered to "rediscover" the Santa Fe Trail by traveling the entire Trail and inventorying, photographing, and describing significant sites. The project took several years to complete and has just now been released to the world. And it does a wonderful job of meeting all of SFTA's goals of preserving, exploring, educating, and celebrating the Trail.

When you're at this site, you will first have to register to use it. This process is simple. On the far right side of the green bar about 1/3 of the way down the page, there are the words Log In. Click on them and you will be taken to a page that asks you to fill in your name, user name, e-mail address, and password. If you have not already completed this step, you'll see the word Register a little further down the page. Click on this word and then fill in your name, e-mail address, and create a User Name and Password. Remember this information as you will have to reenter it every time you visit this site.

Once you're registered and have logged in, you can begin to enjoy the site. You'll notice that 8 national historic trails are listed in the green bar near the top. Click on "Santa Fe Trail" and a drop-down menu will list the 5 states the trail mostly traveled through. Click on Kansas and another drop down menu appears. Now, click on Dodge City Ruts and you'll be impressed with all of the information that pops up: photos,

physical location, historical significance, etc. By using this site, you can sit at your computer and travel the entire length of the Trail viewing photos and gleaning information. Or, if you know that you're going to be traveling through an area where the Trail crossed, you can preview the sites and choose which ones interest you the most. You can even print out the specific site information or e-mail it. Because I am a frequent traveler across Kansas on business and family matters, I've put this site on my iPhone so that I can pull up the information on a site when I'm near it.

In the next issue of *Wagon Tracks*, I will look at Google Earth and Facebook and consider how these two tools can work for us and help us further the goals of our association . . . and local chapters.

FIGURES FROM ARROW ROCK: AN OBSERVATION

by David Clapsaddle

[SFTA Ambassador David Clapsaddle, Larned KS, is president of the Wet/Dry Routes Chapter.]

SFTA members may be interested in an analysis of the attendees who registered at the recent 2009 SFTA Symposium at Arrow Rock, Missouri. A total of 152 participants were in attendance. Breakdown by states is as follows: Kansas, 60; Missouri, 34; New Mexico, 17; Colorado, 15; Oklahoma, 7; Washington, 4; Texas, 3; Pennsylvania, 2; Connecticut, 2; Arizona, 2; Illinois, 2; West Virginia, 1; Georgia, 1; Indiana, 1; Ohio, 1. Of the 152 attendees, 105 were already members of SFTA. The remainder were required to join in order to attend, resulting in more than 40 new or renewed members.

The number of attendees from each of the various association chapters is as follows: Wet/Dry Routes, 17; Missouri River Outfitters, 14; Bent's Fort, 11; Cottonwood Crossing, 8; Douglas County, 5; Fort Dodge/Dodge City/Cimarron, 4; End of the Trail, 4; Corazón de los Caminos, 3; Wagon Bed Spring, 1; Heart of the Flint Hills, 0; Quivira, 0. The total is 63. It should be noted that some of the attendees hold memberships in more than one chapter.

No attempt has been made to qualify these figures, but allow a sin-

gle observation, please. A couple traveling 600 miles one way could well spend on lodging, food, registration, tour fees, and travel in excess of \$600. Such an expenditure may be prohibitive for some.

This writer suggests that consideration be given to combine the Symposium and the Rendezvous on a biennial schedule. Such an arrangement might assist in boosting the number of attendees.

RESPONSE

by President Joanne VanCoevern

I find your information very interesting and thank you for accumulating it. The Arrow Rock Symposium planners expected less than normal attendance at this event due to the economy and the fact that it was on the far east end of the Trail. However, at the board meeting, there were requests for MORE conferences and get-togethers, not less. There was also a question as to why Rendezvous is always in Larned, and we explained that Rendezvous is a Santa Fe Trail Center/Fort Larned event that SFTA attached to in order to allow for a yearly general membership meeting and another board meeting. Rendezvous will not be moving up and down the Trail because it began as a local Larned event, so Rendezvous and Symposium cannot be combined into one event, unless SFTA wants to have it every time at Larned.

The registration fees, meals, etc. have seemed to stay at affordable rates—motels and travel expenses, though have really added to the expenses. I will be anxious to see how the budget breakdowns come out for the Arrow Rock Symposium. I hope they will have as much success as the Trinidad Symposium.

We are also encouraged that we still have chapters and areas interested in hosting the Symposium. We have a commitment from Wagonbed Springs Chapter in 2013 and a good possibility lined up for 2015.

Again, thanks for the statistics. I will be interested to see if the membership responds and what their thoughts are. Those attending board meetings are of course those most involved in SFTA, chapters, etc., and always enjoy getting together along the Trail.

DON'T FORGET THE BOONSLICK IN THE RUSH TO SANTA FE: HICKS FAMILY OF CENTRAL MISSOURI

PART I by Maryellen H. McVicker

[Dr. McVicker, former director of the Friends of Historic Boonville, currently teaches history at the Columbia campus of Moberly Area Community College. She received a scholarly research grant from SFTA to gather the information that appears here and which was presented at the recent symposium in Arrow Rock. Special thanks to Dr. McVicker for this article, which appears in two parts, concluded in the next issue.]

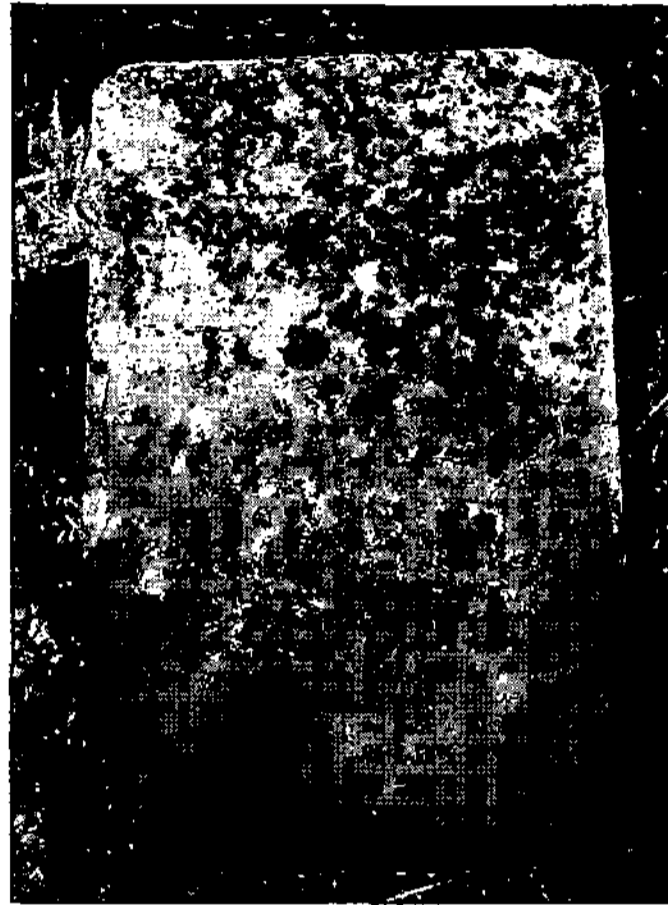
IN central Missouri the Santa Fe Trail remains today as a trace on the landscape. Actual ruts can be seen in various places throughout the state. In Boonville the trail route from the late 1820s is still one of the dominant streets in town, appropriately named Santa Fe Trail. Weathered tombstones dot cemeteries with names of the people who headed west, some repeatedly for decades to trade with another culture, returning with consumer goods and sometimes with dead bodies of fellow traders.

The people who went to Santa Fe to seek their fortune were in many ways out of the same homogenized cultural pot in central Missouri. This paper examines that stew and illustrates these people by using one typical family. Many of them were related and most of them came from families that had immigrated to Missouri via Kentucky and to that state from either Virginia or North Carolina. Examining a typical family can illustrate the type and cultural groupings of these early Santa Fe traders and serve as a representative sampling.

One of my main areas of interest is the families of traders—the men, women, children, and slaves who remained behind in the Boonslick and “kept the home fires burning” while the traders were gone to Santa Fe for months at a time. These people played a vital role in the trade even though they may never have walked off their farm because they grew the food and provided the stability that allowed others to head west and to be gone for extended periods of time.

Many of these people have been documented, especially around Franklin where the Trail began in

the early 1820s, but the widespread travel and the actual permanent residences of these early traders cover most of central Missouri. A broken tombstone in a rural cemetery west of Hallsville, Missouri, in Boone County, marks the final resting place for Young Ewing Hicks.



The 1882 *Boone County, Missouri History* says: “Young E. Hicks . . . was a noted Santa Fe trader, and freighted many a train across the plains to New Mexico, loaded with dry goods and other merchandise. He was for a time in partnership with Amos Marney, another of the first settlers of the township.”¹ This one sentence was the only reference found at the beginning of an exhaustive yearlong search to know more about this Young Ewing Hicks and the world in which he lived. What would compel a person to travel such great distances when the chance for success was not guaranteed? How would his family cope while he was gone? Finally, how did Hicks end up in an unkempt and virtually destroyed cemetery? Where did his family go? Why didn’t somebody still care for these burial plots? What happened to the money made in Santa Fe?

The hunt for Young Ewing Hicks was extensive, exhaustive, rewarding, and also frustrating in the extreme. He spent his entire lifetime on the westward edge of civilization. He died before photography reached central Missouri, although there is in existence a photo of his aged mother taken about a decade after his death when she was close to 90. There were no birth certificates or

death certificates during his lifetime. Even the census listed the head of the household only and not individual names until 1850, and Young Ewing Hicks died in 1849. Newspapers were the main medium of advertising and they have often not survived. Thankfully, the story of the Hicks family can be pieced together and in many ways represents the story of each individual family in the Boonslick in the early 19th century.

Young Ewing Hicks was born on October 29, 1802. He was a first son and his parents were Absalom Hicks and his wife, Elizabeth (maiden name unknown), who already were parents of several girls. According to an undocumented Internet family history, Absalom Hicks was born about 1774, probably in what is now North Carolina. His parents are listed as Willis and Eleanor Simpson Hicks and a long genealogy traces the family back to the 17th century in Maryland and then to England. Elizabeth Hicks who sat for a daguerreotype when she was almost 90 is even more interesting. In spite of repeated attempts to uncover her maiden name and thus place her in the context of a family, she remains elusive. Her great-granddaughter, Mary Simmerson Cunningham Logan, wife of Union General John Alexander Logan, wrote in her autobiography that her grandmother Fountain (Hannah Hicks Fountain, daughter of Absalom and Elizabeth Hicks) was related to Confederate General Sterling Price, but she does not state how. Nothing has surfaced to place this relationship in the family of Absalom Hicks so it must come through Elizabeth.² But how? In one of the Christian County, Kentucky, deeds she is called Betsy, but she signed her name Elizabeth in all documents. She was literate as was Absalom who also signed his name on legal papers and the inventory of his estate includes books. In the 1850 federal census she states she is widowed and 77 years old having been born in Virginia. In 1860 she states that she is widowed and 87 years old and was born in Kentucky. The latter is improbable as she must have been born in 1773 and at that time Kentucky was home to Ameri-

can Indians. Boonesborough, Kentucky, the first American settlement, was not established until 1775 so Virginia is the likely place of her birth. Nor is it known where the couple married. They must have wed before 1796 when their first child, a daughter named Hannah, was born. The likely date for a wedding would be 1794 or 1795. At that time there were only five counties in Kentucky and the records in all five were searched without success for a marriage license. So, the couple may have married in either Virginia or North Carolina. In 1794 Absalom Hicks appears on the tax list for Christian County, Kentucky, so the newlyweds must have come west soon after the wedding. Their daughter, Hannah, born in 1796, later listed on federal census records every decade that she was born in that state. Two of Absalom's brothers, Willis Hicks and James Hicks, lived nearby in Christian County, Kentucky, and Elizabeth's family may have also been near since their name is unknown. A family named Davis lived next door and some of the Hicks males in later generations were given the name Davis, but the couple named their children for people who were not family members such as a local real estate promoter named Young Ewing.

Young Ewing was one of the founders and promoters of Christian County, Kentucky. His name appears on deed after deed for land and towns in that county. Since Young Ewing Hicks was the first male born to Absalom and Elizabeth, it was thought that maybe Elizabeth was a member of the Ewing family. However, the Ewing family had numerous noted Cumberland Presbyterian ministers and their genealogy has been thoroughly researched. In fact, Young Ewing had a brother named Finnis Ewing who also emigrated to Missouri and to Cooper County, Missouri (Boonville is the county seat) where he founded a town called New Lebanon with a seminary and Cumberland Presbyterian School in the ante-bellum era. The building is now listed on the National Register of Historic Places.³ Elizabeth Hicks does not belong to this family. The couple evidently named their eldest son for someone they respected and a man who likely was the family min-

ister. Right now, there is no proof of any kind as to the natal family of Elizabeth. Absalom and Elizabeth bought and sold land in western Christian County until 1816 when they sold everything and moved to the Boonslick in central Missouri. As so often happened, the survey of the Kentucky land was faulty. Young Ewing later bought some of the Hicks land. The mess would come back to haunt Young Ewing Hicks at a later date. Absalom and Elizabeth Hicks loaded up all nine children (Hannah, Young Ewing, Sally, Susan, James Madison, Eliza, Martha who was nicknamed Patsy, Willis H., and Jenette R.) for the move. Hannah had married Joseph Fountain on March 12, 1812. Joseph also lived in Christian County with his parents, Mary Goode Fountain and Joseph Fountain, Senior. They died in 1812 and 1814 respectively so when it was time to move west, there was no complaint from Joseph. Joseph and Hannah collected his part of his parents' estate and never looked back. In fact, his brother, Peter Fountain and his wife, Sarah (Sally) Tindall Fountain, their children, and her parents came in 1820.⁴ The *1882 Boone County History* states, Joseph was "one of the pioneer settlers of Kentucky and a great hunter, being remarkably proficient as a marksman."⁵ No doubt his skills were used to procure food on the trip west. Young Ewing Hicks was 14 years old. The family settled in Boone County, Missouri, at a place called Thrall's Prairie. In 1816 word had reached the East that the Boonslick was a land of milk and honey. It was called a New Canaan where you put one seed in the ground and two plants grew. Approximately 12,000 people scurried into the region just in one month that summer and the Hicks family was typical of those who came. They came with friends and neighbors from back in Christian County, Kentucky. They brought with them their Southern lifestyle, including slaves, and farmed for a living. Both Absalom and Elizabeth were literate, as noted, and all their children learned to read and write, a feat on the edge of the frontier because in 1816 Boone County in the Boonslick was the westward edge of European civilization.

Unhappily, the families learned

that most of them had inadvertently settled on what were called New Madrid Claims. On December 15, 1811, at 2:00 a.m., there had been a horrible earthquake centered near New Madrid, Missouri, in the Bootheel part of the state. The Mississippi River ran backward for several days. Church bells pealed as far away as Boston and the quake is still considered to be the most severe ever recorded in the United States. Earthquakes shook the region for the next year. Only the fact that Missouri was so far west and so sparsely settled at that time kept the death toll from being in the thousands. The government told people living in the Bootheel region of the state that they could swap their land in the devastated region for land in the Boonslick. These were called New Madrid Claims.⁶ A St. Louis real estate speculator named Taylor Berry bought up many of these New Madrid Claims and then sold them for a substantial profit to settlers coming into the Boonslick from Kentucky and other states. However, these claims were not all substantiated and many people found out, after they had cleared the land and built farm buildings, that the real owners came with proper documentation and owned the land. Taylor Berry died in a duel with Abiel Leonard, a Boonslick lawyer from Fayette, Missouri, who became the lawyer of Young Ewing Hicks. The duel took place on an island in the Mississippi River since it was illegal in Missouri.⁷ Leonard's home still stands in Fayette and is listed on the National Register of Historic Places. Some of the land at Thrall's Prairie did not have clear title. Evidently the Hicks family was one of those, and by 1819 they were living in the central part of the county near what is today Hallsville, Missouri.⁸

In Kentucky Absalom Hicks supplied the marriage bond money in more than one instance for couples, and he evidently acted as an informal banker, loaning out money to family members and neighbors. He appears to have personally known everybody to whom he loaned money. He must have been held in respect by the community. On November 16, 1820, the Missouri Territorial Legislature passed an act to establish Boone County. On Septem-

ber 20, 1820, the aged Daniel Boone died at the home of his son, Nathan Boone, west of St. Louis at the age of 90. The territorial legislature adjourned out of respect for him for the day and then had black crape armbands made for each legislator to wear on the left arm for 20 days as a sign of mourning. They also decided that the next county formed would be named Boone in memory of the great frontiersman. "John Gray, Jefferson Fulcher, Absalom Hicks, Lawrence Bass, and David Jackson were appointed by the Legislature commissioners to select and establish a permanent county seat. They were empowered to receive donations of not less than fifty, or more than two hundred acres of land, upon which to fix this seat of justice; and, in the event of no donations being made, they were authorized to purchase land, for which not more than ten dollars per acre were to be paid. In January 1821 the commissioners entered upon the discharge of their duties and in the fall of that year fixed the seat of justice as Columbia; and henceforth the identity of Boone was recognized and permanently preserved."⁹ On August 6, 1821, the five men reported they had accomplished the task. In the report they stated that land should be saved in case a state university ever came to the new town. The University of Missouri has been in Columbia since 1839. Missouri became the 23rd state in 1821, and by 1824, Columbia needed a courthouse. Once again, Absalom Hicks and the other four men advertised for bids for such a structure. On May 1, 1824, the local newspaper advertised that bids would be opened on the first day of the next term of the circuit court. Absalom Hicks was listed still as one of the five commissioners. He was also a road commissioner as shown by a public notice on January 1, 1822. Four times, newspaper public notices list letters for Absalom Hicks at the nearest post office which is in Franklin, Missouri, and urge the family to pick them up as they have been there for some time.¹⁰

On March 31, 1824, Absalom Hicks made his last will, opening with the wording "In the name of God, Amen. I, Absalom Hicks, of the county of Boone and the State of Missouri, being very sick and weak in

body, but of perfect mind and memory thanks be given unto God. . . ." Soon he was dead. On May 18, 1824, Elizabeth Hicks and her son, Young Ewing Hicks, took bonds to become the executors as per instructions in the will. Young Ewing Hicks was now 21 years old. On January 17, 1822, he had married Margaret McSwain. She was the daughter of Malcom McSwain and Flora Payne McSwain. The couple eventually had four genetic children (James E. Hicks, Susan E. Hicks Stone, Elizabeth Hicks, and Absalom Hicks) and adopted two orphans of American Indian ancestry (Theodosia and a girl of unknown name). Margaret's brother, Daniel McSwain, who was a Presbyterian minister, witnessed Absalom's will and then put up security for Elizabeth and Young Ewing Hicks when they posted bond. Another witness was Absalom's brother, James Hicks.¹¹

Elizabeth was only 51 and a grandmother, but she had already lived beyond the average life expectancy of 45 years for her time period. Little did she know that she would live another 37 years. As to what actually killed Absalom no hint survives. He made an X on the will rather than signing his name, but other legal documents in both Missouri and Kentucky show he was literate. In fact, the inventory of his estate lists a digest and two small histories. He certainly could sign his name, so by March 31 he must have been too weak to sign. His death must have been fairly sudden as his name is still listed on the newspaper advertisement on May 1. Certainly he was dead by May 18, 1824, when Elizabeth Hicks and her son, Young Ewing Hicks, took bonds to become the executors per instructions in the will. On July 13, 1824, the estate was inventoried and appraised by Harvey Puckett, James C. Redwine, and James Dusky. They valued the estate at \$3,008.40 in a world where a \$200 income per year put a person in the middle class. Absalom and Elizabeth had done well. Included in the estate were seven slaves which put the Hicks family at the gentry level of society (defined in 21st-century terminology as upper-middle class). Also listed in the inventory were 34,452 bricks, 60 panes of window glass, 21 pounds of brad nails, 28

pounds of shingle nails, and 4,800 shingles. The family was obviously going to build a very nice house in the near future. At the estate sale held later in July 1824, Elizabeth purchased all the building supplies.¹² Hopefully she was able to build her house, although nothing remains of the farmstead today.

Now the oldest wooden building in the Boonslick dates to 1816 and is a log dogtrot cabin built by Revolutionary War veteran, Colden Williams and his wife, Mary Sharp Williams, south of Fayette, Missouri. That house was moved in 1839 to a higher location after a family child drowned in the nearby creek and again in 1992 the entire house was moved to east of Boonville in Cooper County. The oldest *in situ* cabin is a single pen log structure on the east side of Highway 240 southeast of Fayette incorporated into a later building and which probably also dates to 1816. The oldest surviving brick house dates to 1820 and is the Hickman House located on the University of Missouri Experimental Station Farm at New Franklin. All three houses were originally in Howard County.¹³ Houses were three bricks thick so the large number of bricks does not mean the house was a mansion. Window glass was small and there were numerous panes per opening so probably 60 panes of glass were enough for about five big windows. Even so, this house would have been several steps above the average home of the time. Also sold at the sale was 79 pounds of bacon which was purchased by several men, corn, farming equipment, and livestock. Elizabeth received all the household items. Absalom had provided in his will that all the household items were to remain together for Elizabeth to use as long as she lived and only to be divided upon her death.

At the estate appraisal the problem with the land incorrectly surveyed back in Christian County, Kentucky, reared its ugly head again. Surveys in Kentucky were notorious for being incorrect. Evidently in this case Absalom Hicks sold 200 acres he had received from his brother, John Hicks, to James McLaughlin and financed the sale with interest set at 1%. This took place about 1804. All was rolling

along smoothly until August 11, 1809, when Thomas Asher who lived next door sold 400 acres to David Usher. On October 16, 1816, Absalom Hicks conveyed the deed to James McLaughlin (probably because he was moving to Missouri) and McLaughlin then sold the land to Young Ewing, Benjamin W. Patten, and Fideles C. Sharp. When the land was surveyed for this sale, it was discovered that the surveys for the Hicks/McLaughlin and the Asher/Usher transactions overlapped and that the land was claimed by both families. The mess had languished in court, but with the death of Absalom Hicks in 1824, his estate could not be settled until it was determined who really owned what and where. The courts in Kentucky finally decided in favor of Thomas Asher and David Usher and the Hicks estate had to pay James McLaughlin, to whom they had sold land that the court now declared they didn't own, for that land, a total of 66 acres, a substantial error! It was not recorded what the cost was to the estate, but it would have been a lot of money for the time. The matter was settled by subtracting that amount off the loan made to James McLaughlin.¹⁴ Young Ewing Hicks was learning finances quickly.

While legal matters were occupying the attention of the courts, Elizabeth was granted guardianship of her minor children, James Madison, Eliza, Martha (Patsy), and Jenette Hicks. Widows were not automatically given legal custody of their own offspring and usually a male was appointed guardian as well. Elizabeth was the sole guardian. Young Ewing Hicks paid James D. Hicks to teach three scholars for six months. James D. Hicks was a brother of Absalom Hicks and thus an uncle to Young Ewing Hicks. At some own point James D. Hicks had come west with this family from Christian County, Kentucky, as well. He had married Sarah Davis on April 3, 1800, in Christian County. The family was in the Boonslick by October 23, 1821, when the local newspaper ran a public notice stating there was a letter for them in the post office at Franklin.¹⁵ Life was returning to normal. On July 31, 1824, additional inventory was added to the estate and on September 22, 1824, the will was for-

mally recorded in the county records and notice was given to send correspondence and bills to Captain Young Ewing Hicks. Where this title originated is unknown. No record of military services of any kind was uncovered. Had he gone to Santa Fe that year and thus been given that title as a matter of respect? There is no evidence that he left central Missouri in 1824.

(concluded next issue)

NOTES

1. William Switzler, *1882 History of Boone County, Missouri* (St. Louis: Western Historical Company, 1882), 1107.
2. Mrs. John Logan, *Reminiscences of a Soldier's Wife* (New York: Charles Scribner's Sons, 1916), 3.
3. National Register nomination form for New Lebanon Cumberland Presbyterian Church in Cooper County, Missouri, on file with Department of Natural Resources, Division of Historic Preservation in Jefferson City, Missouri.
4. Spicer/Bourg Family Tree on ancestry.com using records from federal censuses, including Boone County, Missouri.
5. Switzler, *History of Boone County*, 133.
6. Duane Meyer, *The Heritage of Missouri—A History* (St. Louis: State Publishing Co., Inc., 1973), 121. The New Madrid grants along the Missouri River, requested by Territorial Governor William Clark, were the first provision of federal assistance to victims of a natural disaster in the United States.
7. Switzler, *History of Boone County*, 131.
8. *Ibid.*
9. *Ibid.*, 161.
10. Newspaper index file in Newspaper Reference Library, State Historical Society of Missouri, Columbia, Missouri.
11. Will of Absalom Hicks on file in Probate Office of Boone County Courthouse, Columbia, Missouri.
12. *Ibid.*
13. Howard County Historic Survey done by James Denny for unpublished doctorate, 1979.
14. Probate Records of Absalom Hicks, etc.
15. *Ibid.*

BICYCLE TREK

(continued from page 1)

across Kansas in June with two bicycling friends. This ride began at the Colorado border near Syracuse and ended at the Missouri border near Louisburg, 550 miles. Completing that in eight days strengthened my confidence that I could surely ride twice that distance in three weeks.

Transporting two large bags and a bicycle to the beginning of the ride in Santa Fe and home from its end in central Missouri took planning. Driving to Santa Fe from home takes at least 10 hours. Rather than have husband Leo drive me all the way to Santa Fe, then turn around and

drive home, I took Amtrak. The train left Dodge City at 6:00 a.m. and arrived in Albuquerque about 3:30. It was a leisurely and relaxing adventure. The Hub Bike Shop in Hays packed my bike and shipped it to a shop near Monica's where they reassembled it. Monica met me and we spent time bicycling trails in Albuquerque with Andy Moss, who had ridden the Trail in 2005. Andy plays in a musical group that met for a jam session that Monica and I attended. The leader of the group was John Conoboy, very hard to recognize without the Park Service uniform. I do not know who was more surprised at the meeting, him or me.

The SFTA Symposium met in Arrow Rock, MO, near New Franklin in late September, which I missed to do the ride. Leo hauled my car to Missouri and arranged to leave it at Snoddy's Store, a popular convenience store across the bridge over the Missouri River from Boonville. After I rode to Old Franklin for photographs, I rode to Snoddy's Store, loaded up my bike, and drove to New Franklin to collect my bags, take some photos, and say good-bye to fellow riders before starting home. Transportation to and from the ride was easy compared to the ride itself.

I became more anxious as the time for the pre-ride meeting approached. How did I ever have the nerve four years ago to sign on to this ride not knowing a soul? Perhaps my familiarity of the Trail itself gave me the courage. How many riders that rode four years ago would return? There had been twelve riders from Canada. Would any of them be back? Of course, there was Chilcott and the support drivers, and the group of riders that ride only as far as Trinidad. Generally, these people have jobs and cannot take three weeks vacation. These included Joy Poole, founder of SFTA, and several other faces I recognized. Also returning was Peter Graf, from Switzerland, who brought his brother and son-in-law. A number of riders set up their tents on the grounds of the Marcy Sports Complex. No toilets were available. Monica, John, and I went to dinner. A festival was in progress in Santa Fe. The wait for a table in The Shed was an hour, so we satisfied our appetite for native food from some of the booths on the Plaza.

Most of the riders opted for a final night of comfortable rooms in Santa Fe. Lucky for them; during the night the campers were awakened to the sound of water hitting their tents. The lawn sprinklers were on!

Another rider joined the group late that evening. A woman, Autumn, from Bellingham, Washington, left there early in June with a friend to ride across the United States. In Colorado, the friend had to return home because of a death in the family, and Autumn had continued on solo, carrying all her gear, to Santa Fe. The owners of a bike shop let her camp in their back yard, and told her of the Santa Fe Trail Trek. She contacted Chilcott who invited her to join the ride. She left the Trek near Baldwin City to join a friend and complete the ride on the Atlantic coast at the end of October.

The first day was one of the toughest days of the ride. Not only does the 8,000-foot altitude challenge many riders, even riding on the interstate, the route is mountainous for most of the 72 miles to Las Vegas. The riders gathered in the Plaza for photos and departure at 9 a.m. In 2005, I had a flat tire within ten miles of Santa Fe. I carried two spare tires and several inner tubes for this trip. I was prepared. Within ten blocks of the Plaza, Monica stopped, and as I was slowing, I was struck from behind by another rider and was knocked to the curb, striking my elbow on a grating. My thoughts were "Leo will have to drive all the way to get me if anything is broken." I believe I barely hit the street before I bounced up proclaiming, "Nothing's broken." Monica put a band-aid on my elbow, but it continued to bleed every time I moved it. I do not like riding in groups and mass starts are good places for accidents.

The Phillips 66 Station on the outskirts of Las Vegas was a welcome sight. It signaled the campsite at Highlands University was not too much farther according to the route map, which was printed for each day. Those of us who had ridden four years ago remembered the cafeteria did not seem to be aware that 50 hungry bicycle riders would be joining the students for dinner or breakfast. Food disappeared as fast as it could be served. There was not much breakfast at all. Food was much

more plentiful this time. A cloudy sky suggested rain; tents were set up near the gymnasium for protection in an area that appeared to be unirrigated.

Next day we rode to the village located at the base of the butte known as Wagon Mound because it resembled the cloth covering of a freight wagon, thus the village's name. Because of the lack of lunch stops on the route, a sack lunch was provided at Fort Union and a couple other spots. As I ate, I watched the dying cottonwood tree that stood near the visitors' center for years being cut down. I said hello to old friends who have worked there since Leo and I did research for the Fort Union book. Antelope were seen beside the highway, but excitement mounted when someone spotted a dark spot lumbering away from us. We all agreed it was a bear. Since the ride, I have learned that bears have become a problem in the towns near there. In Wagon Mound, dogs have treed three bears, and Wildlife and Parks personnel have hauled them away.

Seniors and their parents at Wagon Mound High School prepared dinner and breakfast as money-raising projects. During the announcements at dinner, the school administrator was asked if the sprinklers were turned off on the football field where our tents were located. The sprinkler system was off, we were assured. Around midnight, the sound of water hitting my tent roused me. Rain, I thought. In the morning however, I learned that, in spite of assurances, it was the sprinkler system. One poor fellow's tent was located over the sprinkler head and had inches of water on the floor. Several gave him a hand at retrieving and drying out things.

As I became acquainted with the riders, I met two women from western Canada, Beatrice and Connie. Monica left the ride at Trinidad, and I needed another riding partner. Teaming up with someone who rides about the same speed as I do makes the miles disappear rapidly. I rode most of the route with these women and Bill Becker from Albuquerque. The group of us became known as "the stragglers." Some days it was late, but we always made it to camp.

Philmont Boy Scout Ranch is the favorite camp of the ride. We are al-

lowed to sleep in the permanent scout tents with cots, mattresses, and electricity, and there is a beautiful cafeteria and wonderful food. The Phillips mansion is beautiful, and deer roam the grounds fearlessly. The route is beautiful. Much of the time one has a view of Tooth of Time, a granite outcropping of the Sangre de Cristos. One rider on the 2005 ride said he had always wanted to attend Philmont as a boy, but could never afford it, but his childhood dream had finally materialized on this bicycle ride. Next day's ride would take us over the Raton Pass, a big hill, which had worried some of the riders. Four years ago, I was so anxious about the pass, that I had not enjoyed the ride as much as I should have.

Raton Pass is an eight-mile climb to an elevation equal to that of Santa Fe, but the ascent on the interstate is gradual. Resting after lunch in Raton, and taking breaks on the way up make it possible. As we neared the top, a shower passed, wetting the pavement, and making the air colder. As Beatrice and I talked to the truck driver, Charlie, who waited for all the riders to reach the summit, Connie and Bill arrived, the last of the riders. It was 4 o'clock and Charlie needed to go on to Trinidad with the camping equipment. The four of us took photos, read the markers, and began the descent. Riding on wet pavement can be hazardous, and it can cause glass, etc. to stick to the tires causing flats. I remembered flying down hitting over 40 mph on last trip. It was not worth it, I rode down breaking much of the way. Trinidad was a layover day, one to take it easy and do some sightseeing. A contingent of the riders, including Monica, said their farewells, and turned homeward.

The location of camp was on a practice field on the campus of Trinidad Junior College. Prior treks had camped at the campsite at Trinidad State Lake and meals were catered. We were especially welcome at the cafeteria. Friday evening a Hawaiian Luau was prepared with table decorations and leis. Some of these decorated riders and tents for the remainder of the trip. The breakfast chef prepared the best egg, mushroom, and cheese burritos I have eaten.

Food is a driving force for bicyclists, who surprise themselves with the huge amounts they can consume. Breakfast and dinner are included in the price of the ride as well as several sack lunches. For many years, Nola-mae Ice and her family in Holly, Colorado, have provided a delicious Sunday brunch for the group. Riders are grateful for their great western hospitality. We camped most often on campuses of Junior Colleges and ate in their cafeterias. However, there are several stops at public schools and public parks. SFTA member Linda Peters and friends prepared our meals at Lakin High School. The Lions Club catered a barbecue dinner and prepared a pancake breakfast at the Larned City Park. We camped in the Council Grove City Park and had dinner at the Hays House. The Senior Citizens and Lutheran church members prepared other meals at other places. While spending a chilly night at Arrow Rock State Park we traveled to a rural Lutheran Church where members prepared a wonderful Thanksgiving meal of turkey, dressing, and all the fixings, including pie. There was enough pie that several riders had pie for breakfast. Most riders carry snacks with them on their bikes. On a short ride of 56 miles between Larned and Sterling, the only restaurant on the route was closed. Support driver, Richard Chilcott, drove back along the route with boxes of breakfast bars for famished riders.

I had been harboring the thought of repeating the 100-mile ride that Monica and I had done in 2005 on the 85-mile ride from Trinidad to La Junta. I knew I would not have a partner this time and the wonderful tail wind did not materialize this trip either. More importantly, I felt good. On a level stretch as we neared La Junta, I turned around and rode back about seven and one-half miles, before turning back toward camp. Near camp I found an area where streets made a near circle and after riding around this track several times my odometer showed the necessary 100-miles. I got in at dinner-time. The Koshare Dancers were performing that evening, a wonderful treat. The dancers are boy scouts who have learned a number of dances from different Indian cul-

tures. They wear beautiful, colorful costumes and are excellent performers. My shower could wait!

Flat tires and bad weather are the bane of bicyclists. I put on a brand new front tire before the ride, brought replacements, and kept my fingers crossed. Arnie Arnold held the record for the greatest number of flats on the ride. In fact, he had six within twelve hours. After reading the roadside sign at Pawnee Rock, which incorrectly states that on the premises Kit Carson shot his mule, mistaking the mule's ears for feathers on an Indian's headband, the group was exploring the rock, when suddenly there was a loud report. Someone said "Kit Carson just shot his mule!" Actually, it was Arnie's front tire blowing out, while he was in the process of airing up the just-replaced back tire. Fortunately, there was a bicycle shop in Great Bend, which may have posted record sales that day. Unbelievably, I did not have a single flat on the entire ride. I feel a bit superstitious reporting this. I hope I do not have Arnie's luck on my next ride.

During the ride, there were a number of happy coincidences, besides seeing the Koshare Dancers performance. Hispanic Heritage Day was being observed at Bent's Old Fort the day we passed there. Even better Kit Carson's great-grandson, John Carson, was delivering visitors to and from the parking lot, so I said hi and had my photo taken with him. During our layover day in Council Grove, the Emergency Preparedness group put on a safety fair, serving a free lunch. Two life-watch helicopters landed, the crews talked to people, and flew off. I met Blaze the rescue dog and his handler. They live eight miles from Greensburg. Blaze



John Carson and Bonita Oliva.

is credited with finding 30 people after a tornado destroyed that town. What a wonderful dog!

Another crisis day for me was the ride through Kansas City. Since I had done it four years earlier and was lost most of the time, I traced out the route on a street map of KC so I could get the overall route in mind. There were lots of turns and traffic but everyone arrived at the RLDS church in Independence safely. After a catered dinner, we toured the church, and Pamela Robison, who has played the organ since she was eight years old, gave a recital demonstrating the qualities of the enormous organ in the church. We also entered the auditorium, where practice for Handel's Messiah was underway.

The weather plays an important role in the enjoyment of a ride. The three riders from Alaska complained about the 80-degree plus days. But no one enjoyed the ride from Lakin through Garden City to Dodge City. A cold 40 mph wind blowing out of the north gusted so strong that it literally blew one rider off the side of the road. There was a lot of truck traffic—especially cattle and ensilage trucks. A portion of the highway had very little shoulder, scary! The Dodge City bypass northward meant riding directly into the wind, not fun but we made it. The cold north wind and road construction kept me from venturing farther than Wal-mart on the layover day there. I was amazed at the westward growth of Dodge City. The Caches used to be several miles out of town. Now Dodge City literally surrounds the site.

A few days later, a black cloud covered the western horizon soon after we left Sterling College. By the time Bea and I reached the gravel detour at Inman, the construction area was so muddy we could not walk through pushing our bikes. Earlier bikers got through the construction. We returned to the three-mile gravel detour which was passable on my road bike. At noon, the sun appeared and it looked to be a beautiful day, but that did not last long. By 4 o'clock we reached Canton, soaking wet and cold. Sag driver Robert was waiting to load our bikes and take us on to Tabor College. We kept telling one another that the rain was letting up, it would soon stop. There were just

12 miles to go. Finally, we bit the bullet and headed out. It was a long 12 miles, but the wind was at our backs—a great help. We found the cafeteria at 5 o'clock sharp. After two cups of hot chocolate and a bowl of soup, I quit shivering. The college administration opened the music building for overnight sleepers. We were thankful for warm, dry quarters. In Lexington, MO, we weathered a downpour and some crashes of thunder during the night, but by daylight the rain had passed.

Not to be outdone by the freight caravans of old, at Sterling Presbyterian College our camp was awakened at 3:00 a.m. by an attack by a group identified as the football team. Since there had been a home game that evening, I questioned whether the team still had the energy to be carousing at that time of the night. I was awakened by shouts. In the morning, Hans related that his tent had been attacked, i.e. blocked, tackled, and kicked. Fortunately, the kicks were at the foot end of his tent and not his head. Two of the tackle dummy bags lay in our camping area. Susan's tent had taken a direct hit, which scared her enough that she did not sleep the rest of the night. Luckily, no permanent damage was done. Our tent city is often an attraction for the street cruisers driving around late at night with boom box on full volume.

Most people would think that riding a bicycle 1,200 miles and camping for three weeks is no way to have fun, especially for a 67-year old. The oldest person on the ride was Robert Wallman, 74, from England, who became "Sir" Robert, to distinguish him from various other Roberts on the ride. The majority of the riders were men, some of whom had raced bikes. They were always in camp long before me. Fortunately, there were a number of retired, slow riders, and we all had a great time. Everyone was ready to lend a helping hand. A sincere thank you to Willard Chilcott, who has spent many years fine-tuning this ride, and every SFT Trek gets better. The support drivers, Ken and Holly, who left us in Dodge City, Richard Chilcott, Charlie Loesch, and Robert "Manbeck" deserve special thanks. We are looking forward to a Santa Fe Trail Trek in 2011.

CIVIL WAR ON THE SANTA FE TRAIL IN NEW MEXICO

by Don Alberts

[SFTA member Don Alberts, Rio Rancho, NM, is a professional historian specializing in the Civil War, and is the leading authority on the Civil War in the Far West. After having been an engineer for Sandia National Laboratories in a former life, he served as a Naval Aviator flying off the carrier Yorktown during the Vietnam War. He subsequently returned to the University of New Mexico to get his Ph.D in military history. He was a professor at the University of Albuquerque and at Texas Tech University until he became the Chief of History for Kirtland AFB and the Air Force Operational Test and Evaluation Center at Kirtland.]

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Alberts is also active in historical preservation. He and Marc Simmons founded the Glorieta Battlefield Preservation Society, which he led to success in bringing that important New Mexico site into the public domain in 1990. He is currently working with the National Park Service in protecting and interpreting the Pigeon's Ranch and Apache Canyon battlefields as units of Pecos National Historical Park.]

TWO weeks before the great 1862 Battle of Shiloh, Union and Confederate troops in far-off New Mexico Territory fought the key battle of the Civil War's westernmost campaign. At stake was control of the vast, sparsely populated, but mineral rich, region that is today's Southwest and Intermountain West. The Santa Fe Trail played a central part in that campaign and battle.

After resigning his commission as a regular army major, Henry H. Sibley developed a plan to invade New Mexico and exert just such control. He proposed to lead a mounted force

to the territory (encompassing today's states of New Mexico and Arizona), live off the land, defeat any Federal forces encountered, and secure military supplies and natural resources for the Confederacy. He would then march north, capture the rich mines of Colorado Territory and continue westward through Salt Lake City and across the Sierras to seize the seaports of Los Angeles and San Diego, as well as the western terminus of the proposed transcontinental railroad. Though farfetched, the scheme would cost the Southern treasury little, and Jefferson Davis commissioned Sibley a brigadier general with authority to raise a mounted brigade in Texas for the campaign.

An experienced Mexican War veteran, Henry Sibley was not the man for such an adventure. Later described by some of his men as a "walking whiskey keg," he also lacked vital leadership skills. Nevertheless, during summer and early autumn of 1861, he raised a brigade of three regiments, the 4th, 5th, and 7th Texas Mounted Volunteers, along with supporting artillery and supply units. These excellent citizen soldiers were led by experienced field officers and commanders.

By late October 1861, Sibley marched westward from San Antonio, Texas, past abandoned Fort Bliss, near present-day El Paso, concentrating his invading force in southern New Mexico along the Rio Grande. There he added to his brigade a battalion of soldiers from the 2nd Texas Mounted Rifles, who had preceded him into New Mexico the previous summer. With approximately 2,500 mounted men, 15 pieces of artillery, and an extensive supply train, General Sibley anticipated an easy conquest of the Union territory. His immediate goal was the capture of Fort Craig, on the Rio Grande in central New Mexico, and in early February 1862, he marched northward along the Camino Real toward that post. On February 21, he brought on and won the first of four battles in New Mexico, the Battle of Valverde, in the Rio Grande river bottom near present-day Socorro. It was a Pyrrhic victory for the Texans,

however, since the Federal fort and a damaged but not destroyed Union force, now stood across the Rebels' supply line back to scanty reserves in the lower Rio Grande valley.

Nevertheless, the Sibley Brigade continued northward toward its main goal in New Mexico, capture of Fort Union on the Santa Fe Trail, the supply center for the U.S. military throughout the Southwest. Capture of that post and its supplies was absolutely necessary to Sibley's plan to continue into Colorado and the intermountain region. The Confederate force entered Albuquerque on March 2, only to find that Federal troops had removed or destroyed almost all the military supplies there. Sending out parties to scour surrounding areas for food and other needed supplies, Sibley sent an advance party to occupy Santa Fe and hopefully secure additional supplies in the territorial capital. However, Santa Fe was almost devoid of useful goods, with its Fort Marcy abandoned and the territorial government removed to the protection of Fort Union. Still, through purchase or confiscation, the Texans managed to accumulate some 40 days' worth of supplies, which Sibley considered adequate to continue his advance to Fort Union. His vanguard, commanded by Major Charles Pyron of the 2nd Texas and augmented by a battalion of the 5th Texas and an irregular unit known as the "Brigands" or "Company of Santa Fe Gamblers," was already in the capital and on the Santa Fe Trail. To join this 400-man advance party, by mid-March a Confederate field column of some 1,000 soldiers of the 4th and 7th Texas regiments moved northward from the Sandia Mountains, east of Albuquerque, toward a junction near Johnson's Ranch, a way station at the present-day village of Cañoncito, a dozen miles east of Santa Fe. However, events outpaced the march.

In Santa Fe Major Pyron heard persistent rumors from civilian travelers along the Trail that a Federal force was advancing toward him. Although inaccurate in detail, this information was based in fact, and the enemy was indeed near. While the Texans moved slowly northward after the Battle of Valverde, the Federals had not been idle. A newly raised

900-man regiment of Union soldiers, the 1st Colorado Volunteers, had been rearmed and re-supplied at Fort Union and, with regular infantry and cavalry units already at that post, had been organized into a field column some 1,340 strong, with 8 pieces of artillery and a 100-wagon supply train. The soldiers of the 1st Colorado were mostly rugged miners and frontiersmen from the mining districts around Denver City. Their company officers tended to have similar backgrounds, and most were accustomed to hard work, firearms, and loose discipline. Denver attorney John Slough, inexperienced in military matters, but well read and flexible, was colonel of the regiment and commanded the Federal field column, with Lieutenant Colonel Samuel Tappan as his second-in-command. The remaining field officer was Major John Chivington, often referred to as the "Fighting Parson" from his earlier days as a missionary and administrator for the Methodist Church in Colorado. He would soon become the hero of Glorieta and two years later the villain of Sand Creek.

Colonel Slough's orders from Department Commander Colonel E. R. S. Canby were to defend the strategically-important Fort Union and "act independently against the enemy," harass, obstruct the movements of, and perhaps cut off the supplies of his foe through what would be essentially a reconnaissance in force. To do that, on March 22 the Union field column moved south on the Santa Fe Trail to find the enemy, leaving a handful of defenders at Fort Union.

The value and usefulness of the Trail became immediately obvious to the Federal soldiers. This was no rutted frontier trace. During 1858-1859, the army had vastly improved the roadway between Fort Union and Santa Fe. With considerable leveling and grading, reinforcing, bridging, and maintenance, as well as, in some reaches, macadamized surfacing, the Santa Fe Trail was an effective military road that would facilitate the movements of both armies during the upcoming battles and campaign. Historian W. T. Jackson, in *Wagon Roads West*, details the problems and efforts needed to bring the original trail to this state of effectiveness during the prewar years.

The Federal column thus made good time, and by afternoon of March 24 had reached Bernal Springs, some 45 miles south of Fort Union. Here the road turned abruptly to the west and northwest toward Glorieta Pass. Here also Colonel Slough organized an advance party of 418 volunteer and regular infantry and cavalry, under Major Chivington's command, to thrust ahead toward Santa Fe and discover the whereabouts of the Confederates described to him also by civilian travelers coming from the capital.

Chivington's vanguard reached Kozlowski's Ranch, a major way station on the Santa Fe Trail, late on March 25. Simultaneously, Confederate Major Pyron's Texan advance force was making camp at Johnson's Ranch, near the western entrance to Apache Canyon and Glorieta Pass, while the main body of Rebels was near the village of Galisteo, 12 miles to the south. Since the Federal party that night slept near the eastern entrance to that same canyon and pass, if either force continued to advance, a clash was inevitable on the morrow.

That clash became the Battle of Apache Canyon, the second of four battles in New Mexico Territory during the Civil War. After a very cold night, dawn brought the shivering soldiers around their fires for a quick breakfast. During the night, however, both Pyron and Chivington had sent small parties ahead to search for their enemies along the Santa Fe Trail, but the Union scouts captured their Texan counterparts, denying any useful information to Major Pyron. Thus, after the Confederate and Federal vanguards of approximately 400 men each left their camps at about 8:00 a.m., the Rebels discovered, around a sharp bend in the road through Apache Canyon, their enemy almost upon them.

Recovering from their surprise, however, the Texans threw up a battle line across the canyon, protecting their two cannons. Toward this line, the Union party advanced across one of the bridges over Galisteo Creek, dismounted some of its cavalry, and proceeded to outflank the Texan line on both sides of the Santa Fe Trail. Pyron withdrew his little force westward to find a more defensible position, and some two miles along the

tion, and some two miles along the trail formed a second line; but it was for naught. Again sending infantry and dismounted cavalry parties to outflank this line, Major Chivington sent the 1st Colorado's Co. F, pistols drawn, galloping down the Santa Fe Trail, jumping a small bridge across Apache Creek the Rebels had destroyed, and through the center of the enemy battle line. The artillery limbered up and retreated westward to Pyron's camp at Johnson's Ranch, followed by those Texans who could ride or run. In the aftermath, the Federals captured 71 Confederates, while only four or five were killed and 20 wounded on each side.

During the night of March 26-27, both vanguard commanders sent word of their fight back to their main column. Both Lieutenant Colonel William R. Scurry and Colonel Slough hurried to concentrate their forces along the Santa Fe Trail for renewed battle the next day, but none occurred due to the concentration efforts. However, the inevitable Battle of Glorieta, the territory's third and key Civil War contest, would not be postponed for long.

On the morning of March 28, Scurry left one cannon and a handful of men to guard his field hospital and supply train at Johnson's Ranch and marched eastward along the Santa Fe Trail, hoping that with his concentrated force of about 1,300 soldiers and three pieces of artillery he could defeat his enemy and continue on to capture Fort Union and its vital supplies.

Shortly before 9:00 a.m. Colonel Slough broke camp and marched west along the Santa Fe Trail to locate and confront the Texans. He had almost exactly the infantry and cavalry numbers as his enemy, but with strong artillery support from eight cannons and a 100-wagon supply train. However, his tactical plan was more complex than Scurry's. He directed Major Chivington to take a 500-man party of regular and volunteer infantry across Glorieta Mesa, south of the Santa Fe Trail, and march west to a point just above Johnson's Ranch, where he anticipated the Texan camp would be. Slough himself would lead the remaining 800 Union soldiers along the trail, confronting the Rebels in their camp while Chivington de-

scended on the Texan flank in a coordinated attack. It was a standard Napoleonic tactic dependent on Scurry's Confederate force being still encamped at Johnson's Ranch. It wasn't.

Instead, as Chivington's flanking party left the road and the main column paused to further organize around Pigeon's Ranch, another well-known Santa Fe Trail station, the advance pickets of each force encountered one another along the trail, bringing on, about 11:00 a.m., the key battle of the New Mexico campaign. The Confederate foot soldiers, followed by dismounted horsemen and artillery, quickly deployed in and across the road and pushed back a small Union artillery and cavalry force sent ahead of the main Union column. Colonel Slough and his second-in-command, Lieutenant Colonel Tappan, responded by strengthening the center of a new defensive line, which held for about three hours. The Texans, however, outnumbering the Federals by about 1,300 to 800, gradually outflanked that position, forcing Slough to fall back to a second, well-chosen defensive line just west of Pigeon's Ranch north and south of the Santa Fe Trail, whose roadway had become the central feature of the raging battle. That position also was gradually outflanked, and by day's end, the Federals had fallen back to yet a third position across the trail, protecting the withdrawal of their extensive supply train, and by dusk the fighting ended, essentially a drawn battle. Both sides took almost identical casualties, some 48 killed and 60 wounded, but terrible news for the Texans arrived at dark.

While fighting raged around Pigeon's Ranch, Chivington's flanking party, knowing nothing of that conflict, descended on the Confederate camp at Johnson's Ranch, spiked the single cannon left in its defense, captured and paroled any Texan soldiers present, then burned the 80 supply wagons that contained everything the Rebels needed to continue their advance toward and proposed capture of Fort Union. Major Chivington's men returned to their companions late that night, having won their part of the Battle of Glorieta and the Civil War in the Far West.

The Confederates retreated to

Santa Fe, then out of New Mexico, a Union territory that had seemed so easy to conquer. The Battle of Glorieta could then be seen as a clear Union tactical and strategic victory. Although the fighting around Pigeon's Ranch was a draw, the Texans having gained two miles of Santa Fe Trail while taking losses similar to those of their enemy, the destruction of the Rebel's supply train was an obvious and conclusive Union success. And Colonel Slough's strategic goal had been met; he had stopped the Confederate advance on Fort Union. The Rebels soon retreated back to Texas, never to return, and the Battle of Glorieta truly represented the high-water mark of the Confederate invasion of Federal territory in the Far West. In that context, although much smaller than the famous eastern battle fought a year later, it can easily be seen as the Gettysburg of the West, with the Santa Fe Trail having contributed significantly to that outcome.

JOSEFA ORTIZ

(continued from page 1)

Josefa Ortiz, Daughter of Privilege in Nineteenth Century New Mexico.

Josefa was born in March 1853 to Juan (Grande) Ortiz and Maria Paula (Pablita) Ortiz, both descendants of a prominent family that arrived in New Mexico in 1693.² Nicholas Ortiz, his wife Mariana Coronado, and their six children were with Diego De Vargas Zapata when he reclaimed and re-colonized New Mexico 12 years after the Pueblo Revolt of 1680 in which the Pueblo Indians killed hundreds of Hispanics and drove the rest south to El Paso.³ The Ortiz family descends from a Spanish ancestor who, as a boy, played a key role in a Spanish military effort at Guevara to expel the Moors from Spain. His exploits were recognized by the Spanish king who dubbed him "Niño Ladron de Guevara" (Boy Thief of Guevara). Generations later, in New Mexico, Nicholas and his son, also Nicholas, wrote their name as Nicholas Ortiz Niño Ladron de Guevara.

A history of the Ortiz y Pino family on the Santa Fe web site⁴ makes clear just how prominent the Ortiz family was, noting that the younger Nicholas Ortiz "received the Caja del Rio land grant in Santa Fe County by

authority of the King, himself." This history notes that another descendant, Antonio Ortiz, also received a major land grant and that Antonio's son, Ramon Ortiz, was the last Spanish priest of the Juarez Mission.

Much later, in 1833, another important land grant was awarded to Josefa's grandfather, José Francisco Ortiz. In 1828, while herding sheep in the Ortiz Mountains southeast of Santa Fe (also named for the family), he discovered a gold mine, known in the 1600s but hidden by Indians following the Pueblo Revolt. The Indians, well aware of the Spaniard's love of gold, hid the mine to deprive any returning Spaniards of a resource the Indians, themselves, did not value highly.⁵ Henry Ungrader notes that "The placer gold mines in the Ortiz Mountains were most likely the first [important gold mines to be discovered] in the United States."⁶ This discovery caused a gold rush, although minor by the standards of the California gold rush of 1849 or the Colorado (Pikes Peak) rush of 1859. The reopening of the Ortiz Mountain mine led to the discovery in 1833 of a rich gold quartz vein⁷ which greatly heightened the value of the new mining district. In "December of that year was recorded the Santa Rosalia land grant in favor of José Francisco." The grant "was ten square miles and covers the mountains by that name as well as the choicest of the placer fields."⁸ In most records the grant is called the "Ortiz Mine Grant."⁹

Because of the prominence and resources of her family, Josefa, as a child, lived a life far different from the norm for children in early territorial New Mexico.¹⁰ Most New Mexican families of this era eked out an existence by backbreaking labor on small farms supplemented by stock-raising; their children, from an early age, helped to earn the family living and grew up without learning to read or write. In contrast, Josefa grew up in a household with servants; she was privately tutored in a family that had been literate for generations. At that time, and well into the twentieth century, social and economic life for New Mexico Hispanics was organized into a patron-peon system¹¹ in which a few well-to-do and influential families dominated. Josefa's grandfather and her father,

Juan Ortiz, were wealthy and powerful patrons who dominated the lives of many dependent families of limited means. They employed many men in their various ventures, including mining, livestock raising, and trading, and several women and men served the household as servants. Juan Ortiz had been an active trader on both the Camino Real to Chihuahua and Durango in Mexico and to Missouri over the Santa Fe Trail; he had many wagons and oxen and employed many men to manage the teams and protect the trade goods.¹² The available evidence indicates that the Ortiz patrons were generous, caring, and helpful to their many dependent charges; this was not always the case.

During her early childhood, Josefa and her family lived in the village of Real de Dolores del Oro near the family gold mines. The family is listed there in the 1860 census with Josefa and her five siblings as well as five servants. About 1866 or so, Josefa's father, Juan Ortiz, died and her mother, Paula, moved the family to Galisteo.

Sylvester Davis, New England Adventurer to the West.

Sylvester was born September 3, 1834, in Concord in Merrimack County, New Hampshire, to John and Elizabeth Davis. Sylvester was the second of three sons. Sylvester's father, John Davis, died in the 1840. The 1850 census for Shrewsbury in Worcester County, Massachusetts, lists Elizabeth, age 42, with sons John, 20, Sylvester, 18 (actually only sixteen¹³), and George L., seven. Interestingly, this record indicates that oldest son, John, and youngest son, George, were both born in Massachusetts whereas Sylvester was born in New Hampshire. Thus, the family was not well settled but had moved between the two states at least twice in the preceding 20 years. This census also indicates that Sylvester, at only sixteen, was employed as a clerk and had, presumably, already completed his formal schooling. No records of Sylvester's life from 1850 until his departure for the Colorado gold fields eight years later at age 24 have been found. Undoubtedly, he continued to work in and around Shrewsbury as his mother and younger brother, George, were still living there at the

time of the 1860 census.

Sylvester Davis's Trek to the Colorado Gold Fields and on to New Mexico.

Granddaughter Victoria Davis de Sanchez tells that "April 21, 1859, a Thursday, a young Scots-Irishman by the name of Sylvester Davis crossed the Mississippi River heading for Pile's Peak in the company of three other men." She further stated that he intended to "join the gold rush to California."¹⁴ In fact, Sylvester spent only some six or seven weeks working as a miner in Colorado before turning south to New Mexico; he never started for California. Sylvester began the western part of his trip to the gold fields by crossing the Mississippi River from Cordova, Illinois, to Princeton, Iowa. Unfortunately, no information has been located about his travel from his home in Massachusetts to Cordova. Examination of a map showing the extent of American railroads in 1860¹⁵ indicates that he could have, and likely did, travel by rail at least as far as Chicago and perhaps almost to Cordova. Sylvester started his trip across the western prairie far north of the well-established Missouri terminus of trails west. The Santa Fe Trail, opened in 1821 by William Becknell, initially started from central Missouri¹⁶ and later the staging of wagon trains bound for Santa Fe moved slowly west with the development of the Missouri frontier. Later, the Oregon Trail which began in the early 1840s, initially originated in Missouri. However, as many travelers to Oregon and California originated in northern states, new trails were opened north of Missouri through Iowa.¹⁷ This more northern starting place was the one selected by many travelers to the Colorado gold fields, including Sylvester Davis and his companions. The trails to the west coast went north of the rugged Colorado Rocky Mountains; as a result, at the time of the Colorado gold rush, a new trail to Denver and Pikes Peak was opened across Iowa and then along the Platte River through Nebraska to the Rockies.

Diary of Sylvester Davis.

Fortunately for history, Sylvester decided to record his daily activities along the trail in a diary which he kept, beginning in Cordova, Illinois, on April 21, 1859, and ending after

he arrived in Bernalillo, New Mexico, on October 10, 1859.¹⁸ The diary is very informative, providing details of the route, the weather, purchases along the way with prices paid, and much other interesting detailed information. It is also frustrating. Why, for example, did Sylvester and his companions leave the Colorado gold fields so quickly and travel to New Mexico? He does not say. The narrative continues on from day to day with no hint at what Sylvester was thinking about events or the reasoning behind the many decisions he made.

The diary begins: "Cordova, Thursday, Apr. 21, 1859. Sylvester Davis Started with three other men for Pikes Peak, viz.: Silas Hulburt, Esq., Nelson Bixby & C. C. Tucker. Crossed the Mississippi River to Princeton, Iowa & found good roads. This day we camped at a house where the folks had all gone to the mines." The entry for the following Saturday suggests that the party had embarked without adequate attention to needed supplies: "Came to Tipton & bought a Sheet Iron Stove, Copper bottom Coffey pot & camp kettle all for \$7.90. Davis paid for them. One coffey Mill .60cts, four Iron Spoons 16cts, 6 small Spoons .15cts, 2 plates .20cts, 1 knife & fork .25cts."

At towns along the trail, Sylvester posted letters back home and often inquired for any mail addressed to him. On Sunday, April 24, he "Wrote two letters to Day, one to my Mother, Mrs. Elizabeth Davis and one to Mr. Samuel West." On May 4, "crossed the North fork of the Racoon River & arrived at Adel & put in a letter for Miss [Abigail] Whitehouse."¹⁹ May 9, "wrote a letter to Geo. M. French." May 17, at Fremont, Nebraska, "put a paper In the office for Miss Whitehouse." May 29, at Fort Kearney, "stopped about two hours & wrote two letters, one to Miss Abigail Whitehouse & one to G. M. French." June 7, "Passed Ofallons [O'Fallon's] Bluffs & put In a letter to Geo. L. Davis." July 2, in Colorado, "Went over to Gregory's Diggins & to the Express Office but got no letters or papers." July 17, in Denver, went "to Express office for Letters but did not get any." July 24, "went to Gregory's diggins . . . to the Express office & got a letter from Abigail Whitehouse,

Glochester, New Jersey Dated June 20." August 19, went to Denver and "wrote & put a letter in the office for George L. Davis, Shrewsbury, Massachusetts."

One of the interesting observations Davis made during the trip was that they passed many groups returning east after disappointing experiences in the gold fields. Davis never gives any indication that he had extensive discussions with these people or was, in any way, discouraged by their failures. He and his companions simply traveled on, usually in good cheer. After a trek of about six weeks, following the Mississippi crossing of April 21, Davis and the others reached Denver on June 2. They spent almost a month getting acquainted with the area and on June 30 "Arose bright & early & went out to prospect but found nothing that would pay but returned to our Hut Hungry & tired. Got Supper & Retired to Rest & Slept like a brick." The first success came on July 5 when they "Found something that would pay 10 cts. To the pan & from that to 30. So we stopped & concluded we would drain the creek & go to Mineing." After a month of back-breaking labor rechanneling the creek and removing feet of soil from the ore-bearing layers, Davis noted on August 6 that we "Struck our pay dirt today." Three days later on August 9, Davis "had a lame back & did not work to Day." Very surprisingly, this seems to be the end of Sylvester Davis's efforts at mining in Colorado. He never amplified on his "pay dirt" statement. Presumably, it turned out not to be rewarding. In any event, on August 16 the group packed up their belongings, began traveling down from the mountains, and embarked on the trip to New Mexico, the latter stages of which followed the Mountain Route of the Santa Fe Trail.

The party reached Raton Pass on September 8 and entered New Mexico. In the subsequent days, two incidents occurred that are noteworthy. On Sunday, September 11, Davis notes that "we camped for the Day & the Dutchman[men] that were In company with us went on again for want of Provisions." What makes this interesting is that at about this time German-Danish immigrants, Andreas Detlef Laumbach and Fritz

Eggert,²⁰ were also traveling from the gold fields to New Mexico. Could these two have been the Dutchmen encountered by Davis?

The other notable incident was a life-threatening encounter with a party of Comanche Indians the following day. In the diary entry for September 12, Davis noted: "In the Evening just as we were going to bed we were Supprised by a party of Comanche Indians. They crossed the creek & drove up to our camp I expected we were gone up there being only three of us but they were friendly." The Comanches camped for the night nearby while Davis and his companions stood guard. The next morning, "before Day Break we heard some more Indians coming. We hardly knew what to do but concluded to Stay where we were & If they molested us to Sell out as Dear as possible . . . they came on about 50 of them all on mules. Men, Squaws, Papooses." Luckily, the Comanches remained friendly, and the Davis party was able to hitch up and continue their journey. The Indians traveled along within sight for the next two days but did not again approach the men before they disappeared.

The remainder of the trip was much less eventful. They crossed "Okata" (Ocate) Creek, "following behind 10 Government wagons loaded with Hay bound [to] fort Unions" and arrived at the Fort on September 16. Then on to Mora, through "Sapio" (Sapello) and Las Vegas, then "Antoncheco" (Anton Chico), and finally ended their trek at "Canion Seat" (Cañoncito) on October 4. Here they found a mill owned by a Mr. Hubble where Davis and his two companions all got jobs.

Sylvester Davis Settles in New Mexico and Finds a Wife.

Whatever Sylvester Davis's original intent, he never again left New Mexico after his arrival in October 1859. That first winter he apparently traveled to Santa Fe then down the Rio Grande River to Bernalillo where he again was employed to operate a mill.²¹ At some point, he made his way to the gold-mining town of Real de Dolores del Oro (now Golden) where he apparently first met the Ortiz family and Josefa as a little girl. It is clear that he prospered. Granddaughter Victoria Da-

vis de Sanchez says: "Initially, Sylvester Davis acquired the Cadial land grant and raised sheep. Later he operated a saloon, the post office and a store which included the government commissary. The Davis and Ortiz y Pino families, who were related by marriage, became the leading entrepreneurs in Galisteo."²²

In 1866, Josefa Ortiz, only 13, and Sylvester Davis, now 32, were married, fulfilling Josefa's childhood vow to marry a "true-blue [real] American,"²³ an idea she undoubtedly gained from the well-connected Ortiz family's efforts to adjust to the fact that New Mexico had become a part of the United States. Following their marriage, Sylvester and Josefa built a large, imposing adobe home directly across the road from the church in Galisteo. It was "surrounded by high walls and huge barred gates, included a placita [a courtyard situated in or near the center of a large family dwelling] as well as a blacksmith shop, storehouses, and spacious gardens, all of which provided functional beauty to the premises. But when Indian raids came along from time to time, the house became a refuge for neighbors."²⁴

Josefa was an unusually independent, active, and visible woman. José Ortiz y Pino III put it this way: "This family [Josefa and Sylvester] was a little different as there were actually two heads! Josefita was a very strong willed and determined woman. Since early age, she had been competitive with men. She could ride, rope, saddle and work with horses as well as, and sometimes better than most men."²⁵ Granddaughter Concha Ortiz y Pino de Kleven went further: "She was the heart and brains of the community. Grandma was the complete boss of Galisteo. She really loved her people. . . . When the politicians came calling, it wasn't the men—including my grandfather—they wanted to talk with first. It was Grandma. They valued her advise and her wisdom. The people valued her sense of judgment. She always ruled through gentleness."²⁶

The Davis home, largely because of Josefa's personality, became the "meeting place of intellectuals, politicians, writers and travelers."²⁷ Indeed, "Beyond her many duties as

matriarch there, Josefa also played several other roles in the community. A constant stream of guests flowed through her large hacienda, where she served as hostess extraordinaire. About eighteen people—family and staff—lived there full-time, and visitors included generals, archbishops, governors, former soldiers of both the Confederate and Union armies, and many a poor person who needed a place to stay."²⁸ Among the residents of the Davis hacienda was an African-American woman, Bluebell, who as a girl of eleven, had been abandoned by her mother, rescued, and entrusted to Josefa for care. She grew up in the Davis household and remained a loyal companion to Josefa even after her own marriage and relocation to a nearby home in the village. Bluebell was especially helpful during Josefa's later years.²⁹

Bishop Jean Baptiste Lamy³⁰ of Santa Fe stayed there when he traveled to the Galisteo Church. Similarly, Bronson M. Cutting,³¹ a wealthy New Yorker who came to New Mexico in 1910 for his health and rose to become a United States Senator from New Mexico, was a frequent visitor. Josefa and Cutting became friends and she served as a political advisor and sounding board for him. Josefa dominated the community life of the village. "She became the legal authority in Galisteo, yet her schooling was limited to having been tutored." She was "the one the community turned to in times of need: she buried the dead, fed and often housed the homeless, and kept the keys to the church, seeing to it that it was properly maintained."³²

"Josefa was also the village curandera, or healer. She knew all about herbs, and helped deliver babies and bury the dead. Sometimes she was assisted by Doctor Friend Palmer, a good friend of the family. [H]e taught her how to work on broken bones in addition to the other things that she learned."³² Every society, of necessity, has had such healers. Carolyn Zeleny, speaking of the New Mexico experience, wrote, "Since no doctors were to be found among the Spanish colonists they depended upon herbs and medicinal practices of the Indians."³² This practice of "[c]urandismo consists of a set of folk medical beliefs, rituals, and practices that seem to address the

psychological, spiritual, and social needs of traditional people."³³ Josefa was more fortunate than curanderas of earlier times; she had periodic access to a trained physician who worked for the railroad and was too far away to be routinely available in Galisteo. Josefa learned from Dr. Palmer and she used the knowledge she gained to benefit her patients. It is interesting that, in many communities of New Mexico, curanderas still practice in a traditional way, even though well-trained doctors and nurses are readily available. These modern curanderas, perhaps best celebrated by Rudolfo Anaya in his novel *Bless Me, Ultima*,³⁴ now concentrate on those aspects of personal well-being not addressed by the medical profession.

Josefa Ortiz de Davis was a remarkable, unusually accomplished woman by any standard. It is important to note that she suffered from glaucoma and began losing eyesight at a relatively early age. Her loss of sight was progressive and by the last several decades of her life, she was completely blind. That she lived most of her adult life handicapped in this way makes her exploits seem quite astounding. Josefa was a determined and resourceful woman who compensated for her loss of sight as best she could and simply carried on. She refused to make undue concessions.

The Davis Family.

The first Davis child, George, was born in Galisteo, May 22, 1869, when Josefa was 16. George was followed by three other boys and two girls: Sylvester, John, Frank, Pablita, and Josefita. All grew up in Galisteo. As they matured, the Davis sons acquired land around the new community of Moriarty in Torrence County where many of their descendants remain. Josefa Ortiz and Sylvester Davis, her real American husband, lived noteworthy lives and founded a family that remains prominent in New Mexico and elsewhere. Sylvester died November 23, 1910, at age 76; Josefa lived on another 30 years as a widow, dying on Christmas day, 1940. Both are buried in Galisteo. Over the years, many descendants of Josefa and Sylvester have been solid citizens, some achieving wealth and positions of noteworthy responsibility.

NOTES

1. Interviews with Leveo Sanchez, great grandson of Sylvester and Josefa Davis; Victoria Davis de Sanchez, *In the Footsteps of an Educator: The Memoirs of Victoria D. de Sanchez* (privately published, 1989); Kathryn M. Cordova, *Concha! Concha Ortiz y Pino, Matriarch of a 300 Year-Old New Mexico Legacy* (Santa Fe: La Herencia Gran Via, 2004); José Ortiz y Pino III, *Don José, The Last Patron* (Santa Fe: Sunstone Press, 1981).
2. Fray Angelico Chávez, *Origins of New Mexico Families: A Genealogy of the Spanish Colonial Period*, rev. edition (Santa Fe: Museum of New Mexico Press, 1992), 247-250.
3. David Roberts, *The Pueblo Revolt* (New York: Simon & Schuster, 2004).
4. Ortiz y Pino Family History <<http://www.Santafe.com/articles/ortiz-y-pino-family-history>>.
5. Herbert Ungnade, *Guide to the New Mexico Mountains* (Denver: Sage Books, 1965) 109.
6. Ibid, 29.
7. Rodman Wilson Paul, *Mining Frontiers of the Far West, 1848-1880* (Albuquerque: University of New Mexico Press, 1963), 156.
8. George B. Anderson, *History of New Mexico: Its Resources and People*, Vol. 2 (Los Angeles: Pacific States Publishing Company, 1907), 930. "Ten square miles" cannot literally be true as the Mexican government did not use the "mile" unit.
9. Allan G. Harper, Andrew R. Cordova, and Kalervo Oberg, *Man and Resources in the Middle Rio Grande Valley* (Albuquerque: University of New Mexico Press, 1943), 88.
10. New Mexico became part of the United States in August 1846, following occupation by the Army of the West led by General Stephen W. Kearny. See David A. Clary, *Eagles and Empires: The United States, Mexico, and the Struggle for a Continent* (New York: Bantam Books, 2009), chapter 10.
11. Clark S. Knowlton, "Patron-Peon Pattern Among the Spanish American of New Mexico," *Social Forces*, 41 (Oct. 1962): 12-17; Carolyn Zeleny, *The Mexican American* (New York: Arno Press, 1974), 68.
12. Ortiz y Pino III, *Don José*, 1.
13. By coincidence, the census for the Davis family was recorded September 3, 1850, Sylvester's sixteenth birthday.
14. Davis de Sanchez, *In the Footsteps of an Educator*, 1.
15. Expansion of Railroads Map to 1860 <www.maps.com/ref_map.aspx?pid=11378>.
16. R. L. Duffus, *The Santa Fe Trail* (Albuquerque: University of New Mexico Press, 1930); Marc Simmons and Hal Jackson, *Following the Santa Fe Trail* (Santa Fe: Ancient City Press, 2001).
17. George R. Stewart, *The California Trail* (New York: McGraw-Hill, 1962), contains excellent descriptions of western trails.
18. Paul A. F. Walter, "Diary of Sylvester Davis," *New Mexico Historical Review*, 6 (October 1931): 383.
19. Abigail Whitehouse is listed in the 1850 census for Glochester, New Jersey, as a single woman, age 44, born in New

Hampshire and working in a c[oa]t[er]y factory. Clearly, Sylvester was devoted to her; one wonders what their relationship was.

20. Doyle Daves, "Andreas Detlef Laumbach, Santa Fe Trail Traveler, Proponent of Education and Protestantism in Territorial New Mexico," *Wagon Tracks*, 23 (May 2009): 15-18.
21. "Diary of Sylvester Davis," 383.
22. Davis de Sanchez, *In the Footsteps of an Educator*, 2.
23. Cordova, *Concha! Concha Ortiz y Pino*, 9.
24. Ibid, 11.
25. Ortiz y Pino III, *Don José*, 21.
26. Cordova, *Concha! Concha Ortiz y Pino*, 12.
27. Davis de Sanchez, *In the Footsteps of an Educator*, 3.
28. Cordova, *Concha! Concha Ortiz y Pino*, 12.
29. Davis de Sanchez, *In the Footsteps of an Educator*, 27.
30. Paul Horgan, *Lamy of Santa Fe* (Middletown: Wesleyan University Press, 1975).
31. Richard Lowitt and Bronson M. Cutting, *Progressive Politician* (Albuquerque: University of New Mexico Press, 1992).
32. Zeleny, *Mexican American*, 42.
33. Bobette Perone, H. Henrietta Stockel, and Victoria Krueger, *Medicine Women, Curanderas, and Women Doctors* (Norman: University of Oklahoma Press, 1989), 86.
34. Rudolfo Anaya, *Bless Me, Ultima* (Berkeley, California: TQS Publications, 1972).

TRAIL TROUBADOUR

—Traffic in Verse—

Sandra M. Doe, Editor

This column seeks poetry which addresses the history, realism, romance, and diversity of the Trail and demonstrates authentic emotion, original images, and skill in craftsmanship. Please submit poems for consideration to Sandra M. Doe, Dept. of English, Campus Box 32, Metropolitan State College of Denver, PO Box 173362, Denver CO 80217-3362.

Out on the Trail, the Santa Fe Trail—a symposium remembrance, 2009

by Sandra Maresh Doe

East from Arrow Rock

You have stood on the cobblestones—some from France—hailed as ballast to make Wharf Hill—the hill that hauled the goods brought up the Missouri to Boonville. You have heard tell of Missouri floods where folks saw a coffin float down the river—a cemetery taken out. You have read the *Missouri Intelligencer* marker erected by the Missouri Press Association in 1919. You have touched the marker for Old Franklin, a town the "cradle of our trade,"

and so said Josiah Gregg who served the "anxious traders." You have seen a fall butterfly drift over the concrete. You have driven past the flag pole in the town of Old Franklin, built and installed by Leo Oliva, heard him tell how he hauled it in two pieces and screwed them together, marking the center of Old Franklin, and now it's a cornfield. You have driven past the cemetery where slaves are buried with whites. You have paused at Cooper's Fort to hear the tale of Millie Cooper's ride, she age twelve, to save the fort from savage attack. You have tread down a steep grade to Boonslick Salt Springs to see the springs and the kettles upended, each weighing 30 pounds, and you have thought of the woods denuded by seventy kettles running with wood and the ash clean-out put into the creek. You have heard today's kids playing in the creek, a girl and two boys. You have seen flowers in the mild Missouri air—salubrious air—as they say, the way the light and the leaves dapple on a fellow trail trekker, toiling up the board walk, talked about the log-out, how the forest is second growth. You have seen the tombstone of Joseph Morrison, age sixteen, son of the owner, scalded in a salt bath, fallen into a kettle, dead in three days. You have paced the Hickman house, stolen an apple from the orchard, walked out and stepped daintily around the fallen fruit. You have imagined the breezes blowing through such a "Hall and Parlor" house, made after the model of a Virginia type, seen logs probably recycled from the fort, serving as floor joists of the Hickman house. You have passed through the Franklin territory, studied the rock marking the end of Boonslick Road.

West from Arrow Rock

You have walked along the Big Muddy River Reserve when clouds covered the sun and when the dapples came on, like sudden flood lights. You have stood at Todd's Ferry Landing, stepping on acorns where William Becknell walked, and before him, Meriwether Lewis, William Clark. You have tread upon the granddaughter leaves, as they might say in the Osage. You have heard the land called *Pierre a Fleche*. And Arrow Rock. You have seen the mighty MO, a slip of a stream with a green

cast. You have studied the topographical maps of Harlan and Denny of the Missouri Geological Society. You have wondered where Grand Pass is, past the place of the arrow rock. You have studied Missouri thunderclouds, fluff-low clouds, and wondered if they'd release; you have driven past the home of Jim the Wonder Dog. You have seen an Osage headdress, called a Roach, fierce and vertical, like a crown: red and brown, black and pale brown, made of porcupine hair and deer tail hair and turkey beards, and it to somehow challenge the enemy. You have seen the one Roach feather from an immature eagle marking the Head Man. Yet he is the little one, the little sacred one, taking the Osage from the spirit world to the earth world. You have studied the Roach spreader, made of horn and bone, to bush the fierce vertical hair of the Roach apart, to let it quiver while dancing. You have arrived at Grand Pass, Missouri, where there's a sign, and a trail swale right in the churchyard of the Methodist church—where the caravan turned to cross the river at Lexington.

You have been a rememberer, studying the trace of the trail, listening to where the trail travelers turned for water; you have heard the hypothesis about Missouri as funnel for Native tribes. You have seen the trail marked in granite—Santa Fe Trail, 1821-1880—the best we could do.

CONVERSE OF THE PRAIRIES

—BOOK NOTICES—

Susan M. Erb, ed., *On the Western Trails: The Overland Diaries of Washington Peck*. Norman: Arthur H. Clark Co., 2009. Pp. 296. Maps, illustrations, footnotes, bibliography, index. Hardcover, \$45.00.

Erb does a model job of editing and telling the rest of the story, providing biographical details of Peck's life before, between, and after the periods of the two diaries: (1) an 1850-1851 trip to California via the Platte River Road and (2) travel via the Santa Fe Trail and Beale's Wagon Road in 1858. Many diary entries are followed by Erb's commentary, filling gaps and providing further details.

Washington Peck, 1801-1889, a

cooper and farmer, was a paragon of mobility, a major characteristic of Americans in the 19th century. The two diaries are only a small part of his many travels. Unfortunately, his others diaries did not survive.

A resident of Canada from age 14 to 38, Peck then spent nearly 25 years traveling back and forth in the West before settling in Washington Territory, with additional relocations in later life.

The 1850-1851 diary shows Peck was observant and fascinated with places and people he met. The 1858 diary for the Santa Fe Trail is, by comparison, quite sketchy with little about people and usually mention without details of well-known places. Peck, his wife, a son, three daughters, a son-in-law, and three granddaughters were in the party, but Peck never once mentions any of the women or girls. They traveled from Iowa through Nebraska Territory into Kansas Territory, through Manhattan to Council Grove, where they joined the Santa Fe Trail, and followed the Mountain Route to New Mexico, leaving the Santa Fe Trail near Las Vegas to head to Albuquerque via Anton Chico.

Peck mentioned the mail wagons, large buffalo herds, Indians gathered along the Trail to receive annuities, and a party of Cherokee Indians who were returning from the gold fields and reported that gold was insufficient "to pay." He saw a murder on the Trail in New Mexico, when a man he calls McDowel (probably McDougal) killed a man named Brown, but details are sparse.

From Albuquerque the Pecks followed Beale's Wagon Road, opened the previous year, heading for California. Part way, they turned back to New Mexico, lived there until 1861, when they followed the Butterfield Overland Mail Route to California. They lived in California until 1864, when they settled at Olympia, Washington Territory. In 1876 they moved to Arizona, and moved to Alameda, CA, the next year. They were back in Washington Territory in 1879, living in three different places in the territory until Peck's death in 1889.

The Santa Fe Trail diary is interesting but austere, while Peck's life and other travels are most worthy of attention.

POST OFFICE OAK

—LETTERS—

Editor:

Glenda and I want to say "thank you" to the SFTA for presenting us with awards at the Arrow Rock Symposium. We were rather overwhelmed with those honors, and are most appreciative. However, the awards are not ours alone. Without the assistance of Doug Sharp over a period of several years and a timely phone call from him, we would never have been able to acquire and preserve our little piece of the Santa Fe Trail. David Clapsaddle, Harry Myers, and you reviewed and commented on the draft of *Lost Spring, Marion County, Kansas*. The unselfish sharing of their time and knowledge helped me to improve the booklet. And finally, thanks to all of the SFTA members for allowing me to be a board member the past few years.

Steve Schmidt
1120 Cobblestone Ct
McPherson KS 67460

Editor:

How surprised I was to receive the generous SFTA Award of Merit. Thanks so much. I only wish I had been present at Arrow Rock to say thanks in person but mostly to enjoy the always fine programming sponsored by the Association. We will use your gift to continue exploring frontier trails with youngsters who are blind and visually impaired.

Eleanor Craig, SL
1100 State Ave
Kansas City KS 66102

Editor:

I am in my first year as a member of SFTA and attended the symposium in Arrow Rock. For those members who live in the Missouri area and are members of AAA, I had an article published in their *AAA Midwest Traveler Magazine* entitled "The Santa Fe Trail in Missouri" (the editors re-titled it "Touring the Trail"). It is in the September-October issue recently distributed. I have followed and photographed the SFT from Franklin, MO, to Council Grove, KS, and hope to complete it in the future. It was a pleasure to meet other members of the Association in Arrow Rock.

Don Chamberlain
82 Nolen Dr
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THE BENT'S FORT ROAD, 1832-1878

by David K. Clapsaddle

[SFTA Ambassador Clapsaddle is president of the Wet/Dry Routes Chapter and a frequent contributor to Wagon Tracks.]

GEORGE and Robert Bent, younger brothers of Charles and William, set forth from Taos in the summer of 1832 and traveled north over Raton Pass. This itinerary was the precursor to what became known as the Bent's Fort Road.¹ Though in reverse to the young Bents' journey, the Bent's Fort Road began at the Arkansas or Cimarron crossing (depending on the period) of the Arkansas River, passed by the Big Timbers, and continued on to Bent's Fort. Crossing the Arkansas six miles to the west, the Road ran in a south-southwesterly orientation along Timpas Creek to Trinidad, over Raton Pass, and followed the eastern side of the Sangre de Cristo Mountains to a point east of Taos. There, one could cross over to Taos or continue south to merge with the Cimarron Route at the junction of the Mora River and Sapello Creek.²

The distance to Santa Fe from Independence by way of the Bent's Fort Road was 87 miles farther than that of the Cimarron Route.³ Though longer than the Cimarron Route, the Road at a later date saw increased traffic because of the lack of water and the chance of Indian depredations along the Cimarron Route.

While the Road was used sparingly by others than the Bent, St. Vrain Company prior to the Mexican War, some notable examples are worthy of mention. Matthew Field in 1839 joined a small group of merchants and tourists, 18 Mexicans and Americans, at Independence. Taking the customary route of the Santa Fe Road, the little caravan arrived at the Arkansas crossing. At that point, Field wrote, "There is a well known fording place here conducting to the Semirone Road which cuts off a wide extent of the travel, but only the more daring and adventurous pursue it, as depredations from the Comanches have been frequently suffered in that region. Timorous traders, and parties inferior in numbers, therefore, continue forward up the safer track and cross the Arkansas at Bent's fort, about 100 or

150 miles nearer its source."⁴ Field's party pressed on to Bent's Fort, Raton Pass, and the headwaters of the Canadian River. There the rest of his party proceeded south to travel the Cimarron Route; but Field and a Captain Branch took a less traveled road to Taos, thence to Santa Fe. After a brief stay in the capital city, Field returned to Missouri with Dr. David Waldo and some Mexican merchants.⁵

James Josiah Webb in August 1844 joined a caravan at Council Grove captained by Samuel C. Owens. Following the Santa Fe Road to the Arkansas crossing, Webb and three others left the caravan to go on ahead to negotiate with Governor Manuel Armijo with regard to Mexican trade regulations. At that point, Webb wrote, "So when the train left the river by the Cimarron route, we re-crossed the river and started on our trip by way of Bent's Fort and Taos."⁶ From Taos, according to Webb, he took a circuitous route through Las Vegas to Santa Fe. There, he negotiated with the governor as to the duties required on the merchandise delivered by Owens. After staying the winter in the Santa Fe area, Webb and two companions started for the States on March 3, 1845. Returning to Bent's Fort by way of Taos, they proceeded on to Independence, arriving there about 50 days from Santa Fe.⁷

On a second trip to Santa Fe, Webb formed a partnership with George Doan. In Independence, the partners were outfitted for the expedition and set forth during the middle of June 1845. At Council Grove, they joined with several other trains and proceeded to the Arkansas crossing. There, Webb wrote, "Before arriving at the crossing of [the] Arkansas, we had concluded to take the Bent's Fort route instead of the Cimarron." Proceeding on to Taos, they stayed overnight and pushed on to Santa Fe. There, Webb and Doan disposed of their merchandise, sold their outfits, and Doan departed for Missouri. About October 10, Webb received the balance of the money owed for the merchandise; and in the company of four others took the Cimarron Route homeward.⁸

By 1845, traffic on the Bent's Fort Road was still sparse, but that was changed in 1846 with the advent of the Mexican War. In 1808, George C. Sibley, factor at Fort Osage, foresaw the conflict. In a letter to his brother, he wrote "that if the United States should go to war with England, and if Spain should enter, it is likely this will be a rallying point from whence to attack Santa Fee; we could march there and seize their rich mines in less than twenty days. And I have not doubt if we have a war, but seize them we shall."⁹ Sibley, one of three commissioners appointed to oversee the survey of the Santa Fe Road in 1825, arrived with the survey party at Taos Gap on October 19, 1825. There, the party went into camp and Sibley dispatched two of his men to Taos to bring back mules to pack the baggage through the mountains to Taos. Sibley claimed that such action was necessary due to the fatigued condition of the party's horses. Also, Sibley had personal business to conduct with his partner Paul Baillio in Taos.¹⁰ A third reason, not explicit, but conjectured by some, was that he did not take the direct route to Santa Fe because he was trying to locate a road which would have a military advantage for the invasion of New Mexico and the capture of Santa Fe. Sounds somewhat reminiscent of his 1808 letter to his brother.

Sibley's prophecy did come to pass, not war with England or Spain, but with Mexico. On May 13, 1846, with the slightest of provocation, President James K. Polk declared that a state of war existed between the United States and Mexico. On the subsequent day, Colonel Stephen Watts Kearny was placed in command of the Army of the West, a 1500-member detachment to be organized at Fort Leavenworth, comprised of the 1st U.S. Dragoons and volunteer troops from Missouri.¹¹ Immediately, plans were put into motion to supply the troops' march to Santa Fe. To borrow the title of Jack Rittenhouse's fine little book, the trail of commerce was soon to be a trail of conquest.¹² On June 16, Private John Taylor Hughes reported nearly 100 provision wagons had been dispatched from Fort Leaven-

worth to Bent's Fort and that a great number of beef cattle would be driven along with the Army.¹³ In mid-June a fatigue party was sent from Fort Leavenworth to prepare a road leading to the Kansas River and on to strike the Santa Fe Road at the Narrows.¹⁴

The first of Kearny's command, Companies A and D of Alexander Doniphan's Regiment, marched out of Fort Leavenworth on June 22.¹⁵ Other troops followed at regular intervals until the total complement of 1500 men were en route. Also assigned to Kearny's command was a small party of topographical engineers, comprised of 2d Lieutenants James W. Abert and William G. Peck plus some civilian employees. The squad departed the post on June 27.¹⁶ Additionally, the Mormon Battalion recruited in Iowa, 500 strong, arrived at Fort Leavenworth on August 10 and departed in two separate groups on August 13.¹⁷

Following in the rear of the military trains, Samuel Magoffin's trade caravan proceeded on to Pawnee Fork where he joined three other traders, Manuel K. Harmony, Cornelius Davey, and Edward Glasgow. Leaving Pawnee Fork, the traders accompanied by two companies of soldiers took the Dry Route southwest while Kearny's troops pursued the Wet Route. The traders struck the Arkansas River at the Caches on July 18.¹⁸

West of the Caches at the Arkansas crossing, the Mormon Battalion separated in mid-September. One group crossed the river to follow the Cimarron Route to Santa Fe. The other group continued up the north bank of the Arkansas to Bent's Fort, the route previously taken by Kearny's men and the trade caravans.¹⁹ Beyond Bent's Fort, the Battalion continued on to Pueblo where they went into winter camp.

At Bent's Fort, Kearny prepared for the invasion of Mexican Territory which lay just south of the Arkansas River. On August 1, two companies of the Missouri Volunteers entered New Mexico, and on the following day, Cooke's detachment, a small party of spies, and the balance of Kearny's troops crossed the Arkansas to complete the invasion of the Republic of Mexico by the United States of America.²⁰

The march was not without difficulty, especially with regard to Raton Pass. Susan Magoffin's diary entry of August 15 reads, "Worse and worse the road! They are ever taking the mules from the carriages this P.M. and a half a dozen men by bodily exertions are pulling them down the hills. And then it takes a dozen men to steady a wagon with all its wheels locked - and for one who is some distance off to hear the crack of it makes over the stones, is truly alarming. Till I rode ahead and understood the business, I supposed that every wagon had fallen over a precipice. We came to camp about half an hour after dusk, having accomplished the great travel of six or eight hundred yards during the day."²¹

Beyond Raton Pass, Kearny led his command to Las Vegas and then to Santa Fe, arriving at the ancient capital on August 18. So ended his march on the Bent's Fort Road.²²

Louise Barry has carefully compiled a list of those parties which traveled the Bent's Fort Road subsequent to Kearny's invasion through the end of the Mexican War in 1848. Those parties for the remainder of 1846 were as follows: a Ceran St. Vrain train departing Wesport on September 15; the Francis Parkman party returning to Wesport on September 26; a small party of Mormons returning east which arrived at Independence on September 30; and Capt. A. W. Enos's party leaving Fort Leavenworth for Bent's Fort on October 11.²³

Barry's list continues for 1847: the Kit Carson/Edward Beale/Theodore Talbot courier expedition from California which reached Missouri by mid-May; Lt. Col. William Gilpin's march from Fort Mann to Bent's Fort in October; and Brig. Gen. Sterling Price's trip from Fort Leavenworth to Santa Fe by way of Bent's Fort in November.²⁴

Barry's list for 1848 is even more impressive: Lewis Tharp's pack train which arrived at the town of Kansas on March 20; the trade caravans of Elliot Lee, Charles Towne, and others who were attacked by Apaches near the Raton Mountains in June; the John C. Fremont party which veered southwest from the Smoky Hill route to the Bent's Fort Road at the Big Timbers; and Lt. Edward

Beale's courier expedition from Washington D.C. to California which departed Fort Leavenworth in mid-November.²⁵

The next surge of traffic on the Bent's Fort Road came with the 1857 discovery of gold in the far western end of Kansas Territory. As early as 1858, two guidebooks to the gold fields were published; and by 1859, no less than 17 such books had come off the press. Allow one citation by William Parsons to speak to the Bent's Fort Road. "To the point where the Santa Fe Trail crosses the river is twenty-seven miles - the ruins of Fort Atkinson being near the road. At this point we leave the Santa Fe Trail, keeping upon the north side of the river. The distance thence to Bent's Fort one hundred and fifty miles, the road being of the character already mentioned. Bent's Fort is situated at Big Timbers. . . . From Bent's Fort to Bent's Old Fort is a distance of thirty-five miles."²⁶

From Bent's Old Fort, the gold seekers pursued the Arkansas River to Pueblo, then north along the eastern slope of the Rocky Mountains to the gold diggings at Cherry Creek.

Parson's guidebook was one of many which piloted thousands of Argonauts across the plains. Jack Rittenhouse reported that, by 1859, 500 wagons a day were using the Bent's Fort Road.²⁷ Capitalizing on the gold rush was Joe Doyle, a former owner of Barclay's Fort and subsequently a freighter transporting goods from Kansas City to Santa Fe. His enterprise is but one example of men with an entrepreneurial flair who made a fortune, not by mining but by outfitting the miners. In June 1859 alone, he transported goods by way of the Bent's Fort Road to Denver in the amount of \$30,000. His firm, J. B. Doyle and Company, "became the largest in the territory, doing half a million dollars worth of business a year."²⁸

Because, in part, of the post office established at Fort Wise in 1860, the Post Office Department ordered the mails to be delivered on the Bent's Fort Road rather than the Cimarron Route. With that change, the Missouri Stage Company initiated regular service on the Road, but freight shipments were not forthcoming due to the hazards of Raton Pass.²⁹

In the following year, Confederate

forces captured Santa Fe and volunteer troops from Colorado were organized to meet their advance. Marching down the Bent's Fort Road they reached Fort Union on March 22, 1862. Subsequently, the Colorado troops met the Confederates in two successive battles at Apache Canyon and Glorieta Pass. Victoriously, the Colorado troops returned to Fort Union and the Confederates retreated to Texas.³⁰

Perhaps the most dramatic turn of events in regard to the Bent's Fort Road was the construction of the toll road over Raton Pass. By an act of the Colorado Territorial Legislature, Richard Wootton incorporated the Trinidad and Ratoon Mountain Wagon Road Company in the summer of 1865. Hiring a crew of laborers, he built a 27-mile road across the pass.³¹ For the first time since George and Robert Bent scaled Raton Pass in 1832, freight wagons were able to negotiate the mountain road with little difficulty. Consequently, freight shipments began to flow southward from Bent's Old Fort, their primary destination being Fort Union, the supply depot for other army posts in the Southwest.

In the meantime, the Union Pacific Railway, Eastern Division, laying tracks across Kansas reached the end-of-the-tracks town named Phil Sheridan in June 1868. While freight was dispatched from the railhead on a new 120-mile road to Fort Lyon on the Bent's Fort Road, the mail company moved its headquarters to the old Butterfield Overland Despatch station one mile west of Fort Wallace. From there, mail was transported to Fort Lyon. By 1870, the tracks of the railroad (name changed to Kansas Pacific in 1869) arrived at Kit Carson, Colorado Territory. From that railhead, a stage line ran due south to Fort Lyon. Additionally, a freight road ran southwest to strike the Bent's Fort Road at Bent's Old Fort. In 1873, the Kansas Pacific constructed a spur line from Kit Carson to West Las Animas, Colorado Territory, also on the Bent's Fort Road. Concomitant to the arrival of the Kansas Pacific at Las Animas, the Atchison, Topeka and Santa Fe Railroad reached the end-of-the-tracks town of Granada in southeast Colorado Territory, and by 1875 its tracks too had reached west to Las

Animas. The little town just west of Fort Lyon became a hub of freighting activity serving as the railhead for both railroads and the eastern terminus of the Santa Fe Trail. New Mexican freighters plied the Bent's Fort Road in large numbers transporting freight to West Las Animas, mostly wool. In a single week of July 1874, 182,863 pounds of wool were shipped from Las Animas; and on average, weekly shipments of hides totaled 87,000 pounds.³² In turn, the same freighters transported merchandise to many destinations in New Mexico, distributed from the huge commission houses which had come to dominate the Santa Fe trade.

Beyond West Las Animas, the Atchison, Topeka and Santa Fe established railheads at La Junta in 1875 and Trinidad in 1878. While freight shipments were dispatched out of La Junta, Barlow and Sanderson eschewed La Junta to establish headquarters at Trinidad, which became the northern terminus of the Bent's Fort Road. Soon after, freight was shipped from the Trinidad railhead.

South of Trinidad, the railroad deviated from the path of the Bent's Fort Road continuing on through Otero, Las Vegas, and Lamy, New Mexico Territory. So ends the tenure of what historically was known as Bent's Fort Road. Janet Lecompte wrote, "The Bent's Fort branch is now called the Mountain Branch." But "neither Santa Fe Trail" or "Mountain Branch" were terms in common use until the 1860s, although almost every historian of the Santa Fe Trail assumes that they were. Elsewhere, Lecompte declared, "Travelers on the two branches of the trail before the 1850s generally called them the 'road to Santa Fe' or 'Bent's Fort Road.'"³³ Lecompte is correct. Almost every standard text on the Santa Fe Trail has an index with an entry titled Mountain Branch; and the popular Santa Fe Trail guide books all make reference not to the historic Bent's Fort Road but to the Mountain Branch. [Editor's note: the SFTA and NPS promote use of "Mountain Route" instead of "Mountain Branch."] Finally, the Colorado and New Mexico Daughters of the American Revolution inscribed their grey granite markers between Bent's Old

Fort and Fort Union with "Bent's Fort Road." The good ladies of Colorado and New Mexico are to be congratulated for this. However, one could wish that the markers from the Kansas/Colorado line west were similarly inscribed. Those are incised "Santa Fe Trail."

Hats off to George and Robert Bent for opening the Bent's Fort Road. Hats off to Janet Lecompte for identifying the historic designation of the road. Hats off to the history buff and modern traveler who traverse the old road by printed word, cyberspace, and 21st-century roadways.

NOTES

1. Morris F. Taylor, *First Mail West* (Albuquerque: University of New Mexico Press, 1971), 8.
2. Janet Lecompte, "The Mountain Branch: Raton Pass and Sangre de Cristo Pass," *The Santa Fe Trail: New Perspectives* (Denver: The Colorado Historical Society, 1987), 56; Leo E. Oliva, *Soldiers on the Santa Fe Trail* (Norman: University of Oklahoma Press, 1967), 18-19.
3. Taylor, *First Mail West*, 77.
4. John E. Sunder, ed., *Matt Field on the Santa Fe Trail* (Norman: University of Oklahoma Press, 1995), xx, xxiii, 71-72.
5. *Ibid.*, xxxiii - xxiv.
6. James Josiah Webb, *Adventures in the Santa Fe Trade* (Lincoln: University of Nebraska Press, 1995), 46-58.
7. *Ibid.*, 58-123.
8. *Ibid.*, 127-141.
9. Kate L. Gregg, ed., *The Road to Santa Fe: The Journal and Diaries of George Champlain Sibley* (Albuquerque: University of New Mexico Press, 1995), 1.
10. *Ibid.*, 104-106.
11. Louise Barry, *The Beginning of the West* (Topeka: Kansas State Historical Society, 1972), 585-586.
12. Jack D. Rittenhouse, *Trail of Commerce and Conquest: A Brief History of the Road to Santa Fe* (Santa Fe Trail Council, 1971).
13. Barry, *Beginning of the West*, 597.
14. *Ibid.*, 598. This route between Fort Leavenworth and the Narrows had been used by Col. Kearny and his dragoons at the end of their 2,200-mile march to Fort Laramie and Bent's Fort before returning by way of the Bent's Fort Road in 1845. *Ibid.*, 545-547, 558-559.
15. *Ibid.*, 617.
16. *Ibid.*, 619.
17. *Ibid.*, 632-633.
18. Susan Magoffin, *Down the Santa Fe Trail and into Mexico*, ed. Stella M. Drumm (Lincoln: University of Nebraska Press, 1962), 50-51.
19. Barry, *Beginning of the West*, 644.
20. Oliva, *Soldiers*, 76.
21. Magoffin, *Down the Santa Fe Trail*, 80.
22. Oliva, *Soldiers*, 76.
23. Barry, *Beginning of the West*, 645, 646, 647, 650.
24. *Ibid.*, 682-683, 720, 724.
25. *Ibid.*, 740-756, 784, 786-787.

26. LeRoy R. Hafen, ed., *Pike's Peak Gold Rush Handbooks of 1859* (Philadelphia: Porcupine Press, 1974), 44-45, 84-85, 177-178.
27. Rittenhouse, *Trail of Commerce*, 26.
28. Janet LeCompte, *Pueblo, Hardscrabble, and Greenhorn* (Norman: University of Oklahoma Press, 1978), 255-256.
29. Taylor, *First Mail West*, 77.
30. Oliva, *Soldiers*, 131-138.
31. Taylor, *First Mail West*, 108.
32. David K. Clapsaddle, "The Fort Wallace/Kit Carson - Fort Lyon Roads," *Wagon Tracks*, 8 (Feb. 1994), 161-162.
33. Lecompte, "Mountain Branch," 63.

AWARDS

(continued from page 1)

Janet Armstead for co-directing student trips on the Santa Fe Trail, service on the Education Committee, and writing a musical about the Santa Fe Trail.

PAUL F. BENTRUP AMBASSADOR (2 awards)

Ruth Olson Peters, the only person who has held an elected office in SFTA since the founding in 1986 (she has served as secretary and treasurer).

John Atkinson for his years of service as SFTA Vice-President, visits to all the chapters, and presentations on William Bent.

RITTENHOUSE MEMORIAL STAGE-COACH AWARD (1 award)

Hal Jackson for his articles and books dealing with the Santa Fe Trail and Camino Real.

HERITAGE PRESERVATION AWARD (1 award)

Steve & Glenda Schmidt for preservation of Santa Fe Trail ruts and the site of French Frank's Trading Rancho on their property in Marion County, KS.

EDUCATION AWARD (3 awards)

Joyce Thierer, Professor of History at Emporia State University, for conducting workshops on Trail history in connection with SFTA symposiums and rendezvous.

Sister Eleanor Craig, Sisters of Loretto, for leading blind and visually-impaired students on trail treks, including the Santa Fe Trail in 2008.

Wendy Willi, elementary award, is librarian of the Rock Creek School District, where she promotes the Santa Fe Trail. She has worked with the student trips on the Trail and manages the web site for each of these trips.

MARC SIMMONS WRITING AWARD (2 awards)

Craig Crease, "The Spy Who Came in from the Cold: Dr. John Hamilton Robinson-Secret Agent, Filibusterer, Mexican Revolutionary, and Pathfinder on the Santa Fe Trail," *Wagon Tracks*, November 2007.

Amy L. Sanderson, "The Faults of Memory: J. L. Sanderson, His Family, and the Santa Fe Trail," *Wagon Tracks*, November 2008.

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 January 15, 2010. 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 Harvey Dunn, as well as Hispanic folk art, Indian artifacts, and cowboy gear in a historic department store.
- Open by appointment.

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

- Call for information..

Barton County Museum & Village
PO Box 1091

Great Bend KS 67530

Telephone: 620-793-5125

Website: www.bartoncountymuseum.org

- October-April: Open 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](http://www.nps.gov/beol)

- Hours: 9 a.m.-4 p.m. daily. Guided tours at 10:30 a.m. and 1:00 p.m. Orientation film and self-guided tours throughout the 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

- Museum: Call for hours.
- Boot Hill Cemetery, Boot Hill, & Front Street: Open Monday-Saturday 9:00-5:00 and Sunday 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 new Chapel is available for meetings
- A one-room school house is being restored.

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 for information 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@nmmt.net

Website: angelfire.com/folk/rollermill

- Visit a historic flour mill with ma-

chinery, artifacts, and exhibits in the Mora Valley, a wheat-growing and milling area, 1850-1940.

- Located 44 miles southeast of Taos and 32 miles west of Watrous.

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.

Grant County Chamber of Commerce
 113-B South Main

Ulysses KS 67880

Telephone: 620-356-4700

Website: www.ulysseschamber.org

- 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 Stone-

wall and the cemetery.

- From Cordova Pass trailhead, hike in the Spanish Peaks Wilderness Area and experience Trail landmarks 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 off-season appointments.

Free tours but donations accepted.

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-Sunday, 9 a.m.-5 p.m., closed Mondays until Memorial Day. Closed Thanksgiving, Christmas, and New Years Day..
- January 31: Celebrate Kansas Day! Free museum admissionn and 2 p.m. Lecture by Dr. Jim Hoy, Emporia State University, "Home on the Range: Kansas Folklore."

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, and communities.
- The Byway received received the prestigious 2009 Scenic Byway Award for Marketing during the National Scenic Byways Conference in Denver. Trinidad resident Roberta Cordovaq received an award for her work to promote the historic byway.

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

(Colorado Historical Society)

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

- The museum complex features the Baca House, Bloom Mansion, and the Santa Fe Trail Museum.
- October 1-April 30: Guided tours available for groups of 12 or more people with reservations.
- Bookstore open Wednesday-Saturday, 10 a.m.-4 p.m.
- Gates open Monday-Saturday, 10 a.m.-4 p.m., for self-guided tours.

HOOF PRINTS

—TRAIL TIDBITS—

SFTA Ambassador Les Vilda has acquired publication rights to a series of informative maps prepared years ago by Perry Vanarsdale. Please see his insert in this issue.

The Fort Larned Old Guard is raising funds to assist the national historic site outfit an Indian mannequin and a horse to take to public meetings, along with a soldier and horse already equipped, to help educate people of all ages about the role of the fort on the Trail. The Old Guard is seeking new members; see insert in this issue.

During the past year, David Clapsaddle, President of the Wet/Dry Routes Chapter, wrote two separate weekly series for the Great Bend *Tribune*, one dealing with the Santa Fe Trail, the other with the Arkansas River. Beginning in October, the *Tribune* features a third series titled "From Trail to Rail." The articles detail the manner in which the western extension of the railroads from 1866 to 1880 progressively shortened the Santa Fe Trail.

The village of Arrow Rock has put up a new web site, with interactive maps for the village and surrounding area: www.arrowrock.org. There is a link with the Friends of Arrow

Rock web site: www.friendsar.org.

Kathy Borgman was honored in August for her 25 years as executive director of the Friends of Arrow Rock (which celebrated its 50th anniversary in June). Kathy has also been a great friend to SFTA. Well done thou good and faithful servant.

The Smoky Hill Trail Association held its third annual conference in Junction City, KS, Oct. 30-Nov. 1. The speakers and tours were excellent. SFTA board member Mike Olsen is the new president of the SmHTA. SFTA President Joanne VanCoevern is a member of the SmHTA board. Membership information is on the web site www.smokyhilltrail.com.

CAMP TALES

—CHAPTER REPORTS—

Cimarron Cutoff

President Leon Ellis

PO Box 668

Elkhart KS 67950

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

leonellis@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

President Carol L. Retzer

4215 E 245th St

Lyndon KS 66451

(785) 828-3739

carolretzer@direcway.com

No report.

End of the Trail

La Alcaldesa Joy Poole

125 W Lupita Rd

Santa Fe NM 87505

(505) 820-7828

amusejoy@aol.com

New SFTA member Steve Zimmer presented the September program, "Carson and Maxwell: Compadres." Steve is former Director of History Museums at Philmont Scout Ranch and author of books and articles about New Mexico history.

In October members visited the site at Cañoncito where New Mexico Governor Manuel Armijo assembled volunteers in 1846 to defend against the Army of the West. Armijo abandoned the defense and Kearny's

troops occupied Santa Fe without a fight.

On November 14 chapter members will tour the new New Mexico History Museum.

Corazón de los Caminos

President Faye Gaines

HCR 60 Box 27

Springer NM 87747

(505) 485-2473

The chapter joined members of the Tucumcari Historical Society for an August meeting at Park Springs Ranch owned by Jean and John Brittingham. Judy Martin, a cultural specialist with the Navajo National Historical Preservation Department, gave a talk on the Long Walk of the Navajo. The group visited the routes where the Navajos crossed the property during the 300-mile trek to and from their exile at Bosque Redondo. The Long Walk Historical Trail is being proposed to tell the Indian story.

On a lovely autumn day in September the chapter met in Mills Canyon in Harding County. John Baumen, of the US Forest Service, told the background of the Kiowa National Grasslands of which the canyon is a part. He also related the history of the huge agricultural empire established in the canyon by Melvin Mills, a prominent Colfax County attorney and citizen during the late 1800s. A flood destroyed the orchards and fields in 1904.

In October the members and guests followed Oñate's route to the plains. Harry Myers was the guide.

Wet/Dry Routes

President David Clapsaddle

215 Mann

Larned KS 67550

(620) 285-3295

adsaddle@cox.net

The fall meeting convened at Fort Larned National Historic Site on November 1 for a fine meal served by the ladies of Larned's Episcopal Church. Fifty-one members and guests were in attendance, including President Steve and Glenda Schmidt and Vice-President Sharon and George Schutte from the Cottonwood Crossing Chapter. Also present was President Jim and Nancy Sherer from the Fort Dodge/Dodge City/Cimarron Chapter. Sherer spoke to the chapter's placing copies of the republished pieces of literature printed by the Wet/Dry Routes Chapter in all

the schools and libraries of Ford and Cimarron counties. He also remarked upon the several speaking engagements generated by the project and the 2011 Symposium to be held in Dodge City.

Announcements were made relative to the Award of Merit presented to the chapter at the recent Santa Fe Trail Symposium and the two new series initiated by President David Clapsaddle: in the *Great Bend Tribune*, "From Trail to Rail," a study of the railroads' impact on the Santa Fe trade, and in the *Larned Tiller and Toiler*, "A River Runs Through It," a study of the Pawnee River. Also discussed was the "Traveling Trunks" project sponsored by Fort Larned National Historic Site. The trunks have been used in the Larned and Pawnee Heights school districts and are scheduled for Lewis and Jetmore in November and December. Other districts scheduled to use the trunks during 2010 are McPherson, Holcomb, Kinsley/Offerle, and Junction City. Doug Anderson, 4th-grade teacher at Northside Elementary school in Larned presented the program, telling of his students' participation in the Traveling Trunks Project.

The chapter approved expenses for the winter meeting: travel for the speaker and food stuffs for the potluck dinner. The winter meeting will be conducted at Kinsley, 1:15 p.m., January 24, 2010.

Dodge City/Fort Dodge/Cimarron

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

The chapter met October 18 at the Cimarron Public Library with 17 members and guests present. President Sherer updated the chapter on the Boot Hill Museum Santa Fe Trail Rut Site enhancement program. The National Park Service will provide a grant to add six to eight panels to the signs, outlining what's east and west along the Trail from the site. Also the footbridge that was damaged in a controlled burn will be repaired. The large wood sign will be updated and a new sign which will be like other signs along the Trail will be added. All of this should be completed before the Symposium in Dodge City in Sept. 2011. Sherer informed the

chapter of his efforts along with State Representative Pat George to get the historic buildings at Fort Dodge on the State and National Registers. Following the business meeting, attendees met at the Cimarron Crossing site at the Cimarron City Park.

Missouri River Outfitters

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

On October 24 the chapter dedicated Trail marker posts at Tabo Creek, the Methodist Church in Grand Pass, and at Todd's Ferry Land in Arrow Rock. The winter meeting will be held at the home of Roger and Sandy Slusher in Lexington on December 13.

Quivira

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

On October 19 the chapter met in McPherson with a program on cavalry life and equipment by Greg VanCoevern.

Cottonwood Crossing

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

The chapter recently completed installation of signs in 48 locations where county roads cross the Santa Fe Trail. The Marion County Commissioners approved placing the signs on county right-of-way and was very supportive of the project. Funding for materials for the project came from SFTA, using grant money awarded by the National Park Service. Labor to install the signs was donated by members of the chapter. The project represents an investment in Marion County of over \$12,000 in material and labor.

By observing the location of the new signs and using the chapter's brochure "Marion County Auto Tour of the Santa Fe Trail," persons can follow the path of the Santa Fe Trail across Marion County. The brochure's map is helpful in interpreting the signs where the Santa Fe Trail had several branches. The brochure is available in literature boxes

at the stone monument on Hwy 56 at the McPherson County line, at the Cottonwood Crossing historic site 1.5 miles west of Durham, and across the street from Al's Café in Lost Springs. Copies of the brochure and other Santa Fe Trail literature are available at the Country Haven Inn in Hillsboro.

The locations chosen for the signs are based on the 1857 public land survey and existing visual remnants of the Trail. President Schmidt noted, "The 1857 survey information led us to trail ruts and old markers we had not seen before."

The chapter will meet November 12 at the Galva Community Center, with a program by Kevin Hiebert on "The Plains Indians in a Buffalo Society."

The Keystone (Trans-Canada) Pipeline will be crossing the Trail in our area, approximately two miles west of the Lost Spring. They will be doing a study of soil compaction at the crossing site, as well as looking for artifacts.

Bent's Fort

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

The chapter had some interesting tours this quarter. On July 10-11, we traveled via Amtrak from Lamar/La Junta to Albuquerque, where Old Town and museums were visited.

In June, the Otero Jr. College class "Along the Santa Fe Trail," taught by John Carson and Richard Carillo, drew 19 applicants with five provided scholarships by the chapter to cover tuition.

The first part of August found us at Boggsville for a buffalo burger dinner. Then to Rawlins Museum that evening for video tour and talk by "Mr. Colorado," Dr. Tom Noel, University of Colorado at Denver Professor of History and Director of Public History, Preservation & Colorado Studies.

On July 25 the "members only" Rock Art Tour of the Wilson Ranch was attended by a large crowd. Lolly Ming and Marian Wilson, assisted by her daughter, Sarah, and grandson, Bret, were the tour guides. Marian informed the group about the ranch, the glyphs, and some of the

people who had been to the area to look at, record, and hopefully decipher some of the markings. They all then headed up the hill to a rock grouping which has been given the name Sun Temple. Next stop was at an old homestead where part of the rock house is still standing and an interesting sun dial made from baby buggy parts still tells the time. We also visited the spot where, in 1868, U.S. Cavalry fought with a Cheyenne war party. Lolly led the group to a cave where there are some interesting glyphs, including a panel showing the Indians' version of the battle.

On September 12 we met at the rest stop on Colorado/Kansas state line. Lolly Ming and local residents gave a brief history of Trail City and the National Cattle Trail. Jeff Trotman was our local guide. We visited the DAR marker at Trail City then on to Coolidge, Syracuse, and a stop at the local museum. Following the Trail route along the Arkansas River, we stopped at Indian Mound and walked to the top to get a good view of the surrounding country side. Jeff pointed out many Trail sites could be seen from the mound. Moving on, the tour headed to Ulysses, stopping along the way at the site where the Bent Caravan was attacked in 1829. Next stop, Wagon Bed Spring. In Ulysses, we visited the local museum.

Douglas County

President John V. Jackson
1305 N 200 Rd
Baldwin City KS 66006
(785) 594-3094

No report.

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.

LIFE MEMBERSHIPS

The following charter member of SFTA has upgraded to life membership:

Mary Conrad, 3900 N 55th St, Kansas City KS 66104

INSTITUTION MEMBERSHIPS

Smoky Hill Trail Association, PO Box 322, WaKeeney KS 67672

FAMILY MEMBERSHIPS

Paula & Jerry Benne, 1731 Southridge Dr, Jefferson City MO 65109

Michael & Angie Hipp, 610 CR 24, Rolla KS 67954

Charles and Fran Pannebaker, 24540 CR Z, La Junta CO 81050

Clara Lee & Ed Stafford, 9 Circle Dr, La Junta CO 81050

INDIVIDUAL MEMBERSHIPS

Timothy Baumann, 423 Fess Ave, Bloomington IN 47405

G. Jason Busset, PO Box 1063, Lawrence KS 66044

Marlene Carson, 3434 Dirr Ave, Parsons KS 67357

Jeff Cunningham, PO Box 1756, Orting WA 98360

Charles W. Dickie, PO Box 65, Rocky Ford CO 81067

Linda Haberl, 6231 Surflanding Lane, Huntington Beach CA 92648

Barbara Price, 100 E Normal St, Kirksville MO 63501

Michael Taylor, PO Box 728, Santa Fe NM 87504

Wanda Thomas, 621 E Washington St, Marshall MO 65340

Lynne Turner, 1871 Condie Dr, Salt Lake City UT 84119

Ken Woodward, 12326 Filera Rd, San Diego CA 92128

Stephen Zimmer, 230 Rayado Creek Rd, Cimarron NM 87714

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 February, so send information for March and later to arrive by **January 20, 2010**. Other events are listed in chapter reports and the caches.

Jan. 31, 2010: Kansas Day Celebration & Program, Santa Fe Trail Center, Larned KS.

April 16-18, 2010: SFTA Board meeting, Elkhart KS.

Sept. 16-18, 2010: Trail Rendezvous, Larned KS.

FROM THE EDITOR

The Missouri symposium was a wonderful opportunity to visit sites at the eastern end of the Trail. Thanks to Mike Dickey and all who worked to make it possible.

We welcome a new column in this issue by Rod Podszus on new technologies. Thank you Rod.

The dates have been set for Rendezvous in 2010 and the Symposium in 2011. All chapters are requested to refrain from scheduling events that conflict with those dates.

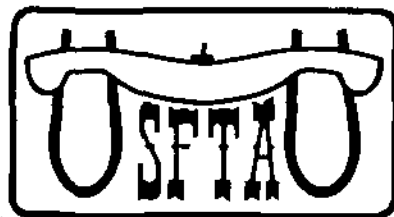
Please renew your membership now. Sending additional notices costs money. Thank you.

Happy Trails!

—Leo E. Oliva

Santa Fe Trail Association
PO Box 31
Woodston, KS 67675

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