

Wagon Tracks

Volume 23

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Santa Fe Trail Association

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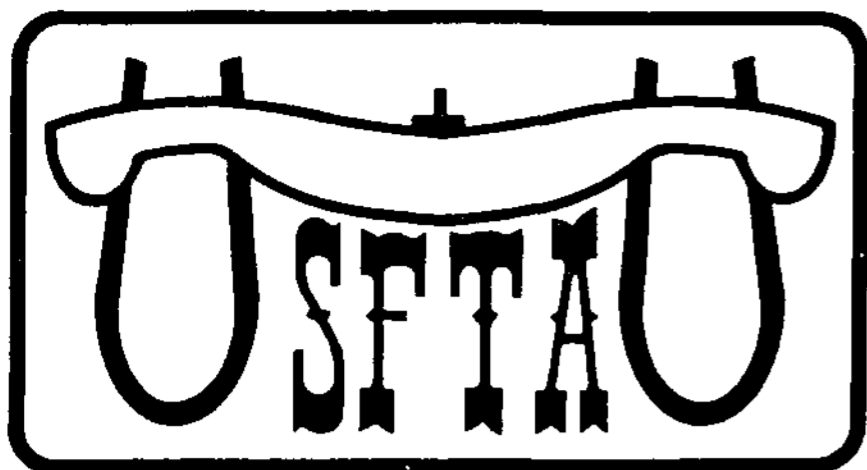


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WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 23

MAY 2009

NUMBER 3

GREGORY M. FRANZWA



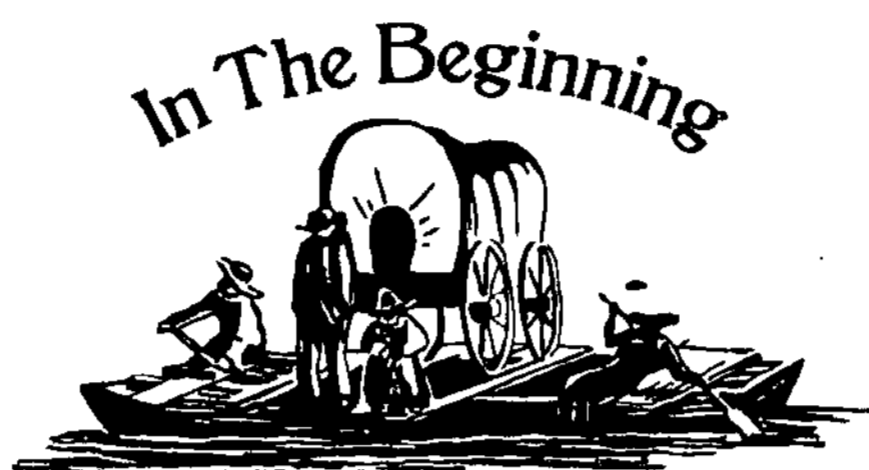
The Grand Old Man of Trails, Gregory Mathew Franzwa, 83, died from cancer at his home in Tooele, Utah, on March 29, 2009. He was born in Carroll, Iowa, on Feb. 27, 1926. He is survived by his wife, Kathy, three children, two brothers, and his stepmother, Jane Franzwa. His remains were cremated and scattered over the Oregon Trail. At his request, there were no services. Sincere condolences are extended to his family and many friends.

He was a professional musician, served in the U.S. Navy, attended Iowa State College and the State University of Iowa where he earned a degree in journalism. He moved to St. Louis, MO, in October 1950, and opened his firm, Gregory M. Franzwa Public Relations in 1955, a firm which remained in business until his move to Tucson, AZ, in 1991. He founded The Patrice Press in 1967 and operated it until his death. He was author of more than 20 books, most are about historic roads.

Gregory was founder of the Oregon-California Trails Association, one of the founders of the Santa Fe Trail Association, and founder of the Lincoln Highway Association. He led the efforts to create the Santa Fe National Historic Trail, as well as

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**SFTA SYMPOSIUM
ARROW ROCK, MISSOURI
SEPTEMBER 24-27, 2009**



**Boonslick & Beyond
2009 Santa Fe Trail Symposium
Arrow Rock, Missouri**

by Mike Dickey, Coordinator

MARK your calendars for September 24-27 to be in central Missouri's historic "Boonslick Country." The 2009 Symposium will be headquartered in Arrow Rock, a National Historic Landmark, with activities taking place in neighboring Boonville and stops at Trail sites east and west of Arrow Rock, including Franklin, "The cradle of our trade."

This is where it all began. This is where William Becknell and his party departed, seeking their own "economic stimulus" in the West during a time of great depression. Crossing the river at Arrow Rock, they followed the old Osage Trace to Fort Osage and beyond, impacting the Missouri economy and American history for generations to come. You walk the grounds, visit the buildings, be wined, dined, entertained, and educated in places familiar to the early Santa Fe traders such as Becknell, the Cooper brothers, Meredith M. Marmaduke, the Lamme brothers, John Hardeman, Philip W. Thompson, and others.

In 1805, Nathan and Daniel Morgan Boone began manufacturing salt across the river from Arrow Rock at Mackay's Saline. Salines or salt springs were called "licks" because wild game licked the ground around them to obtain salt. The Boone family name stuck and was soon applied to describe the surrounding country.

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**★ VOTE! ★
TO KEEP
THE TRAIL
★ ALIVE ★**

BALLOT ENCLOSED IN THIS ISSUE

THE SFTA Nominating Committee (Margaret Sears, chair, Faye Gaines, and Ross Marshall) is pleased to submit the following slate of officers and directors to SFTA members. A mail-in ballot is inserted in this issue of *Wagon Tracks*, to be returned to Linda Revello, Santa Fe Trail Assn., 1349 K-156 Hwy, Larned KS 67550, postmarked no later than **July 15, 2009**. The slate of officers and directors, and terms (listed in parenthesis) for each position is below (note there are contests for two positions):
President (2 years): Joanne VanCoevern, Salina KS
Vice-President (2 years): Roger Slusher, Lexington MO
Secretary (2 years): Marcia Fox, Wamego KS
Treasurer (2 years): Ruth Olson Peters, Larned KS
Missouri Director (4 years): Michael Dickey, Arrow Rock MO
Kansas Director (4 years; vote for one): Bonita Oliva, Woodston KS; Jim Sherer, Dodge City KS
Oklahoma Director (4 years): Larry Justice, Alva OK
Colorado Director (4 years; vote for one): LaDonna Hutton, Rocky Ford CO; Rod Podszus, Colorado Springs CO
Texas Director (4 years): Clint Chambers, Lubbock TX
New Mexico Director (4 years): René Harris, Santa Fe NM

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PRESIDENT'S COLUMN

THE Santa Fe Trail Association is administering two Challenge Cost Share grants from the National Park Service this year. This is a program for funding joint projects that further the goals of the Santa Fe National Historic Trail. Projects vary widely and funding of up to 50 percent of the project is available. This year, the Daughters of the American Revolution are proceeding with their project to document, conserve, and preserve the 89 granite markers placed in 1906 by the DAR to mark the Santa Fe Trail in Kansas. They were approved for a Cost Share grant from the National Park Service, to be administered through the SFTA, in the amount of \$18,000. Anticipated conservation actions of this project include, but are not limited to, replacing of bases and/or resetting stones in stable bases, re-lettering wording where it has faded or has become weathered, highlighting lettering on stones, repairing chips, cracks, and other defects to the stones and, where possible and safe, relocating monuments to their original locations.

Our second NPS Challenge Cost Share is for the Wagon Master program and is being handled through the SFTA education committee, with Marcia Fox and Chris Day serving as co-chairs of that committee. This project involves the development of four, age-appropriate activity booklets to be distributed at sites throughout the length of the Santa Fe Trail. The booklets are designed to promote preservation of the Trail by encouraging families to become more knowledgeable and actively study the Trail's historic sites. Participants who complete a specific number of activities will be rewarded with a Wagon Master badge appropriate to the level achieved.

Through our cooperative marking fund agreement with the NPS, the replacement of deteriorated wayside exhibits in Council Grove is in the works. The templates for the originals were still with the NPS in Santa Fe, so minor changes are being made and replacements should happen soon. The Cottonwood Crossing Chapter has received the signs for marking county roads, also through our cooperative trail marking funds.

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

Toll-free Phone: 888-321-7341

FAX: 785-425-6865

E-Mail: <editor@santafetrail.org>

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Telephone: 620-285-2054

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Association Manager is Harry C. Myers, 16 Descanso Rd, Santa Fe NM 87508. Phone: 505-466-4129. E-Mail: <hmyers@cybermesa.com>

VISIT SFTA ON THE INTERNET

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

Roger Slusher has agreed to be added to the national headquarters, personnel, and budget committees. I have temporarily added Davy Mitchell and Larry Justice to the funding committee, added Ross Marshall to the nominating committee, and have added Rod Podszus to the membership committee. Mike Olsen was asked to head up a task force, which has become known as the 2021 Task Force. The primary goal of this task force is to determine the future of education/media/technology, especially in conjunction with SFTA's website. The majority of the operations of the Santa Fe Trail Association takes place through the work of the committees and task forces. If any member is interested, please contact me or Association Manager Harry Myers. Since most of the work is done via e-mail, you do not have to live in proximity to the Trail to be involved on these committees. Let us know if you would like to serve.

The upgrade and changes to SFTA's website have been proceeding, although rather slowly. Part of the reason for this is that we decided it was best not to make any radical changes until after the 2021 Task Force has met and made their recommendations, thus preventing us from paying for making changes twice. Harry is now capable to make additions and changes to the calendar and add chapter newsletters. A meeting with final recommendations for changes will be held the end of April, and changes should appear after that.

WAGON TRACKS (ISSN 1547-7703) is the official publication of the Santa Fe Trail Association, a nonprofit organization incorporated under the laws of the State of Colorado. Letters and articles are welcome, but they become the property of *WT* and may be edited or abridged at the editor's discretion. All rights reserved. Annual subscriptions are obtained through membership in SFTA; dues are set per calendar year. Checks should be made payable to the Santa Fe Trail Association and sent to the treasurer (address below).

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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As with any organization, changes in personnel are made from time to time. *Wagon Tracks* Editor Leo E. Oliva has informed me that he plans to retire from this position after completion of the 25th volume, which is the August 2011 edition. At that time, he will have been editor for 25 years. I assure the SFTA Board and our membership that we will move ahead toward that goal, as he has requested, and that *Wagon Tracks* will continue as SFTA's publication. We should all be aware that with any new editor, or management, we can expect some changes to be made. We can also expect to continue to produce an excellent publication. No words, or actions, can express how truly thankful the SFTA community is to Leo and Bonita for their efforts and achievements made with *Wagon Tracks*.

The change in editorship should not be interpreted as a decline in the Santa Fe Trail Association. In fact, I think quite the opposite is to be expected. After visiting several chapters and seeing the upcoming year's programs for many of the others, as well as listening to them explain about all their ongoing and upcoming projects—the enthusiasm and passion for preserving, promoting, and protecting the Santa Fe Trail is very apparent. Another wonderful symposium is being planned for September in Arrow Rock, as well as the one being planned for September 2011 in Dodge City. Rendezvous, SFTA board meetings, and spring retreats have been tentatively scheduled through the year 2013. We have people willing to run for elections and others have voiced an interest in being considered for the future. With our strong chapters, continued membership, and an active and committed board and staff, SFTA should be able to continue for many years into the future. *The Santa Fe Trail* truly does *Live On!*

—Joanne VanCoevern

MANAGER'S REPORT

SFTA just finished a fantastic Strategic Plan Review/Committee Workshop meeting, President's Breakfast, and Board meeting in Dodge City, Kansas. The rainy weather didn't dampen spirits as we slogged through two very productive days of discussions.

I would like to report on the Chapter President's meeting on Friday morning. We had 10 of the 13 chapters represented along with our officers. A very nice turnout.

By this time I have sent out for comment a general working agreement for signage on county roads. The three signs are: "Santa Fe Trail Crosses Here," "Santa Fe Trail – Local Tour," and "Santa Fe Trail Ruts." Once we have agreed amongst ourselves on an agreement and procedures we will run it past the National Park Service (NPS) and then be ready to have signs placed. We will probably fund those chapters who have their material ready to go, first. Since the signage fund that we have from the NPS is revolving, there should be no problem funding chapters for signs as they become ready.

This sign fund is also for replacing interpretive signs that need replacing. The interpretive signs at Council Grove are being replaced through this fund, as many of them are almost unreadable from exposure. Please send a list of those in your chapter area needing replacement along with your priority of what should be replaced right away. This should be a simple and quick process.

The sign fund is not for new interpretive signs or wayside exhibits. I would ask each chapter to send me a list of where new interpretive signs should go. Once we get a list from the whole trail then we can figure a way to fund these exhibits.

The faded Auto Tour Route signs along the state highways was discussed. NPS cannot find the original agreement with the states and therefore the SFTA will try to track down how we go about replacing these signs.

We need proposals for upcoming symposiums from chapters. The Wagonbed Springs Chapter is seriously considering a proposal for the 2013 symposium. It was noted that the Dodge City symposium in 2011 and Rendezvous at Larned in 2012, puts a heavy toll on central Kansas. Jeff Trotman graciously offered a later date if any other chapter step up for 2013. Slots are open still for 2015, 2017, and 2019. 2021 will be the 200th anniversary of the opening

of the Santa Fe Trail and that should be a big symposium. Several ideas were floated for a celebration in 2021. All chapters should be thinking about how they would like to see the 200th celebrated, and what they would like to do to contribute to the celebration.

We are working with the NPS to set up a meeting with the five trail states State Historic Preservation Officers (SHPO) to discuss common procedures for nominating Santa Fe Trail resources to the state and national registers. We should have common procedures throughout the five states. At least that is the goal in getting everyone together. This will be key in protecting the Trail.

The Gardner design kiosk concept was discussed. Chapters that are interested in kiosks should work with John Atkinson and move forward on planning. The most likely source of funding for them is challenge cost-share.

With the retirement of Leo as *Wagon Tracks* editor, how will it change? Because of a number of factors it probably will not be the same as it now. People should be thinking about the future and what *Wagon Tracks* might look like. The new editor will welcome suggestions.

Below is a survey address so that people can let the planning committee know what they would like to see at the trails conference in Santa Fe in 2010. The SFTA, Old Spanish Trail Association, Camino Real Trail Association, and Route 66 Association are planning a get together in Santa Fe August 6-8, 2010. The survey address is: <http://www.surveymonkey.com/s.aspx?sm=j51RvSLKkglegBgK_2fBaYiw_3d_3d>. Be sure to check it out and give the committee your thoughts.

Lastly, Faye Gaines reminded chapters and members to keep their eyes and ears open for any threats to the Trail. Most people who have developments that might affect the Trail want to work with us to prevent further problems. We can't work with them unless we know what is going on.

This was a great meeting, with good ideas and thoughts. Please consider joining us at our next board meeting.

—Harry C. Myers

GREGORY M. FRANZWA

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other national historic routes. Under contract with the National Park Service, Gregory assisted with the survey of the SFNHT, producing the maps and writing three books. He received the SFTA Award of Merit in 1986 and the Rittenhouse Award for Lifetime Achievement in Research and Writing in 1999. For many years he edited OCTA's *Overland Journal*, and more recently published the popular journal, *folio*. No individual has done more to promote the preservation and public awareness of historic trails of the American West.

To honor the memory of the Grand Old Man of Trails, on April 18, 2009, the SFTA board created the Gregory M. Franzwa Memorial Award for Lifetime Achievement to be presented in alternate years, beginning in 2010, to a SFTA member for extraordinary lifetime achievement in preservation, protection, and promotion of the historic Santa Fe Trail. This award includes a recognition plaque and \$100 cash.

MARIAN L. MEYER

SFTA charter member Marian Meyer, 1927-2009, died in Santa Fe April 23, 2009, and services were conducted April 27. She was a fourth generation New Mexican, born in Albuquerque on February 27, 1927. She was preceded in death by her husband of 58 years, Leland B. (Lee) Meyer, 1923-2006. They were both active in the SFTA until ill health prevented their participation.

Marian is best known to SFTA members for her book, *Mary Donoho: New First Lady on the Santa Fe Trail* (1991), for which she received the SFTA Award of Merit in 1992. She contributed articles to many newspapers and magazines. In 1987 she received the Ralph Emerson Twitchell Award from the New Mexico Historical Society for "her unique work in the documentation and preservation of Santa Fe's pioneer Fairview Cemetery."

In 1987, the Board of Regents of the New Mexico School for the Deaf

commissioned Marian to write a centennial history of the school, entitled *A Century of Progress: History of the New Mexico School for the Deaf*, completed in 1989. Other books include *Santa Fe's Fifteen Club: A Century of Literary Women* and *Santa Fe High School, 1899 to 1999: A Centennial History*. Additionally, she was one of 23 New Mexico natives chosen to write an essay for *A New Mexico Scrapbook, Memorias de Nuevo Mexico: Twenty-Three New Mexicans Remember Growing Up*, edited by Michael Miller.

Marian and Lee Meyer were good friends of the SFTA. Sincere sympathy is extended to their family and friends.

PARTNERSHIP FOR NATIONAL TRAILS SYSTEM REPORT

by Ross Marshall

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

FY09 Appropriations - Yes, I know it is about five months late, but Congress finally passed the FY09 appropriations bills. The good news is that for the current FY09 year ending this October, our National Park Service office in Santa Fe will receive a significant increase in funding for the Santa Fe NHT; for the second year in a row.

Advocacy Week in WDC during February - I spent February 20-27 in Washington D.C. with the Partnership for the National Trails System for the annual Advocacy Week initiative. It was a very successful week. It was fun reporting to our congressional offices and various agencies what is going on with the SFNHT and what our future needs will be. They especially like the large totals of volunteer hours and dollar contributions that we report. SFTA's report alone totaled over \$1,200,000 of volunteer value.

The Decade for the National Trails

The Partnership's commemoration last year of the 40th anniversary of the passage of the National Trails System Act by the U.S. Congress in 1968 was highly successful and has led us to initiate the "Decade for the National Trails" running through the 50th anniversary in 2018.

The Partnership has developed three goals for the Decade that will provide opportunities for all the trails to enhance or complete their trails. I appreciate SFTA's leadership submitting a resolution of support for this Decade initiative. The goals are as follows:

GOAL 1: Increase public awareness of the National Trails System and its component trails so that it becomes well known to every citizen and community in the United States.

GOAL 2: Complete and enhance the designated National Trails for public appreciation and enjoyment.

GOAL 3: Build the capacity of the organizations and Federal agencies involved to better administer, manage, and sustain National Scenic, Historic, and Recreation Trails.

12th Long Distance Trails Conference in Missoula, Montana:

An extremely attractive venue plus exciting programming will be enjoyed by all attendees of this national conference sponsored by the Partnership on July 11-15. The theme of the conference is "Gearing up for the Decade of the National Trails: Outreach, Protection, Capacity" as expressed in the above three Decade Goals. Registration information will be on the Partnership's website at <www.nationaltrailspartnership.org>.

Obviously, Congress places high value on the National Trails System as indicated by the recent sizable appropriations increases for federal agencies like the National Park Service that provides partnering funding to SFTA and our chapters for projects along our trails.

NOMINATIONS

(continued from page 1)

At-Large Director (4 years): John Atkinson, St. Joseph MO

Write-in candidates are welcome, with a blank space provided below candidates' names for each position. Any write-in candidate must agree to have his/her name placed on the ballot and agree to serve if elected. Election results will be announced at the Arrow Rock Symposium and published in the November *Wagon Tracks*. All paid-up SFTA members are eligible to vote. The vitality and health of SFTA is dependent on a vibrant electoral system, so do your part and vote by July 15.

YOUR MEMORY CAN LIVE ON

REMEMBER THE SANTA FE TRAIL
ASSOCIATION IN YOUR WILL

2009 SYMPOSIUM

(continued from page 1)

mer and autumn of 1816, they came like an avalanche. It seemed as though Kentucky and Tennessee were breaking up and moving to the Far West. Caravan after caravan passed over the prairies of Illinois all bound to the Boone's Lick. The stream of immigration had not lessened in 1817." Within a few years, these people blazed the trail to Santa Fe and other points west.

This will be your opportunity to learn about the mighty Missouri River and its role in the development of the region and ultimately the road to Santa Fe. You will be able to stand on the original ferry landing at "The Big Arrow Rock." And yes, we do have ruts here on the east end of the Trail! We have sought out speakers who are experts in the history of the Boonslick Country and the early development of the Santa Fe trade.

Chapters, businesses, or individuals wishing to reserve tables in the reception area for exhibits or sales, or anyone wanting to purchase ad space in the symposium program, should contact Rich Lawson, 660-238-4871 or <richlawson@charter.net>. Since space is limited, he would appreciate hearing from you soon. For advertising, he needs camera-ready copy and payment by August 10.

The sponsors for this year's symposium are the Missouri Department of Natural Resources, Friends of Arrow Rock, Inc., and the SFTA Missouri River Outfitters Chapter. Many volunteers are assisting. You can look forward to an entertaining and informative program.

The 2009 Planning Committee has been very cognizant of the current economic situation of the country and has striven to keep costs down. We have a full slate of activities but in the Missouri tradition, we want you to experience them at a more leisurely pace. Check the attached schedule for activities and the list of available overnight accommodations. If you were here for the 1991 Symposium, you are going to find this one a new experience with different emphasis.

Register today! Welcome to the Boonslick and Beyond.

DONOR HONOR ROLL

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

Donations:

Tom & Jerri Abbott
Art & Cathie Adams
Morris Alexander
John & Dora Atkins
John & Barbara Atkinson
Mike & Kathie Bell
Larry & Barbara Black
Roberta Bonnewitz
Kent Borges & Stephanie Diconzo
Jeff Bransford
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David & Betty DuBois
Sandy & Kit Carson Farwell III
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Clifford Gordon
Roger & Priscilla Greene
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Ross Marshall
Gene B. & Mary J. Martin
Paul Moreno
Mary Penner
Beverly Carmichael Ryan
Harold and Segrid Salmon
Jim & Nancy Sherer
Clinton & Delaine Stalker
Greg & Joanne VanCoevern
Stephen & Mary Whitmore
John E. & Janett Wiebe
Raymond Wiebe
Ronald M. Wright
Mildon & Ida Yeager
Tim, Ann & Alex Zwink

Memorial/Honor Gifts:

Cimarron Cutoff Chapter—in memory of Helen Brown
Linda Davis—in honor of Faye Gaines
William H. Dopke—in memory of Eric Thomas Andrews
William H. Dopke—in memory of Geneva Wells
Hal & Beverly Jackson—in memory of Laura Jackson
Leo & Bonita Oliva—in memory of Gregory Franzwa
Leo & Bonita Oliva—in memory of Marian Meyer

AWARDS PROGRAM EXPANDED

EVERYONE is reminded that nominations for 2009 SFTA awards are due July 1. Please see last issue for classes of awards. These will be presented at the symposium.

Since 1986 awards have been presented only at the biennial symposiums. By action of the governing board on April 18, beginning in 2010, awards will be presented annually (at the symposium in odd-numbered years and at rendezvous in even-numbered years). In addition, two new awards have been established:

LOUISE BARRY WRITING AWARD, to honor the late author of *The Beginning of the West*, will be presented in even-numbered years for a publication (major book or article) based on research about the Trail. The award includes a recognition plaque and \$100. The recipient need not be a member of SFTA.

GREGORY M. FRANZWA MEMORIAL AWARD FOR LIFETIME ACHIEVEMENT (see p. 4) will be presented in even-numbered years to a SFTA member for extraordinary lifetime achievement in preservation, protection, and promotion of the historic Santa Fe Trail. This award includes a recognition plaque and \$100.

Beginning in 2010, the following awards will be presented at the biennial Rendezvous at Larned: SFTA Award of Merit (maximum of 4), Paul F. Bentrup Ambassador Award (1 award), Louise Barry Writing Award (1 award), Heritage Preservation Award (1 award), Marc Simmons Writing Award (1 award), and Gregory M. Franzwa Memorial Award for Lifetime Achievement (1 award).

Beginning in 2011, the following awards will be presented at each symposium: SFTA Award of Merit

(maximum of 4 awards), Paul F. Bentrup Ambassador Award (1 award), Jack D. Rittenhouse Memorial Stagecoach Award (1 award), Heritage Preservation Award (1 award), Educator Award (maximum of 2 awards), Scholarship Award (2 awards), and Marc Simmons Writing Award (1 award).

Nominations for all awards will be solicited through *Wagon Tracks* each year. One of the many missions of SFTA is to give recognition through awards to those who make outstanding contributions to the preservation, protection, and promotion of the historic Santa Fe Trail.

WAGONS WEST

DR. Marc Simmons, founder and first president of SFTA, recently purchased a copy of *Rules and Regulations, By Which To Conduct Wagon Trains (Drawn By Oxen on the Plains)*, a little handbook first published in 1866 and recently reprinted by the Wet/Dry Routes Chapter. This booklet is available at several museums and from the Last Chance Store.

Simmons featured the booklet in his weekly newspaper column, "Trail Dust," in the *Santa Fe New Mexican* on April 11, under the heading, "A glimpse into wheel greasing and trail tips." Since then the Last Chance Store has received orders for more than 70 copies. With Simmons's permission, his article follows:

IN 1866, Tom C. Cranmer, age 30, went to a print shop in Kansas City to arrange for the publication of a small booklet he had written. It was titled *Rules and Regulations, By Which to Conduct Wagon Trains, Drawn By Oxen on the Plains*.

Kansas City for a few years was the jumping off point for the great caravans that annually carried tons of freight over the historic Santa Fe Trail. Cranmer himself had made numerous trips across the plains as a wagon master.

The contents of his pamphlet were intended to provide guidelines and advice (*Rules and Regulations*, he called them) for the management of trains using oxen. Those dependent upon draft mules had wholly different requirements, of which the author was unfamiliar. Hence, they were not included.

The other day I was handed a facsimile reprint of the 28-page Cranmer item. It has recently been issued by the

Wet/Dry Routes Chapter of the Santa Fe Trail Association, headed by its president, David Clapsaddle of Larned, Kan.

Only one of Cranmer's original booklets is known to survive. Not even the Library of Congress lists a copy in its vast collections.

Although a confirmed Santa Fe Trail hound for the last 35 years, I'd never heard of the author or his small gem of a booklet. But I was delighted and surprised to read now in great detail about the everyday operation of an ox train.

To put Cranmer's writing in perspective, Clapsaddle notes in a brief preface that after the U.S. seized New Mexico in 1846, the majority of goods freighted over the Santa Fe Trail consisted of military supplies destined for Fort Union.

Secondly, these shipments were mainly carried by large transport companies, operating under government contracts. They hired skilled wagon masters like Tom C. Cranmer to meet the challenges of the trail and deliver the cargoes.

His booklet seems aimed at educating younger fellows who wished to become wagon masters.

Cranmer starts with the suggestion that 26 wagons is a proper number for a wagon train. To manage one that size requires a crew of 32 men—including the wagon master and his assistant—26 teamsters (also known as ox drovers or bullwhackers), and night herders.

A train that large, he continues, "should be divided into four messes, seven men in each. Each mess should select one of their number as cook, which relieves him of all other duties except yoke, drive, and unyoke his team."

Then the author describes how to handle the oxen, position them in the team, and use their yokes and chains.

As soon as the night herders bring in the cattle from their grazing ground, the wagon master, we are told, shouts "Yoke up!" Hearing that command, each teamster, carrying a yoke on his left shoulder and a wooden bow in his right hand, finds the first one of his team and begins yoking.

That job, Cranmer informs the reader, "should be carried out in as good humor as possible," no doubt a difficult task when dealing with cranky oxen.

One section in the booklet outlines the procedure for doubling teams. That is

done when a wagon becomes stuck in sand or has to ford a river and needs the power of two ox teams.

Another section covers "Rules for Greasing." Every fourth day on the trail, the wheels of the heavy Santa Fe-style freight wagons had to be pulled and the axles greased with a mixture of pine tar and grease.

For my money, the most interesting pages are the final four in this little handbook. They appear under the heading "Wagon Master's Instructions" and contain not only explanations about the work, but important bits of professional ethics as well as moral lessons.

Remember, what is said here is meant to educate novice wagon masters, breaking them in, to become proficient at what they do.

For instance: "Set a good example before your men. Never allow card playing. Never call a teamster a son-of-a-b---h."

"Never have a pet, or favorite in the train, to whom you show partiality; treat every man alike."

Here's an example of trail policy: "See to your wagon sheets with your own eyes in a storm." Sheets were the white-top canvas covers that protected the freight. The wagon master was personally responsible for shielding the company's goods from the weather.

In the 1870 U.S. Census, Tom C. Cranmer is listed as a resident of Otterville, Mo., having retired from the trail, acquired a wife and two children, and become a "house carpenter."

His printed *Rules and Regulations* provide insights into the mechanics of trail life, available nowhere else. Had he not published this slim pamphlet, his name today would be entirely lost to history.

The new reprint edition, priced at a mere \$2 (making it an excellent party favor or stocking stuffer) is available from the Santa Fe Trail Association's Last Chance Store at www.santafetrail.org.

LONE JACK BATTLEFIELD ON ENDANGERED LIST.

THE Civil War Preservation Trust recently added the Lone Jack Battlefield, south of the Santa Fe Trail in Missouri, to its list of the 15 most at risk sites. For additional information on the Lone Jack Battlefield, please contact Alinda Miller at 816-805-1815 or president@historiclonejack.org.

OUT FROM THE SHADOW OF GIANTS: THE LIFE OF THOMAS OLIVER BOGGS

by Priscilla Shannon Gutiérrez

[Priscilla Shannon Gutiérrez is an educator at the New Mexico School for the Deaf in Santa Fe as well as adjunct faculty at New Mexico Highlands University. She is especially interested in southern Colorado-northern New Mexico history. She recently published a biography of Charles Beaubien. Priscilla has been researching the life of Thomas Boggs for a number of years and extends sincere thanks to John Russell for sharing many primary source documents with her. Boggs's story is an important one that has been overlooked, and she is thrilled to share his extraordinary life with Wagon Tracks readers.]

HISTORY is filled with individuals who played an integral role in the saga of the Santa Fe Trail but whose names have either been lost to us or are buried within the pages of the stories of better-known individuals. An example of one of these behind-the-scenes figures is Thomas Oliver Boggs. His name appears in the historical records and biographies of well-known icons such as Charles and William Bent, Ceran St. Vrain, Lucien Maxwell, and Kit Carson; yet Thomas Boggs remains virtually unknown. His obscurity is even more puzzling given that Thomas was guardian to Kit Carson's orphaned children, son of Missouri Governor Lilburn Boggs, and great-grandson of frontiersman Daniel Boone.

During the course of his life, Thomas played an integral role in the history of the Santa Fe Trail and was a major pioneer of northern New Mexico and southeastern Colorado. The lone marker to his remarkable life is the town of Boggsville, CO, south of Las Animas, which he founded and named. His unmarked grave lies elsewhere.

Thomas Oliver Boggs was born on August 22, 1824, at Harmony Mission on the Marais des Cygnes River near current Papinville, Missouri.¹ Prior to the move to Harmony, his father, Lilburn Boggs, had been a deputy factor and Indian agent at Fort Osage on the Missouri River. George Sibley was the main government factor at Fort Osage. The year after Thomas was born, Sibley left to sur-



Thomas Oliver Boggs

vey the Santa Fe Road. At the time, Fort Osage was the last outpost of civilization en route to the Mexican frontier.

Thomas's mother, Panthea Boone, was Lilburn's second wife. She was Daniel Boone's granddaughter. They married three years after the death of Lilburn's first wife, Julianna Bent. Interestingly, Julianna was daughter to scion Silas Bent and sibling to William and Charles. Thus Thomas found himself connected to the renowned and well-respected Bent family of Missouri. Later, as a young man, Thomas worked for William and Charles (whom Thomas considered as "uncles" because they were uncles to his half-brothers) as one of their most reliable traders.

In Panthea, Lilburn found a much-needed anchor for his two young children, Angus and Henry, motherless since Julianna's death. In addition to raising two step children, Panthea would have ten more children from her marriage to Lilburn. Thomas was the eldest of these ten children.

During the Boggs's family stay at Harmony Mission Panthea's uncle, Albert G. Boone, worked for a time at Fort Osage, then left to establish a trading post in the region of present Fort Scott, Kansas. Albert eventually moved to Westport in 1838 where he opened a store to supply travelers on the Santa Fe Trail. Kelly's Westport Inn now occupies the building he left behind.

Sometime in 1825, Lilburn and

Panthea left Harmony Mission and moved to Independence, Missouri. Thomas must have accompanied them, but at an early age went to live with his Uncle Albert. Likely he accompanied Boone to the area of Fort Scott when the Osage Indians left Missouri and migrated westward into Kansas.² Boone followed the tribe in his role as trader. Life with his uncle on the edge of frontier taught Thomas how to trade, and in the process he learned to speak several Indian languages. These skills would come in handy later.

When Lilburn was elected governor of Missouri in 1836, Thomas already had six siblings. The growing family moved to the center of government in Jefferson City. Lilburn's tenure as governor got off to a rocky start. Strained relations with the then-head of the Missouri Democratic Party, Thomas Hart Benton, worsened when Lilburn refused to heed Benton's urgings for cabinet positions. The rising tension between the two men climaxed with an anti-Benton campaign that was surprisingly successful for Lilburn.³

But the governor's troubles with Benton paled in comparison with the consequences of the executive order he signed in 1838 calling for General John B. Clark to lead 5,000 troops and volunteer militia to expel all Mormons from the state.⁴ The order earned Governor Boggs a place in infamy in Mormon history and nearly cost him his life several years later. On the night of May 6, 1842, Orin Porter Rockwell, hired by Joseph Smith to assassinate Lilburn, shot a gun through an open window in the family home, hitting the ex-governor in his head with four bullets. Miraculously Lilburn survived the attack and was elected to the Missouri Senate the following year.⁵ Two years before the assassination attempt on his father, Thomas had left for the frontier and did not learn of the shooting until word could be gotten to him on the Arkansas River months later.

He had headed west on one of Samuel and James Magoffins' caravans bound for Chihuahua in Mexico. En route, somewhere on the Cimarron River, the caravan met up

with some traders from Bent's Fort. Thomas and a few of the other lads left the caravan and headed for the north side of the Arkansas. A few days into the trip, Thomas and his luckless companions lost their horses and set out on foot with their pack-laden saddles on their backs. When they finally arrived at the gates of the fort, William Bent welcomed his "nephew" and hired him on with the Bent-St. Vrain trading business. Thomas worked for the Bent brothers and Ceran St. Vrain off and on for the next 16 years and became one of their most valued freighters. The Cheyenne and other tribes who traded at the fort called him "White Horse."⁶ Over in Mexican territory, he was known as Tomás Boggs.

According to his own dictated memoirs, Boggs entered Mexican territory for the first time in 1844 as part of a pack train that the Bents and St. Vrain were freighting to Taos.⁷ Some sources, such as Lewis Garrard and Lawrence Murphy, have Boggs farming with John Hatcher on the Poñil River north of Cimarrón, New Mexico, as early as 1842. But given Boggs's dictation, this date is too early. The Poñil was at the extreme frontier of the vast Beaubien-Miranda-Maxwell grant on the east side of the Sangre de Cristo Mountain Range.

Over the next two years, Boggs frequently wound up in Taos while freighting for the Bent-St. Vrain enterprise. Thomas's younger brother, William, joined the Bent operation as well and freighted for them until his return to Independence, Missouri, around 1845. In Taos, brothers Thomas and William became acquainted with the customs and language of the country, thanks in large part to Charles Bent and Ceran St. Vrain. Both men had taken up residence in the town and handled the unloading of goods to be sold at the Bent-St. Vrain store. Thomas and William often stayed at the Bent home. A short distance away, his good friend Kit Carson had a residence with his wife, Josepha Jaramillo. Josepha hailed from the well-established Jaramillo family of Taos and was considered one of the most beautiful women in town. Josepha's handsome older sister, Ignacia Luna, was common-law wife to Char-

les Bent.

During the trips to Taos, Thomas got to know Ignacia's daughter Romalda Luna⁸ from her first marriage to Juan Rafael Luna. In short order, Thomas became quite taken with the petite, 14-year-old Romalda. Not quite the beauty that her Aunt Josepha was, nonetheless Romalda caught Thomas's eye and the pair became smitten.

Evidently both Charles and Ignacia approved of the match because, in spite of her tender age, Thomas and Romalda were united in marriage on May 22, 1846.⁹ The marriage in effect made Thomas son-in-law as well as "nephew" to Charles Bent, and nephew-in-law to friend Kit Carson. The extended family made for quite the group of famous *Taoseños*.



Romalda Luna Boggs

Romalda was often heard to say that her Tomás was the "cleverest" person she'd met. In return Boggs considered himself quite the fortunate one to be married to one of the premier belles of Taos. Their union would prove to be mutually beneficial for the next five decades.

Fortuitously, just prior to the marriage, Romalda's Uncle Cornelio Vigil and silent partner Ceran St. Vrain had acquired a vast tract of land in southern Colorado. The huge acreage would come to be known as the Vigil-St. Vrain Grant. Twenty years later, entitlement to part of that grant would provide Thomas

and Romalda with an opportunity to lay the foundation for the communities of Boggsville and Las Animas, as well as a place for Josepha and Kit Carson to play out the last weeks of their lives.

As the newlyweds celebrated their new life, Lilburn, still alive and kicking, had decided it was time to try his fortune in California. That April, he and Panthea packed up the remaining children and along with son William and his new bride, Sonora Hicklin, joined a wagon train bound for California, headed by William Russell. On May 10, another group of emigrants caught up with the wagon train—the George Donner and James A. Reed party. As the group made their way west, Russell's competence as the head of the wagon train was increasingly called into question.

Several weeks out, at Ash Hollow on the Platte River, frustration with Russell boiled over. The group forced him out and William was elected captain, based on his experience freighting for the Bent brothers.¹⁰ Upon reaching the Little Sandy in Wyoming, the Boggs's family continued on the main trail to Fort Hall while the Donner and Reed families opted to follow Langsford Hastings's disastrous shortcut. The decision would cost most of them their lives and earn the Reeds and Donners a place of infamy in the annals of emigrant travel.

That same year, a fight between Mexico and the United States was gathering steam. There had been conflicts between the Republic of Texas and Mexico since Texas won independence in 1836. Texans made forays into New Mexico. A Mexican trader, Antonio José Chávez, was murdered on the Santa Fe Trail by John McDaniel and Texan partisans.¹¹ The admission of Texas into the United States increased tension between the U.S. and Mexico. President James K. Polk wanted to expand the U.S. to the Pacific Ocean, and sought ways to acquire the Southwest and Oregon.¹² War between the United States and Mexico seemed imminent, and the U.S. declared war against Mexico two weeks before Thomas Boggs and Romalda Luna were married. Fears in Santa Fe and Taos created an increasingly hostile attitude toward Americans.

Thomas Boggs became alarmed at

how quickly events were escalating and realized that Taos no longer was a safe place for Americans nor anyone associated with them. A short two months after his wedding, Boggs took his young bride to Bent's Fort for safekeeping. Joining them were George Bent, another brother involved in the trade, and his family; Josepha Carson; and Ignacia Bent and her three children, Alfred, Teresina, and Estafania. Charles Bent stayed behind. The entourage arrived at Bent's Fort in time for the July 4th celebrations and remained for several weeks.

Late in July 1846, General Stephen Watts Kearny, Colonel Alexander Doniphan, and Major William Gilpin arrived at Bent's Fort with the invading army. A large fandango was arranged for the officers and the Taos families, Mrs. Archie Metcalf and several Indian women attended.¹³ Also present was Susan Magoffin, pregnant with her first child. Susan was accompanying her husband, merchant Samuel Magoffin, on the way to Chihuahua. The tumult of the trip on the Santa Fe Trail, including an accident when her carriage upset at Ash Creek in present Kansas, as well as the ensuing hullabaloo with the arrival of the troops, proved too much for her. On July 30, her 19th birthday, Susan miscarried the child.¹⁴

The *Taos* remained on the Arkansas several more weeks until things appeared to have settled down after Kearny's Army of the West captured Santa Fe without resistance, then set out for home. As the families made their way back along the trail, none of them could have foreseen the tumultuous events that lay just a few short months ahead.

On August 1, shortly before the group left Bent's Fort, James Magoffin had arrived carrying a secret letter from President Polk. The letter stated that the United States intended to annex all of the Mexican Territory east of the Rio Grande and that an invasion was planned for the following day. In exchange for a bloodless conquest, the U.S. would only take the eastern half of the territory—already claimed by Texas. Under those terms, New Mexico Governor Manuel Armijo agreed to relinquish the territory without a

fight. Little did Armijo know that the United States had no intention of confining its annexation of territory to New Mexico. General Kearny had orders to proceed to California at his discretion, which he fully intended to do.

Before marching off to California with Kit Carson as his guide, Kearny named Charles Bent as the governor of the New Mexico Territory. Eagerly, Thomas volunteered his services to the army. Likewise in California, newly-arrived brother William joined the volunteers to support Kearny and was sent to reinforce the U.S. troops at Santa Clara and Monterey.

While Kearny and Carson marched west, Colonel Sterling Price remained in Santa Fe as acting military head of the New Mexico Territory. In December, he sent Thomas Boggs to Fort Leavenworth, Kansas, with mail and dispatches. Eight soldiers on mules accompanied him. En route to Leavenworth, near the Arkansas, Thomas met up with Lewis Garrard, who was returning to Bent's Fort from a Cheyenne winter camp. The snow was already waist-high in places and the temperature frigid enough that Thomas was able to walk across the frozen river to meet him. Boggs told Garrard that Price had paid him \$600.00 to get the dispatches to Leavenworth because "only a mountain man could come in now" because of the harsh winter conditions.¹⁵

Not long after the meeting, near Coon Creek in present Kansas, the men got caught in a "norther" blizzard that blasted a full two days and nearly killed them. The mules that didn't freeze to death fled and Boggs's group were forced to walk in snow two feet deep. Their boots quickly wore out along with the supply of food. After two weeks of wandering in the drifts, the group stumbled into a camp of Osages whom Thomas knew. The Indians rationed out some meat to the starving men and aided them in making moccasins to replace the worn out boots.¹⁶ Boggs finally entered Leavenworth with the dispatches on February 9 and remained there until mid March awaiting orders.¹⁷ When he was finally able to return to Taos sometime in May what Thomas learned upon his arrival stunned him.

His employer, friend, and relative, Charles Bent was dead, a victim of the Taos Rebellion in January. As Charles lay dying, his head scalped and his body riddled with arrows, Thomas's wife Romalda had held her stepfather in her arms, tears streaming down her face. Ignacia, her three young children (Alfred, Teresina, and Estefania), Josepha Carson, and Romalda were forced to spend a horrific night huddled together with Charles's mutilated body in a small room, freezing in the cold temperatures. Family supporters finally managed to whisk them to safety disguised as Indian servants.

Cornelio Vigil was also killed, along with Sheriff Stephen Lee who had been horribly tortured while paraded around the town. Ignacia's brother, Pablo, along with Narciso Beaubien were additional victims of the mob. Farther north in Valdez in the Arroyo Hondo, Simeon Turley's mill lay smoldering in ruins. Turley's refusal to turn over Americans to the mob had cost him his life. Somehow John Albert and Charles Autobees had managed to escape the mill. Albert had headed north over Sangre de Cristo Pass to the settlements on the Arkansas, carrying news of Charles's death to his brother William. Autobees raced to Santa Fe to inform Colonel Price of the massacre.

Price quickly assembled his troops and headed north to restore order. When the army arrived in Taos several days later, Ceran St. Vrain and the other volunteers who accompanied Price couldn't believe their eyes. As they walked the streets of the town, they encountered the bodies of friends and family members strewn about, many half-eaten by dogs and wild animals. Fear of being accused as *simpático* with the Americans had prevented anyone from removing or tending to the dead for several days.

The enormity of events and his absence during the family's ordeal must have been staggering to Boggs. Moreover, with Charles dead and Carson away with Kearny in California, it was now up to him to take a lead as a guardian of the extended families. Step by step, the group somehow managed to pull themselves together and move on.

In September, after freighting commodities from Independence to

Santa Fe via the Santa Fe Trail, Thomas opened a mercantile store in Santa Fe on Main Street, along with a partner named Keen. An ad in the *Santa Fe New Mexican* announced a move from 5 Main Street down to 78 Main Street and reminded buyers that the mercantile carried a wide variety of dry goods and hardware.¹⁸ Boggs remained associated with the store until 1850.

Later that same year, 1847, Thomas was asked to accompany John C. Fremont to Los Angeles. He left a now pregnant Romalda with her mother and aunt and headed west with Fremont. While in California, Boggs traveled north to visit with his mother and father, who were now living in the Bodega Bay area of Napa County. Thomas stayed with his family until August, returning to New Mexico via Sonora and Chihuahua. California so impressed Boggs that he began to make plans to head west again—this time with his Romalda and his newborn son, Carlos Adolfo Boggs. A month after his return, Thomas and his two-month-old Carlos were both baptized at Our Lady of Guadalupe Church.¹⁹

Plans for the move to California continued. By 1850 the necessary arrangements had been made and the family was ready. With Romalda and Carlos in tow, Boggs started back to the Bodega Bay area of northern California. They would live there for the next five years.

At the time of the Boggs's arrival, the 49er Gold Rush was well under way and Lilburn was busy running a brisk mercantile business supplying prospectors. Miners coming down from the hills would bring Lilburn sacks of gold for safekeeping and as payment for goods at the mercantile. Lilburn's steady income in hard specie enabled him to eliminate some of his old debts still outstanding in Missouri.²⁰ Once again he would gain prominence, becoming the first alcalde of the northern district extending from Sacramento to the Oregon border.

After a time, the Boggs men began to wonder about cattle-breeding possibilities, if good stock could be driven over the Sierra Nevada into California. Two years later, Thomas headed east to Missouri to purchase cattle with a blood line. After looking into several types of stock, Durham

cattle were selected and Thomas headed back to California with \$15,000 worth of cattle.²¹ After driving the herd across the Sierra Nevada through Carson Pass he pushed them down into the valley where Lilburn waited. Enough had survived to start a business. Eventually Lilburn settled near Kelseyville where present Boggs Lake stands while William dabbled in the wine industry, producing a zinfandel "of note" shortly after the introduction of the grape to the area.²²

Thomas got the itch to return to Taos five years after his arrival in California. When packed up, the family said their good-byes and returned to New Mexico via Sonora. Once back in Taos, Boggs hooked up with Kit Carson and Lucien Maxwell, whom Boggs knew from his days with the Bents. Maxwell and Carson were planning a move to the Rayado area, which remained largely unsettled. Rayado Creek had prime pasturage, hunting, and a reliable source of water.

Maxwell went first and was soon joined by Carson and Boggs. Maxwell's wife, Luz Beaubien, came to the Rayado settlement, as well as Carson's and Boggs's families. Boggs went into partnership with Maxwell to supply Indians with flour and cattle as part of government contracts that Lucien had procured.

Living so far from Taos was a dangerous proposition, with the Utes, Comanches, and Apaches increasing their raids on the plains east of the Sangre de Cristos. The tribes resented the white intrusion on what they considered traditional hunting and camping grounds, plus the livestock being raised and fattened by the settlers presented an opportunity for the taking.

One day while Maxwell was away on business and Carson was at nearby Fort Union, a group of Comanches rode up to the settlement. Boggs quickly assessed the situation and decided the best approach was to hold a feast "in honor" of their visitors. At the same time he quietly sent a runner for help from Fort Union.

The women quickly got to work cooking and began serving the food. The chief of the Comanches became smitten with 12-year old Teresina

Bent who at the time was living with her Aunt Josepha. The chief insisted on buying her. Understandably terrified, Teresina's tears in front of the chief filled him with laughter, her fear only increasing his desire for the young girl.²³ Fortunately for the settlement, Boggs's spur-of-the-moment plan worked. Carson and troops arrived from Fort Union in the nick of time—the chief had issued an ultimatum to deliver Teresina to him and it was sure to end in a fight.

Thomas and his family remained at Rayado until the late 1850s when they accompanied Maxwell's family to the nearby settlement of Cimarrón. Lucien built a huge home on the plaza. Boggs built a home just down the road from Maxwell's Aztec Mill. Both the mill and Boggs's home still stand today in the old part of Cimarrón. The mill has been turned into a museum, and the Boggs's home is now a private residence.

When good weather permitted, Boggs and Maxwell ran large herds of cattle in the lush bottomlands at the mouth of the Purgatoire River where it joins the Arkansas near present-day Las Animas, CO. William Bent's stockade at the Big Timbers was nearby, and Boggs likely found food and lodging at Bent's place whenever he was in the area.

The juncture of the two rivers had long been a favored area for camping. Pike stopped there en route to Mexico as early as 1806. Then in 1815, Jules de Mun and Auguste Chouteau established a short-lived trading post near the Purgatoire-Arkansas junction. Jacob Fowler also mentioned camping and crossing the Arkansas at the mouth of Purgatoire in his journal of 1821.²⁴

Once again the urge to settle an untamed area took hold of Boggs. In 1865, he dissolved his partnership with Maxwell and decided to move to the Purgatoire bottomlands to begin a settlement there. Ceran St. Vrain, Romalda's godfather, deeded her and Thomas a 2,040-acre share of the Purgatoire bottomlands that were on his grant.

Accompanying the Boggs family were two men, Charles A. Rite and L. A. Allen. After completing two adobe structures for the families to live in, the men immediately began digging an irrigation ditch or *acequia* to tap

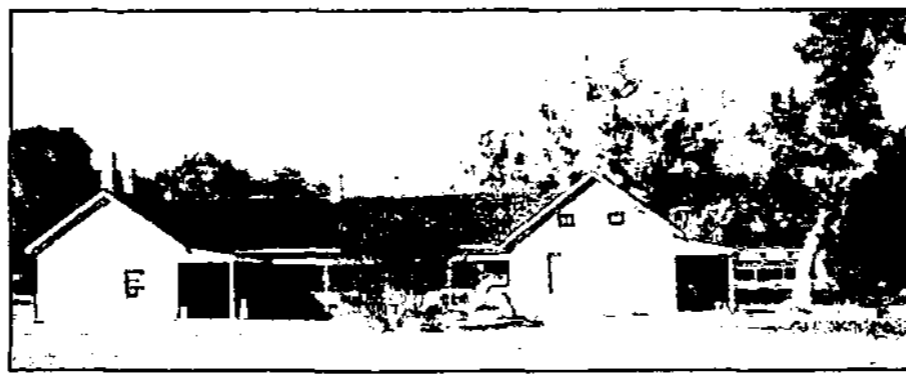
into the flow of the Purgatoire. Without water the community could not sustain the crops necessary to develop the land nor make adobe for buildings and shelter. The acequia was named "The Tarbox Ditch" and was the first irrigation ditch in Colorado. When completed, the main canal measured seven miles long and was capable of irrigating 7,000 acres.²⁵ The new community took the name Boggsville.

The home Thomas built for Romalda and Carlos (now reconstructed at the Boggsville Historic Site) was an interesting mix of Spanish Colonial and Territorial architecture. A U-shaped adobe building with ten rooms and four fireplaces, it had a patio with a portal that opened to the south. Later a barn and other structures were added. A double column of trees was planted that became an impressive "Avenue of Trees." Because of the large size, the home became popular for dances and other social gatherings. Cowboys and settlers would ride 50 miles to attend the much-anticipated events.²⁶

By 1867, the Purgatoire settlers were joined by John W. Prowers and his Cheyenne wife, Amache. Prowers built a large two-story house with twenty-four rooms that included family living quarters, a store, a private school, and later a stage station. When Bent County was organized in 1870, Prowers added a county office.²⁷ In time John W. Prowers would begin the first large-scale cattle operation in Colorado, and he would become known as the father of the cattle industry in the state.

Around the same time Prowers arrived, the U.S. Army moved Fort Lyon to its present location on the Arkansas, about three miles downriver from the mouth of the Purgatoire. William Bent's stockade was still at Big Timbers and for a time William functioned as the Indian Agent for the U.S. Government within the territory.

William's daughter, Mary Bent, had moved there with her husband R. M. Moore and their infant at a homestead just north of the Boggsville settlement. Her brother Robert also had a homestead in the area. Other members of the settlement included Thomas's brother, John M., who arrived in 1869 and became the



Boggs House Today

deputy county clerk. Later John married Mattie Smith, the first schoolteacher of the community. E. R. Sizer also settled in the area establishing a large ranch that was the first to grow grain in the territory.

In the spring of 1868, Kit Carson and Josepha, now pregnant with their seventh child, moved into a small adobe home on Thomas's property near the end of the Avenue of Trees.

Kit had recently retired as the acting commander of Fort Garland in the San Luis Valley. The years were finally catching up to the frontiersman. On April 13, Josefita Carson, the last of their children was born. Two weeks later, her mother Josepha died from complications of childbirth. Kit's health, already ailing, quickly deteriorated after the death of his beloved wife. Just a month later, at aged 58, Kit Carson expired at nearby Fort Lyon where he was being attended by the Army doctor. Both Kit and Josepha were buried in the garden on Charles Rite's property.²⁸ Later their remains were moved to Taos, NM.

The death of Kit and Josepha made their seven children orphans—the youngest an infant of only one month. The oldest two boys were already men, full grown and able to fend for themselves, but that still left five underage children to be cared for. Thomas and Romalda took the five children in and became their guardians. Thomas also became the executor of Carson's will and estate. Though valued at \$3,000; in reality the estate carried very little actual cash. Kit's death left his children virtually destitute—all the more reason for Thomas to take them in. The trust that Carson placed in Boggs by leaving his children in his care, as well as Boggs's commitment to his old friend, speaks volumes about the integrity of the man. Romalda, who had remained close to Josepha throughout their lives must have equally felt the weight of responsibility for caring for her beloved aunt's

children.

Even as Thomas and Romalda grieved over the loss of their friend and family, the cycle of life continued. Romalda became pregnant with their second child. On December 9, 1868, the happy parents welcomed Minnie Boone Boggs into the world.

The year 1868 proved tumultuous in other ways to the growing community. On September 8, the first elections were to be held at the Boggs home. Unfortunately, that same day a Cheyenne Indian raid on the settlement had been organized. Thomas Kimsey, the elections judge, left the Sizer Ranch and set out for the Boggs home. He never made it. En route, a band of 25 or so Cheyenne warriors came bounding over a hill easily overtaking Kimsey. Later, his companions found his body riddled with arrows and his scalp gone.

After killing Kimsey, the Cheyenne raiders passed the Lambert ranch where twenty men, seven women, and eight children were crammed into four rooms for protection. The Lambert place was the only house that afforded any sort of protection between Boggsville and Nine Mile Bottoms several miles south of the settlement.²⁹ On to Boggsville the Cheyennes rode, where they killed a number of oxen before riding off with a large herd of horses and mules belonging to Boggs, Prowers, Robert Bent, and L. A. Allen. As soon as the Indians left, Allen rode to Fort Lyon to inform General William Henry Penrose of the raid. Forty soldiers of the 7th Cavalry rode out of the fort under Lieutenant Henry Abell. About 20 miles out, the soldiers came within sight of the Indians driving the stolen horses and mules.

In spite of being chased, the Cheyenne were able to get away from the troops. The stock was never recovered even though some of the stolen horses were identified a few years later in several camps of the Cheyenne.³⁰ Thomas Boggs and his partner, Allen, filed a depredations claim of \$8,055.00 against the government for their loss of stock. It took the courts almost 20 years to settle the claim for \$7,280.00. Likewise, Prowers and Robert Bent filed a claim for \$10,000.00. The U.S. Court of Claims did not order payment of \$6,500 on their claim until 1902.³¹

Meanwhile Carlos Boggs, or Charlie as he was now known, had grown into a fine young man, the son of one of the most prominent families in the territory. Romance was in the air and in 1873 he wed Eva Matheny from Smithfield, KS. The marriage would last 15 years, but the couple remained childless.

Thomas became actively involved in raising sheep and is considered the father of the sheep business in Bent County, Colorado, amassing an impressive 17,000 head of sheep by 1875. His outfit was capable of shearing over 50,000 head of sheep a year. In addition to his own flock, Boggs invited his neighbors to bring their sheep to his facility to be sheared.

In 1870 Thomas Boggs was elected the first sheriff of Bent County. The following year he was elected to the territorial legislature. Politics didn't much suit Thomas, so his stay in the legislature didn't last long.

The family remained at the Boggsville settlement until 1877 when the U.S. Land Office determined that Romalda could not sufficiently prove title to the 2,040 acres that St. Vrain had given her. Fed up, Thomas decided it was time to head back to New Mexico, in spite of President Grant's decision to honor Romalda's title five months after the Land Office denied it. Perhaps the need to move on, such an ingrained part of the man, propelled Boggs forward once again. Thomas sold his ranch and property to neighbor John Lee for the sum of \$12,000.00. The former Boggs's property became the San Patricio Ranch. In 1898, Lee leased the ranch to Allen M. Lambright. Eight years later, in 1906, the Crebbin Investment Company of Denver secured ownership from Lee's widow, Anna, and began a large-scale sheep operation on the former Boggs's acreage.³²

While Romalda and the family stayed behind, Boggs made his way south with several thousand head of sheep to Pinavetitos Creek near



Boggsville circa 1880 when it was the San Patricio Ranch.

Clayton, New Mexico, where he built a ranch home consisting of two-foot-thick adobe walls and heavy solid-oak doors. His sheep camp lay about 20 miles east of where the town of Beenham was established. The only windows in the place were port holes through which a gun barrel could be thrust out. Later, Romalda and Minnie joined Thomas while son Charlie and his wife Eva settled on a homestead nearby.

At that time the Clayton area was still untamed and Indians were frequently about. While the last of the organized Cheyenne resistance ended around 1875, the Apaches were on the warpath and the Clayton area comprised part of their territory. At one point Thomas managed to avert a planned Apache raid by taking Minnie, now 10 years of age, with him to meet with Apache leaders. Romalda was fearful, but reluctantly allowed Thomas to take a fur-bundled Minnie with him. The Apaches were so impressed with Minnie's courage and beauty and the fact that Thomas had brought her to parlay, they promised to never raid or conduct a massacre in the area. Gifts were showered on the young girl before she and her dad turned their horses round to head back home.³³

The numerous head of sheep he'd brought with him needed protection so Thomas built a number of sheds to shelter the animals during the harsh winter months. He took advantage of a heavy growth of timber nearby and built a rustic sawing operation. Later, the foreman of the Dorsey Ranch, John C. Hill, purchased the lumber used to build the sheep sheds and used the planks to construct a number of the first buildings in Clayton.³⁴ Boggs then sold the land for \$10,000 to a recently-formed cattle company.

Thomas was getting on in years—he was now in his sixties—and decided to move the family to Springer, NM. With them were Josefita Carson and another cousin, Alice Rief, granddaughter of Charles Bent. Josefita, never very strong, died of pneumonia on October 10, 1882. Alice later married and moved into her own home. While in Springer, Thomas was employed as a receiver and agent for the Maxwell Land Grant Company. The company hired Boggs



Minnie Boone Boggs, taken while at school in Higginsville, Missouri.

to try to convince the Mexicans living on the grant to sell out. His sympathies for the Mexicans, many of whom he knew from his days on the Rayado and at Cimarrón, quickly became evident and the company fired him after two years.³⁵

Also employed by the company was a dashing young man from England named George Alexander Bushnell. From time to time George's work brought him from his Cimarrón office into Springer where he conducted business dealings with Thomas. During one of those trips, he set his eyes on Minnie, now a young lady, and immediately fell for her. Minnie was only fourteen at the time but already a petite beauty with dainty hands and feet. After a brief but intense courtship, Thomas allowed the couple to become betrothed. But he insisted that Minnie complete her studies at a girls' college in Higginsville, Missouri, before she could be wed. George patiently waited for two years and on December 9, 1884, the couple married. He purposefully selected the 9th because that was the day Minnie had been born. From then on, George insisted on making a big deal out of both their anniversary and her birthday.

Their wedding took place in Springer and, after the ceremony, an enormous crowd headed to the Springer Hotel for the wedding celebrations. Guests included Charles Bushnell, George's youngest brother who was recuperating from a bad fall into a

ship's hold while working as first mate on the vessel. George felt the New Mexico climate would be good for his brother.

After the wedding, Minnie and her husband moved to Ratón, NM, where George had established a mercantile business with brothers Charles and Ed Fox. George also operated a livery stable and held a government contract to provide forage for government animals on their way to different forts on the frontier.

On April 1, 1887, Thomas and Romalda welcomed their first grandchild, Charles Lilburn Bushnell, into the world. Charles was a whopping ten pounds and the attending doctor proclaimed him the largest baby he'd ever delivered.³⁶ The happy parents telegraphed Thomas to inform him of the birth. When he attempted to share the news with Romalda, she refused to believe him remarking, "You can't make me believe any such stuff as that on the 1st of April."³⁷

Later Romalda took the train to Ratón to help out with the baby. She stayed two months and was a huge support for the new parents. While Romalda stayed in Ratón, Thomas volunteered to replace George on a scheduled assessing trip so that he could stay with Minnie and the newborn. Boggs greatest joy in his final years would be his first grandson whom he spoiled "shamelessly," and about whom Thomas loved to boast to friends and acquaintances. George Bushnell, in a letter to his sister announcing the birth of Charles stated that previously grandfather Thomas was six feet tall, but since the birth was nearly seven feet.³⁸

Farther east, Charles Bushnell began the construction of a ranch on the Tramperos River south of Clayton. He named the settlement Beenhams after the place in England where he'd been born. George and his brother Charles became important pioneers of the area and contributed much to the development of the town of Clayton, officially established in 1888. Charlie Bushnell was renowned for his generosity and kind heart. George became the first merchant to establish a business in Clayton and was instrumental in establishing the school system in Clayton.

Thomas and Romalda remained in Springer until tragedy struck on

June 13, 1887, when their son Charlie was gunned down in his home five miles east of the Bushnell ranch just after returning from Ratón with supplies. His body was taken to Springer for the burial. Details about the murder were sketchy, but the prime suspect in the murder was his good-looking wife, Eva. Charlie's estate was valued by the probate court at \$2,795.05, but after all of his debts were settled, there was virtually nothing left.³⁹ Thomas and Romalda, in spite of suspicions, refused to prosecute her and Eva left the county for parts unknown.

In 1889, Minnie and George Bushnell left Ratón and settled in Clayton, close to brother Charlie. Not long afterward Romalda and Thomas left Springer for the Clayton area, taking up residence with Minnie and George. The couple had plenty of space. George went all out and had an elegant two-story home built, complete with a fancy wrap-around porch. Wanting his Minnie to have every comfort, George also hired several servants to work in the house.



Bushnell Home in Clayton, NM, where Thomas & Romalda spent their last days

A second grandson, Thomas George Bushnell, followed on June 21, 1891; and then a granddaughter, Rose May Bushnell, on March 5, 1893. The house was a noisy but happy one. As the years passed, and his brood of grandchildren grew, the locals referred to Thomas and Romalda as Uncle Tom and Gramma Boggs.

By 1894 the wear and tear of all those years of adventure began to show. Thomas, now 70, suffered from several ailments and could not get around any more. In response his body began to fill with fluid. Then a lingering illness left him paralyzed for several months. It proved fatal. Thomas Oliver Boggs died at Minnie's home on September 29, 1894. The newspaper, the *Raton Range*,



Tom Boggs with granddaughter Rose May Bushnell shortly before his death

hailed Boggs as one of the oldest and best-known pioneers of New Mexico. He was buried in Clayton's old cemetery, later known as the Boot Prairie Cemetery.

Romalda Luna Boggs survived Thomas by 12 years, doting on her grandchildren and living quietly with her daughter. A fourth grandchild, George Alexander Utermarck Bushnell, was welcomed on January 1, 1897. Two months later his father George succumbed to pneumonia on March 1. George A. Bushnell was only 33 years old. The young infant quickly became Romalda's favorite. Older siblings Charlie and Thomas would tease the baby on purpose just to hear their grandmother scold, "Charley, Tommie, what for you tease my baby! *Vaya inferno tus diablos*," invariably convulsing the two boys with laughter.⁴⁰

Three years after George Bushnell's death, Minnie fell head over heels in love with Fred Burch, a wealthy cattleman from Iowa. Their courtship was a whirlwind affair with the couple quietly slipping away to Trinidad in 1898 to be married. Fred turned out to be the great love of Minnie's life. One year after the wedding, Romalda's last grandchild, Guy Irving Burch, came into the world on May 24, 1899. Like his father, Guy had dark red ringlets and big blue eyes.

Seven years after his birth Romalda died on January 13, 1906. Her obituary in the local paper, the *Clayton Citizen*, referred to Romalda as one of the town's most respected citi-

zens and the last “oldtimer.” Romalda bequeathed all of her estate and holdings to her favorite grandson, George Bushnell.⁴¹ She was buried alongside her Tomás in the old cemetery. As the years passed, their grave markers became worn with time and eventually the locations became unknown. Sadly both of their final resting places remain lost to history.

Within twelve months after Romalda’s passing, Minnie’s great love, Fred Burch, succumbed to typhus on December 19. His death seemed to break Minnie’s spirit. In a haze for months, she was never the same afterward. A bad fall from a buggy injured Minnie’s spine and her condition continued to worsen until her death on June 25, 1913. She was buried in the Bushnell family plot in Clayton alongside her first husband, George. Eventually, Minnie’s children and several of her grandchildren would be interred in the Clayton cemetery, one as late as 1978.

Thomas Oliver Boggs and Romalda Luna Boggs were extraordinary individuals who led extraordinary lives during extraordinary times. Both left indelible marks upon a wide swath of the history of northern New Mexico and southern Colorado, including the Santa Fe Trail. Although intimately entwined with the lives of the Bent brothers, Kit Carson, Ceran St. Vrain, Lucien Maxwell, and others; and having made major contributors to the towns of Boggsville, Las Animas, and Clayton; both Thomas and Romalda Boggs remain virtually invisible—lost in the shadows of the other giants of Southwest history. Given all their accomplishments, it is hardly a fitting end for such a remarkable man and his remarkable wife.

NOTES

1. *Kansas Historical Quarterly*, 4 (August 1935): 227-234; and Thomas Oliver Boggs Dictated Manuscript (Bancroft Library, MSS P-E30, 1885). Boggs’s manuscript states he was born on the Neosho River. However, by the time of his birth in 1824, the family had already moved to Harmony Mission on the Marais des Cygnes River.
2. Ibid.
3. William M. Boggs Collection (Hart Library, Colorado History Museum, MSS 72, Box 71).
4. Ibid.
5. Ibid.

6. David Fridtjof Halaas & Andrew E. Masich, *Halfbreed. The Remarkable True Story of George Bent* (Cambridge, MA: DaCapo Press, 2004), 61.
7. Thomas Oliver Boggs Dictated Manuscript (Bancroft Library, MSS P-E30, 1885).
8. The written historical record, in all its variations, is by and large incorrect in the spelling of her name. Family members, including daughter Minnie Boone Boggs and granddaughter Rose May Bushnell insisted it was spelled Romalda. The author is indebted to John Russell, member of the Boggs-Bushnell family, who has provided a wealth of primary-source documents on this and many other aspects of family life.
9. Taos Marriage Records, Nuestra Señora de Guadalupe Church.
10. William M. Boggs Collection (Hart Library, Colorado History Museum, MSS 72, Box 71).
11. David Lavender, *Bent’s Fort* (Lincoln: Bison Books, 1954), 235.
12. Ibid., 261.
13. Frances Cragin Notes, Pioneers Museum, Colorado Springs, (VIII (2), 6/17/08 - 7/11/08).
14. Susan Shelby Magoffin, *Down the Santa Fe Trail and into Mexico*, ed. Stella M. Drumm (Lincoln: University of Nebraska Press, 1982), 66.
15. Lewis Garrard, *Wah-to-yah and the Taos Trail* (Norman: University of Oklahoma Press, 1955), 104.
16. Albert W. Thompson, “Thomas O. Boggs, Early Scout and Plainsmen,” *Colorado Magazine*, VII (July 1930), 152-160.
17. Thomas Oliver Boggs Dictated Manuscript (Bancroft Library, MSS P-E30, 1885); and Louise Barry, comp., *The Beginning of the West* (Topeka: Kansas State Historical Society, 1972), 663, 667.
18. Father Stanley, *Thomas Oliver Boggs Story* (self-published, 1972).
19. Taos Baptismal Records, Nuestra Señora de Guadalupe.
20. William M. Boggs Collection (Hart Library, Colorado History Museum, MSS 72, Box 71).
21. Ibid.
22. Wineconsumer Archives <www.wineconsumer.com/wine-consumer-magazine-Archives.html>.
23. Edward L. Sabin, *Kit Carson Days*, Vol. 2 (Lincoln: University of Nebraska Press, 1995), 633.
24. C. W. Hurd, *Boggsville: Cradle of the Colorado Cattle Industry* (Las Animas: Boggsville Committee, 1957), 4.
25. Ibid., 5
26. Ibid.
27. Ibid., 7.
28. Ibid., 12.
29. Ibid., 18.
30. Ibid.
31. Ibid., 19.
32. Ibid., 22.
33. Goldie Anne Guyer Thompson Papers, Pioneer Recollections of the Southwest, compiled by John S. Russell, Jr., 2003), 50.
34. Stephen Russell, *Mysterious Uncle Charlie Beenham, Woman Power, and the*

Springer-Tascosa Trail (self-published, 1985), 15.

35. Maxwell Land Grant Papers, Southwest Center for Research, University of New Mexico Library, MSS 147 BC, Items 48, 49, 50, 51.
36. George Bushnell correspondence to his sister Rose, April 3 & 7, 1887, in Thompson Papers, Pioneer Recollections of the Southwest, 117-118.
37. Ibid.
38. Ibid.
39. Charles A. Boggs Last Will and Testament, September 6, 1887.
40. Recollections of Minnie Boone Boggs Bushnell Burch, in Thompson Papers, Pioneer Recollections of the Southwest, 15.
41. Last Will and Testament of Romalda Luna Boggs, May 4, 1908.

2009 STUDENT TRIP

by Chris Day

THE 2009 Santa Fe Trail trip for 88 fifth- and sixth-grade students from north central Kansas will start down the Trail on Sunday, May 31, for an 11-day education adventure led by Janet Armstead and Chris Day. To defray some of the trip costs for the students, two fundraiser campaigns were done during the school year. The students studied the history of the Santa Fe Trail during educational classes, using Dave Webb’s *Adventures with the Santa Fe Trail*.

An integral part of the trip is the involvement of the SFTA chapters from our first day on the Trail to the last few days of our trip. Cottonwood Crossing members will meet us the first day at Lost Springs and give us a tour of Marion County. The Wagon Bed Spring Chapter will host us the second night in Ulysses, KS, with a tour, meal, and overnight camping. The Cimarron Cutoff Chapter will provide tours of Autograph Rock and Camp Nichols around Boise City, Oklahoma. Faye Gaines from the Corazón de los Caminos Chapter cordially invites us on every trip to the New Mexico Point of Rocks, along with other Corazón members who have met us while at Faye’s ranch.

The End of the Trail Chapter in Santa Fe will setup a meal for us and Bent’s Fort Chapter will be serving a meal and presenting an evening program for the students. These students are truly blessed to have such wonderful chapters taking care of us as we journey on the Trail. The trip adventures will be on the web, so if you are interested in watching us take the Trail trip, check us out at <www.rockcreekschools.org>.

ANDREAS DETLEF LAUMBACH, SANTA FE TRAIL TRAVELER PROPONENT OF EDUCATION AND PROTESTANTISM IN TERRITORIAL NEW MEXICO

by Doyle Daves

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

ANDREAS Detlef Lauenbach and his wife Anna Koos were born in the early 1800s in the farming village of Jagel in what was then the Duchy of Schleswig which occupied the “neck” of the Jutland peninsula connecting Denmark to the European mainland. The Duchy of Schleswig had long been a fief of the Kingdom of Denmark. During the years that Andreas and Anna Lauenbach were growing up and establishing their family, the area became increasingly contentious. The German language was gaining prominence in the area and rising German (Prussian) nationalism called into question Danish rule. Indeed, in 1848, ethnic Germans in Schleswig and the neighboring Duchy of Holstein to the south rebelled but were defeated by Denmark in the First War of Schleswig (1848-1851). However, the contention over the area intensified rather than abated and a Second Schleswig War broke out in 1863 in which the Prussian Army was victorious and the area became German.¹

As a result of the unrest, the Lauenbachs with their eight children, others of their extended family, and friends decided to emigrate to America. The family made the move during the late 1850s, choosing to locate in western Iowa where they helped establish the community of Schleswig in Crawford County. Somehow, during the relocation to America or shortly thereafter, the family name became Laumbach. And indeed, from that time forward, there have been Laumbachs in that general area of Iowa as shown by an examination of census records.

The oldest son, also Andreas Detlef, apparently was left behind when the move to America was made, likely because he had a military obligation to fulfill.² The younger Andreas Detlef, however, soon managed to leave for America him-



A. D. Laumbach II

self “as a stowaway in the hold of a ship”³ along with a close friend, Fritz Eggert, who, like the younger Laumbach, was to found a New Mexico family.

Laumbachs on the Santa Fe Trail.

There are two somewhat different family stories about the arrival of the Laumbachs in New Mexico. Both stories agree that the younger Andreas Detlef Laumbach, if not the father, arrived there in 1859. In one version, the two Andreas Detlefs left Iowa for Missouri in 1859 where they traveled to New Mexico by wagon train on the Santa Fe Trail. The other version states that “When young Laumbach reached Iowa, he heard of gold in Colorado. He decided to go there to pan for wealth. . . .”⁴ In this version, the younger Andreas Laumbach (and close friend, Fritz Eggert) quickly gave up the goal of getting rich as 59ers, as participants in the Colorado Gold Rush were known,⁵ and traveled south via the Mountain Route of the Santa Fe Trail to the Mora Valley of New Mexico. It is interesting that Leo Oliva, in his history of Fort Union, notes that “During the spring of 1859 destitute emigrants who were part of the Colorado Gold Rush began to arrive at Fort Union, many in need of food and medical care.”⁶

While it is uncertain whether the elder Andreas Detlef Laumbach arrived in New Mexico with his son or somewhat later, we know that he did come. We also know that he left his wife, Anna, and their seven younger

children—19-year-old Heinrich and his six sisters—in Iowa. Indeed, none of the Laumbachs remaining in Iowa ever made the trip across the plains to join those in New Mexico.

The elder Andreas Detlef Laumbach did not live in New Mexico long; he met a tragic end in the fall of 1862. Again the family stories differ in detail. In one version, he was traveling with freighters to Missouri. In the other family story, he was herding cattle. All agree that, just east of what is now Springer, New Mexico, near the rock crossing of the Canadian River, a well-established landmark on the Cimarron Route of the Santa Fe Trail, there was an attack by an Indian war party and the elder Andreas Detlef Laumbach was killed.⁷ Later, it would be noted that this river crossing was a “site of several Indian raids.”⁸

Andreas Detlef Laumbach Settles in New Mexico and Becomes a Fort Union Supplier.

The younger Laumbach moved quickly to establish himself following his decision to stay in New Mexico. On April 10, 1864, at age thirty, he married fourteen-year-old Leonor Ebel, daughter of Daniel Eberle (Ebel in Spanish, later Ebell) a Swiss-born, Catholic immigrant who had come to New Mexico over the Santa Fe Trail earlier. Leonor’s mother was Maria Viviana Martin. At age sixteen, Viviana had married Santa Fe Trail trader and New Mexico settler James Bonney and become the mother of a son, Ramon Bonney, shortly before the elder Bonney was killed by Indians in October 1846.⁹ Not long after James Bonney’s death, Viviana married Eberle and had three more children before he too met an untimely death.¹⁰

The Laumbachs settled in the community of Buena Vista in Mora County, New Mexico, where Leonor’s Hispanic relations had been established since the settlement of the area in the 1820s. Leonor’s grandparents, Bernardo and Maria Apolonia (Gutierrez) Martin, were original grantees of the Mora Land Grant. The new couple settled nearby, and Andreas engaged in irrigated and



Leonor Laumbach

dry-land farming and stock-raising. He and Leonor had a large family with nine children living to maturity. We have a very brief contemporary description of the Laumbach home-site in Buena Vista written by Gabino Rendon who visited in the 1880s. "The Laumbachs had a ranch hidden in a canoncito. The patriarch of the family had come from Germany, married a Spanish wife, and set up an extensive estate."¹¹ More descriptively, we are told that "Some ten miles down the river from Mora, in an area called Buena Vista, a German immigrant named Andreas Laumbach planted fruit trees and tilled large vegetable plats. When his orchards and gardens abundantly produced, he hired workers in the valley to help with the harvest and marketing of the produce. Every week during the season, he sent a wagonload of select fruits and freshly washed vegetables over the hills to Fort Union."¹² The establishment of Fort Union in 1851 created a great need for food for soldiers and their animals, for construction materials, for fuel, and, at intermittent times, for skilled and unskilled labor. The establishment of the fort provided some protection from Indian raids in the area. However, the most important effect of the fort locally was economic. Indeed, the fort and the need to support its personnel and large numbers of animals had a larger effect on the wellbeing of common people in its area, than the Santa Fe Trail itself. Fort Union brought a market economy to the surrounding area, bringing money and relative prosperity to many families that had never had it.¹³

Andreas Laumbach Faces Questions of Religion and Education for his Children.

The Laumbachs came from an area of northern Europe which was solidly Lutheran. Existing church records amply document the Laumbach family's active involvement in their village Lutheran community.¹⁴ We don't know any details of Andreas Laumbach's personal education but, based on the efforts he expended to secure it for his children, he was clearly a strong proponent. His wife, Leonor Ebel, was Catholic and, almost certainly, what little education she had was learned at home.

When Andreas Laumbach and Leonor Ebel married and began their family, educational opportunities in territorial New Mexico were just beginning to be available in a few places. S. P. Nanninga, writing in 1942 about the history of education in New Mexico, noted that during all the time since the arrival of Hispanics in 1598 until roughly the end of the Civil War, 265 years later "Most of the wealth was in the hands of a few rich individuals and corporations which were not desirous of paying taxes for the education of the poor. The poor, in turn, had no great vision, knowing very little about education."¹⁵ Indeed, when the territorial legislature held a referendum in 1856, to test the willingness of New Mexicans to pay taxes to support public schools, the vote was 37 in favor and 5,016 against.¹⁶

The situation concerning Protestant religion in New Mexico Territory was similar. Catholicism came into New Mexico on a sustained basis with Juan de Onate's colonization of 1598. A primary goal of the Spanish government was to convert the natives of the region to Catholicism and Spanish clergy and civil governors brought dedication and vigor to the task. Unfortunately, the priests also expressed an open disdain for the native cultures and religions they encountered and attempted to suppress completely long-held beliefs and practices. Scholars have concluded that this suppression was a principal cause of the Pueblo Revolt of 1680 in which hundreds of Spaniards, including many clergy, were killed and all were forced out of New Mexico¹⁷ until Diego De Vargas

Zapata re-colonized New Mexico in 1692. When the Santa Fe Trail began to bring Protestants into the area after 1821, the Catholic clergy were as hostile to this new challenge as they had been to the earlier ones. Although Protestant clergy and missionaries first came into New Mexico with General Stephen Watts Kearny and the Army of the West in 1846, there was no success in establishing a lasting Protestant presence until after the end of the Civil War almost two decades later.¹⁸

Education, Catholic and Protestant, Comes to New Mexico.

Apparently the first school in New Mexico was opened in 1835 in Taos by the historically important Catholic priest, Antonio José Martinez, who was later to be excommunicated by Archbishop Jean Baptiste Lamy.¹⁹ In 1852, when Archbishop Lamy arrived in Santa Fe to take up his post, he immediately recognized the urgent need for education and health care in New Mexico. He petitioned the Sisters of Loretto, a Catholic teaching order established in Kentucky, to come to New Mexico and open schools for the children.²⁰ The first school established by the nuns was in Santa Fe; in 1869, the Sisters of Loretto established a school for girls in Las Vegas.²¹ A few months later, in 1870, Presbyterian missionary John Alexander Annin, recently arrived in Las Vegas to establish a church, was, like Archbishop Lamy earlier, distressed at the lack of educational opportunities for children. He soon opened a "free school" in his home which, over the course of a few months, began to attract students from the area as parents came to appreciate the opportunities it afforded their children and to have less fear of the consequences of Mr. Annin's Protestantism.²²

These schools in Las Vegas were the first to be established east of the Sangre de Cristo Mountains in New Mexico Territory and were about 25 miles from the ranch home of the Laumbachs in Buena Vista. At that time, the Laumbachs did not yet have school-age children—their oldest, Margareta, was born in 1865—so no immediate decision concerning education was necessary. By the time the older Laumbach children had grown to school age, the Presbyterians were beginning to establish

missions and become an active, effective presence in a number of communities.

The Laumbachs Confront Religious Questions.

At the time of their marriage in 1864, Andreas and Leonor Laumbach had to make decisions about their differing religious backgrounds. In the record of their marriage,²³ it is stated that Andreas, as a Protestant and in the presence of witnesses, agreed to allow his wife to raise their children in the Catholic faith. Accordingly, the older Laumbach children were baptized at St. Gertrude's Catholic Church in Mora.²⁴ It seems clear that Andreas Laumbach fully intended that his children be raised Catholic and was at least relatively comfortable with this decision.

The Laumbachs and the Presbyterian Missions.

However, during the period that their children were being born and baptized into the Catholic faith, Andreas and Leonor became reliable supporters of Presbyterian efforts to establish missions in the communities along the Sangre de Cristo Mountain range. It was almost certainly the promise of the efforts by the Presbyterians to bring education, health care, and other social services to area communities, including Buena Vista, that impressed the Laumbachs. In our day, it is difficult to imagine communities like these where no such services had ever existed. Presbyterian histories²⁵ contain references which attest to the support for Presbyterian missionaries provided by the Laumbachs in the early years when most community residents were Catholic, had no knowledge of Protestants, and were acutely aware of the Catholic clergy's anathema for Protestantism. An example which illuminates the way things were in the area during this time and the reaction of the Laumbach family is that of José Rafael Gallegos, who lived with the Annin family in Las Vegas for some months in the mid 1870s and "was so persecuted as a 'heretic' [for having become Protestant] that he moved away from the town, becoming what was known as a 'local evangelist' in the neighborhood of Buena Vista several miles to the north. He had friends there in the Laumbach fam-

ily."²⁶ Interestingly, Rafael Gallegos later was ordained as a Presbyterian minister and married Leonor Laumbach's sister Isabela.

We don't know just how or when the Laumbachs began to embrace the Presbyterian brand of Protestantism, which differs in important respects from Andreas's Lutheran upbringing. We do know that, in 1884, Andreas Laumbach formally joined the Presbyterian Church in Buena Vista,²⁷ while wife Leonor remained Catholic throughout her life. It seems likely that the Laumbach children acquired Presbyterian religious practices and beliefs, a little at a time, as a consequence of attending the Presbyterian mission schools. It is not clear just when the schooling of the Laumbach children started. The first mission school opened in Las Vegas in 1870,²⁸ the school in Mora opened in 1881, and the one in Buena Vista was established in 1888. Impressively, all nine of the Laumbach children attended the mission schools.

Oldest daughter, Margareta, attended the mission schools in both Mora and in Las Vegas. Later, she helped create the Presbyterian mission in Buena Vista "that was more than school—an informal community center where the teachers were consulted on problems of health, baby care, homekeeping, and church matters."²⁹ Margareta married Presbyterian evangelist José Emeterio Cruz and spent her life in community service. Her sister, Estafanita Laumbach, also married a Presbyterian evangelist, J. S. Candelario,³⁰ and sister Chrestina attended Presbyterian schools in Buena Vista and Mora and was an active member of the church in Las Vegas throughout most of her life.³¹

A surely unintended consequence of the Laumbach's prominence in Presbyterian mission activities was the fact that three of the Laumbach daughters, Anna, Mary, and Leonor, failed to find husbands. At the time, suitable Protestant young men were very scarce and the overwhelming majority Catholic community had many ways to discourage young Catholic men from marrying Protestants. The three sisters lived out their lives on the ranch in Buena Vista, which they eventually inherited.³² When one of their brothers,

Henry, died, leaving his wife with a young family, the three sisters took two of the children to raise and send to mission school.

The dedication of Andreas and Leonor Laumbachs' family to Presbyterian schooling acquired in the early, quite primitive missions has continued. Nineteen of their grandchildren were educated in Presbyterian schools. In later generations, fourteen of their descendants attended the Presbyterian boarding schools, Menaul in Albuquerque (in early years for boys, now coed) and Allison-James in Santa Fe (for girls, discontinued in 1970). Indeed, at the present time there is a fifth-generation Laumbach boy in attendance at Menaul.

German immigrant Andreas Detlef Laumbach and his native New Mexican wife, Leonor Ebel, valued schools, health care, and social services. For decades, beginning in the 1860s, the Laumbach family was one of the most important proponents for these now essential community services in a territory where such services were very late in coming. As it happened, the Presbyterians were the first Protestant denomination to establish an effective presence in New Mexico communities and to bring the services valued by the Laumbachs. Although unfamiliar with Presbyterianism, the Laumbach family recognized the promise of the new missions that were being established. Andreas and his family quickly became active enablers of the Presbyterian efforts to establish Protestant communities in territorial New Mexico. Histories of the struggles to accomplish this goal³³ note with pride and appreciation the contributions of the Laumbachs; they were a truly impressive pioneer New Mexico family that contributed much to efforts to serve the needs of common people during territorial days.

NOTES

1. Interviews with Rudy Laumbach, Karl Laumbach, and Janet Girand, descendants of Andreas Detlef Laumbach; "Schleswig-Holstein," Wikipedia, the online encyclopedia; and Pete Laumbach, "A Trip to Schleswig: A Part of the Laumbach Family History," unpublished manuscript.
2. Interviews with Rudy Laumbach, Karl Laumbach, and Janet Girand, descendants of Andreas Detlef Laumbach; and Cee Savvy, "The Trail to Santa Fe: River

- Settlements on the Santa Fe Trail," *Enchantment Magazine* (July 1979): 9.
3. Ibid.
 4. Ibid.
 5. "Pike's Peak Gold Rush," *Wikipedia*, the online encyclopedia.
 6. Leo E. Oliva, *Fort Union and the Frontier Army in the Southwest* (Santa Fe: Southwestern Cultural Resources Center, Professional Papers No. 41, National Park Service, 1993), 107.
 7. Interviews with Rudy Laumbach, Karl Laumbach, and Janet Girand, descendants of Andreas Detlef Laumbach; and Savvy, "Trail to Santa Fe," 9.
 8. *Santa Fe National Historic Trail Comprehensive Management and Use Plan* (US Department of the Interior, National Park Service, May, 1990), 104.
 9. Doyle Daves, "James Bonney, Santa Fe Trail Pioneer, New Mexico Settler," *Wagon Tracks*, 23 (February 2009): 9-12.
 10. Viviana Martin married a third time to Friedrich (Frank) Metzger with whom she had yet another family.
 11. Gabino Rendon as told to Edith Josephine Agnew, *Hand on My Shoulder* (New York: Board of National Missions, The United Presbyterian Church in the U.S.A., 1953), 61.
 12. Savvy, "Trail to Santa Fe," 9.
 13. Richard Flint and Shirley Cushing Flint, "Fort Union and the Economy of Northern New Mexico, 1860-1868," *New Mexico Historical Review*, 77 (Winter 2002): 27-55.
 14. Laumbach, "A Trip to Schleswig."
 15. S. P. Nanninga, *The New Mexico School System* (Albuquerque: New Mexico University Press, 1942), 19.
 16. Calvin Horn, *New Mexico's Troubled Years* (Albuquerque: Horn and Wallace, 1963), 59.
 17. David Roberts, *The Pueblo Revolt* (New York: Simon & Schuster, 2004); and John L. Kessell, *Spain in the Southwest* (Norman: University of Oklahoma Press, 2002), 121-124.
 18. Ruth K. Barber and Edith J. Agnew, *Sowers Went Forth* (Albuquerque: Menaul Historical Library of the Southwest, 1981), 9-11.
 19. Paul Horgan, *Lamy of Santa Fe* (Middletown, CT: Wesleyan University Press, 1975), 242-243.
 20. Ibid, 157-165.
 21. Doyle Daves and Ernest Quintana, *Remembering Immaculate Conception School* (Las Vegas, NM: Las Vegas Citizens Committee for Historic Preservation, 2006), 1-2.
 22. Dale B. Gerdeman, *Presbyterian Missionaries in Rural Northern New Mexico* (Albuquerque: Menaul Historical Library of the Southwest, 1999), 25.
 23. St. Gertrudes Church (Mora, New Mexico) Marriage Records, MF Roll 94, Frame 188, New Mexico Records Center and Archives, Santa Fe.
 24. We have the Certificate of Baptism for son Pedro (Peter Joseph) Laumbach dated September 1, 1867. It seems likely that his siblings born before Andreas Laumbach's joining of the Presbyterian Church in 1884 were similarly baptized in

the Catholic Church.

25. Agnew, *Hand on My Shoulder*, 61; Barber and Agnew, *Sowers Went Forth*, 9-11; and Gerdeman, *Presbyterian Missionaries*, 25.
26. Barber and Agnew, *Sowers Went Forth*, 20.
27. Ibid, 34.
28. Gerdeman, *Presbyterian Missionaries*, 25.
29. Ibid, 57.
30. Ibid, 60-63.
31. Antonio A. Sanchez, "Chrestina Laumbach Sanchez," unpublished manuscript.
32. Andreas Detlef Laumbach died in 1904 and Leonor (Ebel) Laumbach died in 1933.
33. Agnew, *Hand on My Shoulder*, 61; Barber and Agnew, *Sowers Went Forth*, 9-11; and Gerdeman, *Presbyterian Missionaries*, 25.

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.

Lavonne J. Adams, BFA coordinator of creative writing at the University of North Carolina Wilmington, recently published an award-winning book of poetry about the Santa Fe Trail, looking especially at women who traveled the historic road. *Through the Glorieta Pass* received the Pearl Poetry Prize for 2007 and is available from Last Chance Store for \$15 postpaid.

Kathryn Stripling Byer, North Carolina Poet Laureate, praised these poems: "Lavonne J. Adams's mesmerizing *Through the Glorieta Pass* weaves a chorus of women's voices into a poetic tapestry through which human longing, determination, and landscape itself speak to us. With authority and integrity, Adams has brought both the beauty and the danger along the Santa Fe Trail to life in her poems."

Adams has kindly given permission to reprint one of these poems in *Wagon Tracks* (this one is not about women but Murphy wagons). The entire collection is a fine contribution to trail literature.

Murphy Wagons

by Lavonne J. Adams

Consider the weight of what was carried:
7,000 pounds of blankets, suspenders,
boots,
gin, whiskey, rum, raisins, sardines,
dirks, pistols, chisels, hatchets.
Yet even a wagon can be a work of art.
Joseph Murphy gauged his wagons' aged
wood by the feel of its grain, searching
for what was most durable. Only saplings
were lathed into spokes, their moist wood
more resilient. Instead of wielding an auger,
he burned every hole a size smaller than the
bolts—
charred wood was less likely to rot, each
joint
was more snug. Consider how, in the dry air,
wagons rumbled themselves apart— axles
snapping,
wheels splitting, spokes dropping out like
rotten teeth.
The better drivers tuned their ears to the
music
of their wagon, to variations in the timbre
of each creak and groan. They soaked
wheels to swell
wood; tightened loosening tires with
wedges;
splinted wagons minus a wheel with a pole
that trailed eight feet behind, like a stick
dragged
through dirt by a bored child.

MORNING DRILL BOOKLET CELEBRATES FORT LARNED

THE series of articles by Larned historian David Clapsaddle, published weekly in the Larned *Tiller and Toiler* in the column titled "Morning Drill," has been printed in a booklet which is now available. It contains 48 articles, the first 37 of which speak in chronological order to the 19-year tenure of Fort Larned, use of the fort property as a ranch, and the removal of the remains of 65 soldiers to the Fort Leavenworth Post Cemetery in 1888. The remaining installments are devoted to anecdotal accounts of life at the fort.

Written in celebration of Fort Larned's 150th anniversary, it is available at the Last Chance Store for \$3.00 postpaid.

RALPH HATHAWAY

SFTA charter member and life member Ralph Hathaway, proprietor of Ralph's Ruts (for which he received the SFTA Heritage Preservation Award), recently suffered a stroke and has a mass in his cerebellum. So far there has been no permanent damage. He is 94 years old.

He would enjoy hearing from SFTA members. His address is Room 403, Good Samaritan Center, 1311 S Douglas, Lyons KS 67554. We all wish him well.

CANADA, CONSUMPTION, AND THE KANSAS PACIFIC: DIARY OF A FREIGHTING TRIP FROM KIT CARSON TO TRINIDAD IN 1870

Edited with commentary by David K. Clapsaddle

[P. G. Scott's diary and Clapsaddle's commentary supplements Clapsaddle's Rendezvous article that appeared in the last issue.]

THE Kansas Pacific Railway pushed westward out of Kansas in 1869, extending its tracks into Colorado Territory where the fledgling town of Kit Carson was in its first stage of development. In March 1870, the Southern Overland Mail Company moved its offices to Kit Carson; and in short order, Kit Carson took on the appearance of its Kansas counterparts with the usual array of dance halls, gambling houses, and saloons, in addition to the more respectable business houses associated with the commission firms and the railroad.

With both the stage and railroad headquarters relocated at Kit Carson, a stage route was developed to Fort Lyon. Running due south from Kit Carson, the new road connected with the established route of the Fort Wallace-Fort Lyon Road at the Big Sandy station and continued on to Fort Lyon, a distance of 55 miles. There, it struck the Bent's Fort Road of the Santa Fe Trail.¹

The stage route is not to be confused with the freight road developed by George McBride and Dick Wootton, principal owners of the Kit Carson and Fort Union Bridge Company. The freight road ran south from Kit Carson to a point a few miles north of the Big Sandy station. From that location, it departed southwest to a ranch on a stream identified by Ado Hunnius as Big Creek. From the ranch, the road turned south to Bent's Old Fort where it merged with the Bent's Fort Road.²

The stage route to Fort Lyon and its freighting counterpart to Bent's Old Fort became, for a three-year period, the eastern ends of the Santa Fe Trail. From those two points, stage and freight traffic pursued the Bent's Fort Road to Fort Union and Santa Fe. Both roads met their demise in 1873 when the Kansas Pacific built a spur from Kit Carson to Las Animas, Colorado.³

There is a paucity of information

with respect to the freight route. However, a brief glimpse of the road is found in "A Diary of a Freighting Trip from Kit Carson to Trinidad in 1870," P.G. Scott's account of his 21-day trip. Additional insights into the Bent's Fort Road were detailed by Scott as he proceeded southwest of Bent's Old Fort to Trinidad, Colorado, and on into New Mexico Territory.⁴

Scott was born in Aberdeen, Scotland, in 1841. At age 13 he moved with his family to Canada. There he attended school and prepared for a teaching career. However, when his health broke, his doctor advised him to go "west" in search of a better climate for his lung trouble.⁵

Excerpts from Scott's diary begins with the entry for August 17, 1870:

"Left Atchison August 17 (1870) at 6:10 A. M. and arrived at [Kit] Carson at 7:30 on the 18th. The country looks pretty well till near Lawrence. Stayed at Lawrence for 8 1/2 hrs and got acquainted with an Irish-American woman. Promised to call when I go back. Saw nothing of the country till next day and by that time we were past all farming. About 9:00 o'clock saw a herd of about fifty buffalo and continued seeing them now and then till after noon, when we saw no more. Nothing after that but prairie dogs. Saw lots of dugouts and lots of old ones. Saw Indians or Mexicans at one place piling wood and their oxen stampeded. The land is all alkali, having an appearance as if salt were sowed on it. In the buffalo range the prairie is literally covered with bones and carcasses in every stage of decay. There is actually nothing to describe about the route here, prairies with scarcely any grass, dugouts at every station. Saw two antelopes, some buffaloes, etc. Everyone carries a pistol apparently and when buffaloes crossed the track a great number were drawn to get a shot at them, and one man with a carbine, hit one we thought."

Atchison, Kansas, was the second city to be organized in Kansas Territory. An important place in the development of western-bound traffic, it served as the base for the Butterfield Overland Despatch and, for a

time, as the eastern terminus of the Atchison, Topeka and Santa Fe Railroad.⁶

Lawrence, Kansas, established in 1854, was a popular stop on the Kansas Pacific Railway. How Scott traveled from Atchison to Lawrence remains moot. In 1870 there was no rail service between the two towns. Perhaps he traveled by stage or steamboat from Atchison to Kansas City and then westward to Lawrence.⁷ Alkali refers to a powdery white mineral, a soluble salt, which spoils drinking water.⁸

Scott:

"Slept in Music's store at Carson and thus saved \$1.00. Looked around in the morning and what piles of wagons, oxen and Mexicans. Not one word of English can they speak. Was disappointed in getting out with Romaro, and went to hunt another train, but if I had not got a blacksmith to speak to them I would never have found where one of them was bound. There are quite a number of wooden houses, lots of tents, dugouts, etc., with plenty of saloons, drinking and gambling. These Mexicans are small, thin, dark, dirty, ragged, and generally ugly looking beings."

Music's store had reference to the commission house of Webster, Musick and Cuniffe.⁹ Romaro probably refers to Eugene or Vincente Romero. Eugene served as an agent for such commission houses as Otero, Sellar and Company and Chick, Browne and Company, both which were located at Kit Carson. Vincente transported freight for the Fort Union Quartermaster Department.¹⁰

Here and elsewhere, Scott's observations of his Mexican companions are negative. Similar prejudiced characterizations were typical of other Anglos. Beyond their physical appearance, others were quick to impugn their character. Janet Lecompte quoted Charles Bent as an example: "The Mexican character is made up of stupidity, obstinacy, ignorance, duplicity, and vanity." Josiah Gregg, Rufus Sage, and George Baxter described Mexicans in similar terms.¹¹

Scott:

"Great numbers of 'prairie schooners,' oxen, tents, etc., all around here like 100 gypsy encampments. No fancy cooking apparatus. I wonder how I will like it. I am going with Dolore Pathea. Got acquainted with Mr. L. F. Warder, Fort Union, New Mexico, and he says that if I had not had my passage paid, he would have taken me with him and not charged me a 'red.' He gave me his address and told me to call if ever I went his way. I will have to stay here another night. Mr. _____ made the bargain for me and I pay \$10 and gave the half in advance."

The identity of Pathea has not been found. This may be a misspelling or unclear reading of Perea, a family long engaged in trade between New Mexico and Missouri. Luther F. Warder, native of Missouri, was probably a civilian employee at Fort Union at the time. He was a member of the Mora County (New Mexico) Stockgrowers Association in 1881. He died in Colfax County, NM, in 1925 at age 87. Red is an abbreviation of red cent, a large copper coin minted 1793-1857. In colloquial terms, it had reference to a trivial amount.

Scott:

"Started from Carson at 7 o'clock Saturday, August 20th, and in one-half hour came to a sandy bottom where there were several mule wagons stuck, but by dint of whipping and shouting they got through. In our train they put nine yoke of oxen to one wagon but it took a great deal of cracking of these terrible bullock whips before we got through. The 'lash' of these whips is about 12 to 14 feet long and the handle about two feet with a buckskin 'cracker' and the crack of them is like a pistol going off. These fellows can swing their whips round their heads and strike a terrible blow."

Train was the shortened form of wagon train, the usual designation for a caravan. The literal meaning of train refers to something which trails behind such as a bride's train. Mexican oxen were typically smaller than their American counterparts. Thomas Burns, an early settler in Kansas Territory, described them as 'small Mexican cattle, many of them black or black-and-tan in color and

they all have short horns."¹²

James Mead concurred with Scott's assessment of the Mexicans' skill with the whip. He wrote, "The drivers were well known as bull 'whackers' mostly semi-Indian, half civilized, brown skinned, with hair of jet hanging on their shoulders, wielding lashes with such skill as to cut a rattlesnake's head off at twenty feet, or cut through the hide of a refractory ox."¹³ Contrary to the Mexican use of the whip, Tom Cranmer advised American freighters, "I would therefore most emphatically denounce the practice of beating oxen under all circumstances."¹⁴

Scott's "crack of them is like a pistol going off" is not without scientific validation. In 1959, U.S. Army scientists set up instruments and measured the speed of a popper (cracker) as it banged. At the instant of the noise, they discovered the popper exceeded the speed of sound, thus the noise results from breaking the sound barrier.¹⁵

Scott:

"Quite cold; could wear winter clothes. When we got through the sand the oxen were turned out to graze about 9 A. M. They then proceeded to gather dry dung to make a fire with which to do some cooking - and such cooking. If I can partake of it I need never complain of being fastidious. I do not think these Mexicans ever wash, and the hand that piled up the dung for the fire and lit it was soon up to the wrists in the dough for the 'cakes.'"

In the absence of wood, buffalo dung (chips) provided a ready source of fuel. The French called the manure *bois de vache*, wood of the cow.¹⁶

Scott:

"Dined at 11 o'clock on coffee, cakes, and fresh meat, cooked in a deep frying pan; each got some coffee in a tin cup and all hands sat round the frying pan and dipped their bread in the pan among the gravy, or rather water and red pepper, and picked the pieces of meat out with their not overclean hands. The old Mexican boss apologized to me for having no plates but on looking he said, 'By gosh, yes, I've found one,' and so I had it to eat my meat off of, the old fellow rubbing it clean with his own hands.

"The country round here - Carson

- is a little rolling but is almost pure sand, grows a little short dry grass, almost too short for animals to get a bite at all, and a plant that looks like southernwood and which does not grow very high but is very plentiful. The water is mostly alkali and bad for stock. In the creeks there is only a waterhole here and there. At Carson they have bored 1,200 feet and have not got pure water yet."

The short grasses observed by Scott included buffalo grass and grama grass. Colonel Richard Dodge described both: "The Arkansas Valley at Fort Lyon is covered with tall, fine-looking grass, which the large herds of domestic cattle will scarcely touch, preferring to go eight or ten miles away from the river to feed upon the buffalo-grass of the high plain. Another curious fact in this connection is that the cattle under such circumstances return to the river for water only on alternate days. Another good grass is called 'bunch-grass.' Neither this nor the buffalo can be cut for hay, which, if required, must be cut from the taller but coarser and greatly less nutritious grasses of the bottoms."¹⁷ The southernwood identified by Scott was not a true sage, although it is commonly called sagebrush. It is *Artemisia nova*, a member of the wormwood family.¹⁸

Scott:

"Sabbath, August 21st. Not much like Sabbath in this wilderness, and when they wake in camp it will be less like it. How I would like to be taken home for one day, but as that cannot be I must try to keep Sabbath on the plains. Camped last night at 8 1/2 o'clock and had supper, which was like dinner, only as our camp was on a ridge of pure sand and a strong wind was blowing, it had quite a mixture of sand in it. I went to sleep in a wagon at 10 P. M. and some time in the night the old Mexican asked me if I would stay or go on with the wagon as they were going to double for a two hours' trip through sand. I said I would go on. Soon I heard the whips crack and the shouting begin and between sleeping and waking felt them going down hill and heard them stick, etc., for, it seemed to me, a long time, when the old man again put in his head and told me they were going back and asked if I would watch the wagon.

"Got up at 5 A. M. and found the wagon I slept in one-half mile from the rest, fast in the sand. Found the rest of the wagons, with 22 more, by the dry bed of a stream with holes dug where water stands. This water is strongly alkali so I had a good wash, but a poor drink."

Notice Scott's concern for the Sabbath, the first of several times he remarked upon keeping the religious day. Sabbath was a formality not often observed by freighters, Mexican or American. There is one outstanding exception. The Russell, Majors and Waddell Company prohibited work on Sunday. Included in the company's instructions to its personnel was the following admonition: "We expect our trains to observe the Sabbath, and whenever an opportunity occurs to hear preaching, embrace it."¹⁹

Frontier travelers often found water to be scarce. A common practice was to dig a hole in a dry stream bed creating a reservoir into which water would seep. Such is demonstrated in Thomas Lester Bryant's account at Rock Creek in eastern Kansas. He wrote, "Spades were put to active service and in 4 feet we found the best of water."²⁰

Scott:

"Monday, 22d. Started last night at 3 1/2 P. M. to take the wagons over the next 3 miles. They put 11 teams to one wagon and by dint of a great deal of whipping the last one containing my bed was got through about 12 P. M. I got acquainted with an American on the camping ground and learned a few words of Spanish. I got my supper from him. They were waiting to recover five stray mules. For dinner we had cakes fried in gravy, some pork fried, water put in the gravy and one cupful of red pepper, making a mixture hot enough to excoriate the mouth of any one but a Mexican. I ate a little of it. Walked out here last night over the sand. I did not follow the road but took a straight course, being directed by the sight of the wagons, sometimes, and the cracking of the whips.

"Got up this morning at 6 1/2 A. M. and find we are camped on sand with sand as far as can be seen all round, with a very little dry grass, and while breakfast is cooking I write this. I see more pepper sauce prepar-

ing. While writing an old Mexican, belonging to a train which is camped beside us, came and looked over my shoulder. Last night I saw 14 yoke of oxen drawing one wagon."

Notice Scott's reference to the "road." In general, frontier routes were known as roads, sometimes traces, infrequently trails. Scott made mention of "11 teams to one wagon," no doubt because of sandy terrain. William Bell reported a similar situation in 1867 with a Mexican train on the Fort Riley-Fort Larned Road: "When one of these wagons stuck fast in a gully, it was amusing to see the enormous amount of brute force which was applied to pull it out. The oxen from two of the wagons which had passed safely across would be attached to the one in difficulties, making a continuous string of from eighteen to twenty yoke. To accomplish even this, usually required an amount of swearing and torturing on the part of the drivers which would be startling to the nerves of most men not reared on the plains. When all was ready, and a dozen 'bull-whackers' had taken their places along each side of the line of oxen, a frightful shout would fill the air, followed by the fierce cracking of whips on the devoted hides, and the usual chorus of endearing terms."²¹

Scott:

"Tuesday, 23rd. Started last night at 3 P. M. and were soon out of the sand when we had good roads but vegetation is much the same. It hardly ever rains here, 'ergo' things cannot grow. Very dusty, so I rode most of the time till we camped for supper. Saw a few antelope. Stopped 2 hours, starting at 9 P. M. It was nice and cool so I walked, then I drove for the boss. At 1 A. M. a wheel broke. The boss stayed with the wagon and they hitched the oxen to the 'sutler' wagon and I drove, walking all night. We got to water at 5 A. M., the cattle very tired, and men too. After all it is only stagnant holes in a kind of creek bed and is not good. I wish I had a good drink. Made 27 miles since 3 P. M. yesterday, going slow most of the time. I saw an old Mexican catching lice on his shirt; he came and sat down right beside us and did it, taking his shirt off and going over it carefully. I also see a few scrubby trees by the water, the first I

have seen within 200 miles of here."

Ergo is an archaic word from Latin meaning therefore, hence. Scott's preparation for a teaching career equipped him with a vocabulary uncommon on the frontier. Sutler was the original title of the civilian appointed to operate a retail business at army posts. In 1867, the designation was changed to post trader. Regardless, the title of sutler continued in unofficial use for some time. Apparently, the sutler wagon was the vehicle used to transport goods from the railhead to Fort Union by someone who contracted with the post trader, perhaps Pathea. The record indicates that Fort Union's post trader from April 17, 1866, to April 17, 1869, was C. W. Adams. His successor was John C. Dent, October 6, 1870, to April 12, 1878. No evidence remains as to an interim post trader.²²

Scott:

"Wednesday, 24th. Stayed in the same spot all night. Retired at 10 P. M. and slept till 7:30 A. M. Had breakfast at 10 A. M. Saw a new way of leave taking by embracing. The men were busy last night fixing the wheel, putting in new spokes. Positively nothing new. The wind blows a gale today and I wish we were off. Breast a little worse today and very bad cough. 'Tell it not in Gath.' I ate a piece of prairie dog and half cooked at that, this for supper last night. The water is so alkaline at our last watering place that they think it has killed an ox belonging to a train which is camped beside us. They have been skinning it and have brought the meat in, going to eat it I suppose. Helped to 'set' the tire on the wheel that was broken, a kind of a rough job."

American caravans also began their "nooning" at that hour. Tom Cranmer wrote, "Corral about 10 o'clock, and lay by four hours; here you rest during the heat of the day, but if you get breakfast before the morning drive, you will be in the dust and the heat of the day."²³ Scott's use of the word embracing is cryptic. One meaning of the word is encircling. Scott meant that the wagons drawn up in a circle were dispatched in a circuitous manner as they departed. Scott's reference to "Breast a little worse today and very bad cough" confirms his lung disorder.

der, tuberculosis, known as consumption in the nineteenth century. 'Tell it not in Gath' is an Old Testament quotation from II Samuel 1:20. Evidently, Scott felt he should not make a public complaint about his health; so he confided to his diary. As to the prairie dog, during his first trip to Santa Fe, William Becknell "killed and sampled the flesh of one of these rodents and pronounced it strong and unpalatable."²⁴

Scott:

"Thursday, 25th. Started at 5 P. M. from our last camping ground, traveled 2 hours, had supper, then traveled 3 hours more. I drove part of the time. Camped for the night at 12 P. M. Started again in the morning and got to water at 12 M. Saw a few ducks in it. Had a wash. The water is salt. Two more trains camped beside us. The oxen when together number 106. Have had no breakfast so far, but got a piece of bread. Had an invitation from the old man to go to his place. We had a wood fire to cook supper last night, having brought some in a wagon. The very smell of the wood burning brought back old times to memory."

Whenever possible, wood or chips would be gathered along the way and saved for the campfire. James Mead recalled, "Underneath each wagon a net was slung, made of hides or sacks sewn together, filled with buffalo chips for fuel, or sometimes, a log of driftwood was swinging."²⁵

Scott:

"The men were busy with their cattle while I sat looking into the fire and thinking, not 'building castles in the air,' but looking at the ruins of those that had fallen as I thought, but caught myself rebuilding before I knew - vain work! Thinking of the time I used to sit by the fire in the sugarbush when Jane and I worked so hard to make sugar. Those times are gone never to return, never! To look back they seem to have been pleasant times, though I thought them hard enough then. I would love to see Canada again in health, and all the dear friends it contains. God grant that I may. Slept well last night. The country dry and barren as usual. I told the boss that I saw ducks, when he took his rifle and went out and shot one."

Cattle was a common designation

for oxen. Sometimes, they were called working cattle to distinguish them from animals used for beef or dairy products. Evidently, Scott was reminiscing about a long lost love in the Canadian woods where he and someone made sugar, perhaps made love.

Scott:

"Friday, 26th. Got to the Arkansas River a little before sundown and camped beside Bent's Fort, an old Indian trading post. The fort is built of sundried brick, in a square with houses leaned up against the wall on the inside. The wall is about 10 feet high and the roofs of the shanties slope inward. The stables occupy one side of the square. Several lines of stage cross here and there is a P. O. in which I put a letter. There is a large herd of horses and mules and 400 cattle belonging to Price who lives at the fort. In the inside there is a large yard where they run in the stage, etc. The roofs of the houses are made of poles covered with a thin stratum of clay and not calculated to hold out water I should think. They of the fort say it is 55 miles to Carson."

At the time of Scott's arrival, Bent's Fort was a stage stop on the Southern Overland Mail line. There, the branch line to Pueblo started.²⁶ The station was operated by a Mr. Price. He and his partner, Mr. Lander, were local cattlemen.²⁷

Scott:

"The river where we crossed it is in two branches, each as large as the Maitland at Codirich. It runs quite rapidly, is clear and has a fringe of trees along its banks most places and a narrow strip of green grass, behind which rise sand bluffs. The bed of the river is sandy and we stuck, of course, and after trying 20 yoke of oxen in vain, we got help, and by uncoupling the two wagons that are drawn behind each other we got through. As the water is quite deep the drivers had to strip to their work. Had a piece of melon, some green corn, and onions for supper, also tasted buckwheat mush without salt. Slept well, and got up at sunrise but do not feel very well today."

"Maitland at Codirich" refers to Maitland River, which flows into Lake Huron in Ontario, Canada, where the town of Godirich is lo-

cated. The wagons crossed the Arkansas River near Bent's Fort to avoid the toll at the bridge a few miles upstream.

Scott:

"Saturday, 27th. Started last night near sundown and traveled 5 miles along the bank of the river. The land is barren right to the water's edge in most places, only a little dry grass. Camped near where there is a bridge across the river; a very common wooden affair. The man lives in a little flat roofed house with a kraal [corral] beside it. He charges \$1.00 toll for a wagon and when the stream is high it cannot be forded. He also has a great many cows. We saw a great many of them today with calves at foot. Our crowd cooked no dinner yesterday and some of us got our suppers at a neighboring camp. I do not know how the rest did. I retired at 9 1/2 P. M. and slept well, though the wind blew hard and we had a little rain. I got up at 7 A. M., had breakfast and we started at 8 A. M. Saw glimpses of the river for two hours. I drove most of the forenoon as the old man was out hunting. We camped at 11:30 A. M. at a waterhole in a creek bed, but the water is too dirty to wash. Here we met the boss and had dinner. I feel a little better today. Saw Pikes Peak and Greenhorn Mountains very plain, looking the same as those I fancied I saw before."

The toll bridge built by McBride and Wootton had charges, according to Morris Taylor, of fifty cents per wagon at low water, not more than \$1.50 during other times.²⁸ The mountains seen by Scott were Pikes Peak and the Spanish Peaks, some 70 miles in the distance.

Scott:

"Sabbath, 28th. I drove the oxen most of the afternoon. We traveled 18 miles yesterday. We came to a ranch, two miles from our camping ground, where there is a well. We drew water and drank and also filled our kegs. The water had not a very good taste, but it was clean and cool and on the whole was the best drink I have got since I left Lawrence. We camped at dark and I had a wash and supper and then retired about 9 1/2 P. M. Did not sleep very well till near day. Got up at 6 A. M. and found them hitching up. Started at 7 A. M.

The land seems nearly as barren as ever but the bluffs begin to be partly covered with low bushy cedars. The road is very dusty and it is not possible to get out of it. Sabbath makes no difference to anyone here as far as I have seen yet. Traveled most of the day close to the sand bluffs, following the course of a creek bed. Camped at 11 1/2 A. M. by the side of a salt creek and close to a ranch. Two hunters joined us in the forenoon. They and the boss went up to the ranch and brought back some curds, melons, and green corn, also a little meat. They could not wait till dinner was ready but fell to and ate the curds, corn, etc., as soon as they came back. It is rather amusing to see the effect the fresh meat has had on all hands but the old boss. I guess he has eaten too much carrion in his life to be so easily affected. I have a headache today. I wonder what the people in Canada, in my old home are doing. They will manage to keep Sabbath a little better than they do here."

The ranch Scott mentioned was the Iron Spring station established in 1861 about forty miles southwest of Bent's Fort. The water there had a high iron content. Such is in keeping with Scott's complaint of the water, "had not a very good taste."²⁹ "Ranch" was derived from the Spanish rancho, a small ranch. Throughout the West, a ranch, often spelled ranche, designated any isolated place of habitation. Along frontier roads, ranches originated to cater to the needs of travelers. Sometimes called road ranches or trading ranches, they often served as mail stations. Ranch and station were often used in a synonymous fashion.

The cedar mentioned by Scott is actually juniper. Then, as now, people in the Southwest refer to the species as cedar. Blevins described the tree as, "stunted, shaggy, twisted."³⁰ The creek bed mentioned by Scott was Timpas Creek which flows into the Arkansas at present La Junta, Colorado. The salt creek noted by Scott referred to the presence of alkali. The second ranch identified by Scott was Hole-in-the-Rock station about fifteen miles southwest of Iron Spring.³¹ Curds are the coagulated part of milk produced in the making of cheese. Again Scott refers to his health, "I have a headache today."

Scott:

"Monday, August 28th. Camped at dark last night and had supper about 9 P. M. I retired near ten and slept well though it was quite cold. Got up at daylight and had a good wash and so had one of the hunters. Since yesterday noon the land is more rocky, the bluffs higher and more abrupt and covered with a denser growth of trees, mostly cedar. The lower land has greener grass and there are more dry water-courses. The road is much more uneven and looks as if it had been very wet some time ago. The look of the country has improved today. It is fully as rocky but the trees are in patches and strips in the plains and their short stems and round bushy tops reminds me of an old orchard; while perhaps a pile of rocks nearby answers for houses. Saw a shepherd's fire last night; heard the sheep bleat and the shepherd shouting and singing, and in this forenoon's travel we saw 4 large flocks of sheep. These men must have a very lonely time. I don't envy them a bit. This morning I saw the mountain at the foot of which Trinidad is situated. It is 2 1/2 or 3 days distant and seems quite high. I wonder what luck lies at the foot of it for me."

Scott's reference to the "plains" is instructive. The plains are populated by short grasses as opposed to the prairie which is the home of the tall grasses. Prairie is derived from the French with reference to meadow, a place of tall grass. Generally speaking, the short grass country begins in central Kansas and extends westward to the Rocky Mountains.

Scott:

"Camped after 3 1/2 hours' travel near a little shanty, but built of stone. I drove all forenoon, the boss being hunting. We drove the cattle to water at a hole beside a pile of rocks. We saw some rabbits and the boys killed one with a stone. Our gang seems fully as dirty, ill supplied with provisions, and careless about cooking as any I see. We often get only two meals per day, a piece of cake in the hand being the third. I feel the pain in my breast today pretty bad."

Notice that Scott made a mistake in dating the diary. He wrote Monday, August 28. He should have written August 29. Notice he complains again about his health.

Scott:

"Tuesday, 30th. Drove the oxen all day yesterday, the boss being hunting. He and one of the men who joined us the other day brought in three antelope, nice and fat they were. Camped for supper and had some half-cooked antelope and started again and drove part of the night. After about an hour the boss drove and I went to sleep in the wagon and slept till day. Had more antelope for breakfast, started and drove 4 1/2 hours. I got a sight of Trinidad. The boss pointed it out to me at the foot of a mountain and by the side of a stream. Killed a rattlesnake on the road and saw snow near the top of a mountain. Had an invitation from the boss to go to his place when I pleased and stay as long as I liked. As we came down into the valley we saw corn and wheat by the side of the river, the first I have seen since I left Lawrence. There are no fences that I can see. Gave the boss 50 cents with which he bought curds and they are busy eating them now. The land has been more destitute of grass today than it was yesterday. There are patches of wild sunflowers now right beside the grain but not half so large as I saw in Kansas near the Missouri River. Drove all forenoon and feel very much fagged. Still I am a good bit better than I was. Lots of mountains to right, left, and in front, peak rising beyond peak."

The mountains Scott mentioned were the Raton Mountains. Trinidad, which Scott saw at a distance, had its 1859 origins with a saloon operated by Gabriel Gutierrez and blacksmith shop run by Joe Walker. In 1861, John Witlock, Chief Surgeon of the New Mexico Volunteers, laid out a townsite of five streets.³²

Once more, Scott expressed displeasure with his health, "feel very much fagged."

Scott:

"September 1st. [August 31st.] Our train camped near the banks of the Picketwire. I saw some Mexicans threshing wheat by driving sheep round on it while it is spread on a hard mud floor, the stack of loose wheat being built in the center. No farming without irrigation. The wheat is miserable looking and the corn more miserable still. A great deal of it will not be worth gathering.

These Mexicans are a miserable looking set, living in miserable looking houses [mud] with poor crops. I believe they are content if they can keep the life in without attempting more. A few sheep and goats, a few asses, and sometimes a few cows, and stock cattle - that is the more wealthy - and we have the sum and substance of the Mexican wealth. There are a few low trees along the river; and, along the bottom, there are ditches for irrigation. I left the train 4 1/2 miles below Trinidad and walked up. I found that Mr. Rice was not at home. I inquired about work and could have got heavy work but could hear of no light job. Finally I was directed to Mr. Sayer who lives in New Mexico. I went with him. Trinidad is built on the east bank of the Picketwire. The houses are nearly all built of doby, of one story and have a mean appearance. The people are nearly all Mexican, the Americans being nearly all business men or gamblers. Trinidad is at the foot of a peak called 'The Devil's Tea Table.' I got my trunk into Mr. Sayer's wagon and we started at near twelve o'clock and traveled nearly all the way among the mountains, the Raton spur. We saw a few patches of grain and a few Mexican huts and then nothing but peak after peak, some quite high, others quite low and covered with grass. These mountains are covered mostly with pine trees, scrubby and pitchy, not being much use for anything as they are full of knots and won't split. A few willows and cottonwoods along the creeks and beautiful grass in the valleys make a few really beautiful spots. The grass being short makes them look like a shaven lawn, and with company I could have wished to spend a while in one of these romantic places."

Picketwire refers to El Rio de Las Animas Perdidas en Purgatorio, the River of Lost Souls in Purgatory. The Spanish legend is that the river was named for some men killed somewhere along the stream's course, and without absolution were condemned to purgatory. In time, the French shortened the name to Purgatoire; and later Americans called the river Picketwire.³³ The mud houses observed by Scott were made of adobe. Elsewhere, he refers to the building material as "doby," an Anglo abbrevi-

ation for adobe.³⁴

The Reverend Elijah J. Rice came to Las Animas in 1869 and established the Methodist Episcopal Church. Subsequently, he opened the city's first public school, Rice Institute. He left a promising career in Kansas, serving on the faculty of the University of Kansas and later as president of Baker University. Like Scott, he came "west" to seek a better climate for his consumptive condition. Notice that Scott inquired as to the possibility of light work. Evidently, he was not able to engage in strenuous labor.³⁵

Smith A. Sayers leased some land from Lucien Maxwell near the south end of Raton Pass in 1868. There, he established a forage station for the army at Willow Spring.³⁶ The mountain referred to by Scott as the Devil's Tea Table was Fisher's Peak, originally called Raton Peak.³⁷

The pine trees noted by Scott were piñons, common to the canyon country of the Southwest.³⁸

Scott:

"September 4th. Came to Sayer's on the night of August 31st and did not feel very well next day. I did not do a great deal; helped him to fix a bed on the 'bar' and found sawing and planning rather more than I was able for. Next day I went with Job Sayers to the Sugarete River to gather plums. We were gone nearly all day and got a good few but they are not yet ripe. I would have enjoyed myself very well if I had been gathering them for some one at home. . . ."

Scott's health evidently prevented him from "sawing and planning" or any hard labor. The plum trees of which Scott wrote were *Prunus Americana*, described as follows: "shrub or small tree 25-30 feet high and rarely 12 inches in diameter; trunk short, usually dividing near the ground; crown broad, with many spreading branches; usually spreading by shoots from the roots into dense thickets."³⁹ The acorns Scott noted refer to the fruit of the piñon tree called piñon nuts. The nuts were considered a delicacy by both Indians and Mexicans. Piñon is a Spanish word, literally pine nut.⁴⁰

Scott:

"Wednesday, September 7th. Not much taking place but everything

about the usual way. Trains passing and repassing every day, oxen or mules. 340 soldiers passed here yesterday enroute for Fort Union. They were the hardest looking set of soldiers I ever saw, dirty and ragged, their toes sticking through their boots, etc. Their officers ordering them about very sharply and they very tired looking and travelworn. Some Mexicans came along today with asses and large packs of apples and they charged very high for them."

So ends the brief diary of P. G. Scott, which chronicles his travel on the freight road from Kit Carson to Bent's Fort and on to Willow Spring on the Bent's Fort Road of the Santa Fe Trail. After a brief sojourn in New Mexico, Scott moved to Trinidad; and in the following year, he made his way to Las Animas, Colorado.⁴¹

Even the most casual reader will notice two concerns expressed by Scott, the Sabbath and his health. In Las Animas, he was afforded a semblance of society wherein the Sabbath could be properly observed, and somewhere along the way he regained his health. Upon his death in 1930, he was lauded as follows: "He was for many years cashier and later president of the Bent County Bank at Las Animas and took a prominent part in the development of the Arkansas Valley."⁴²

Scott was not unlike others who preceded him on the Santa Fe Trail for health's sake, namely Josiah Gregg and Matthew Field. Gregg recovered his health to write the time honored *Commerce of the Prairies*. Field, a one time thespian and would-be poet, made his mark with the *New Orleans Picayune* which published his account of Santa Fe Trail travels, later published in *Matt Field on the Santa Fe Trail* collected by Clyde and Mae Reed, and edited by John E. Sunder. Scott's little diary, not well known, nevertheless provides a singular view of the freight road from Kit Carson to Bent's Fort plus details of the Bent's Fort Road not generally known, i.e., Fisher's Peak called the Devil's Tea Table.

NOTES

1. Janet Lecompte, "The Mountain Branch: Raton Pass and Sangre de Cristo Pass," *The Santa Fe Trail: New Perspectives* (Denver: The Colorado Historical Society, 1987), 63. This variant of the

- Santa Fe Trail was not known as the Mountain Branch during the historic period. Rather, it was called the Bent's Fort Road.
2. David K. Clapsaddle, "The Fort Wallace-Kit Carson-Fort Lyon Roads," *Wagon Tracks*, 8 (February 1994): 11-14.
3. *Ibid.*, 13.
4. P. G. Scott, "A Diary of a Freighting Trip From Kit Carson to Trinidad in 1870," *The Colorado Magazine*, 8 (July 1931): 146-154.
5. "Editorial Notes," *Ibid.*
6. Wayne C. Lee and Howard C. Raynesford, *Trails of the Smoky Hill* (Caldwell, Idaho: The Caxton Printers, 1980), 51-52; Richard L. Douglas, "A History of Manufacturers in the Kansas District," *KSHS Collections*, 11 (Spring 1909): 102-103.
7. Frank W. Blackmar (ed.), *Kansas*, vol. 2 (Chicago: Standard Publishing Company, 1921), 112-113.
8. Winifred Blevins (ed.), *The Wordsworth Dictionary of the American West* (Ware, Hertfordshire, England: Wordsworth Editions; Ltd., 1993), 5.
9. P. G. Scott Papers, Colorado State Historical Society.
10. Leo E. Oliva, *Fort Union and the Frontier Army in the Southwest* (Santa Fe: National Park Service Southwestern Cultural Resources Center, 1993), 557, 569-570.
11. Janet Lecompte, *Pueblo, Hardscrabble, and Greenhorn* (Norman: University of Oklahoma Press, 1978), 71-72.
12. Thomas F. Burns, "The Town of Wilmington and the Santa Fe Trail," *KSHS Transactions*, 16 (1910): 599.
13. Schuyler Jones, ed., *Hunting and Trading on the Great Plains 1859 - 1875* (Norman: University of Oklahoma Press, 1986), 46-47.
14. Tom C. Cranmer, *Rules and Regulations, By Which To Conduct Wagon Trains (Drawn By Oxen On The Plains)* (Kansas City, MO: Commercial Advertiser Job Rooms, 1866), 11.
15. Robert West Howard, *The Wagoner* (New York: G. P. Putman's Sons, 1964), 33. It is an interesting trivia question to ask what part of a wagon train on the Santa Fe Trail could travel faster than the speed of sound.
16. Blevins, *Wordsworth Dictionary*, 35.
17. Richard Irving Dodge, *The Plains of North America and Their Inhabitants* (Newark: University of Delaware Press, 1989), 79.
18. Blevins, *Wordsworth Dictionary*, 200.
19. Raymond W. and Mary Lee Settle, *War Drums and Wagon Wheels* (Lincoln: University of Nebraska Press, 1966), 176.
20. Thomas B. Hall, M.D., *Medicine on the Santa Fe Trail* (Arrow Rock, MO: Friends of Arrow Rock, 1987), 28.
21. William A. Bell, *New Tracks in North America* (Albuquerque: Horn and Wallace Publishers, 1965), 26-27.
22. Oliva, *Fort Union*, 685.
23. Cranmer, *Rules and Regulations*, 25-26.
24. Larry M. Beachum, *William Becknell: Father of the Santa Fe Trail* (El Paso: Texas Western Press, 1982), 26.
25. Jones, *Hunting and Trading*, 50-51.
26. Morris F. Taylor, *First Mail West* (Albuquerque:

- que: University of New Mexico Press, 1971), 147.
27. *Ibid.*, 150.
28. Morris F. Taylor, *Trinidad, Colorado Territory* (Trinidad: Trinidad State Junior College, 1966), 104.
29. *Ibid.*, 78, 111.
30. Blevins, *Wordsworth Dictionary*, 49.
31. Taylor, *First Mail West*, 86, 117.
32. *Ibid.*, 23-24.
33. Hobart E. Stocking, *The Road to Santa Fe* (New York: Hastings House Publishers, 1971), 270.
34. Blevins, *Wordsworth Dictionary*, 3.
35. Taylor, *Trinidad*, 96, 105, 120.
36. Nancy Robertson, "Post Office Oak Letters," *Wagon Tracks*, 4 (November 1989), 18.
37. Marc Simmons, *Following the Santa Fe Trail: A Guide for Modern Travelers* (Santa Fe: Ancient City Press, 1984), 133.
38. Blevins, *Wordsworth Dictionary*, 174.
39. Richard J. Preston, Jr., *Rocky Mountain Trees* (New York: Dover Publications, 1947), 189.
40. Blevins, *Wordsworth Dictionary*, 174.
41. Scott, "Diary of a Freighting Trip," 154.
42. "Editorial Notes."

"CIMARRON CUTOFF," A 20-CENTURY MISNOMER

by David K. Clapsaddle

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

ON his first and fabled trip to Santa Fe, William Becknell set forth from Franklin, Missouri, on September 1, 1821, with five companions and a string of pack horses laden with trade goods. Reaching Fort Osage, the party pressed on through Missouri and into Indian Territory, arriving at a point on the Arkansas River somewhere east of Walnut Creek. There, Becknell's men forded the river and proceeded upstream to present Colorado where they came to "the forks . . . and took the left hand one [the Purgatoire River]" southwest.¹ Following Chacuaco Creek through what became known as Emery Gap into New Mexico, three weeks later they met a party of Spanish (Mexican) soldiers who escorted them to the village of San Miguel de Vado. There, as good fortune would have it, was a French-speaking resident whose language was not lost on Becknell. He agreed to accompany Becknell's party to Santa Fe and act as interpreter.

Arriving in the capital city on November 16, Becknell, welcomed by Governor Facundo Melgares, subse-

quently disposed of the trade goods at a substantial profit. After a three-week stay in Santa Fe, he made his way back to San Miguel, picked up a Mr. McLaughlin, one of his original party left in the village, and with two other unnamed Americans resumed his return trip to Missouri.

On the return trip, Becknell forsook the route taken on the Purgatoire to traverse northeast New Mexico, through the present Oklahoma Panhandle, and into present southwest Kansas to cross the Arkansas, probably in present Ford County. Pressing on, Becknell arrived at Franklin on January 30, 1822. Of particular interest is that the outgoing trip to Santa Fe consumed two and a half months, the return trip only forty-eight days.²

In May 1822, Becknell made a second trip to Santa Fe, this time with three wagons of merchandise and twenty-one men. Leaving Fort Osage, Becknell and party proceeded to a point probably in present Rice County, Kansas, where they forded the Arkansas and continued as they had in the 1821 expedition up the south side of the river. The route of this party has not been determined. Becknell wrote, "We once more left our camp, and after traveling eight days up the Arkansas, struck a southwest course for the Spanish Country." Arriving at San Miguel 22 days later, the party proceeded on to Santa Fe where Becknell sold the trade goods and his wagons. Remarking on the return trip, Becknell wrote, "We took a different course from that pursued on our way out which considerably shortened the route and arrived at Franklin in 48 days."³

Becknell's return route on his second expedition became the precursor for the regular route to Santa Fe, which, leaving the Arkansas ran to the Lower Spring near the Cimarron River, followed that stream to Middle Spring in the present Cimarron National Grassland, and farther southwest near Upper Spring which was located a short distance from the Cimarron River. Such is the genesis of the title for Becknell's trek, the Cimarron Route. Leaving the Cimarron, the route ran to Cold Creek in the present Oklahoma Panhandle, on to Round Mound and Point of Rocks in New Mexico, thence to San

Miguel, Glorieta Pass, and finally Santa Fe.

The first 50 miles of the route from the Arkansas River was across a semi-arid region known by the Mexicans as *jornada del muerto*, the journey of death. That leg of the journey brought the traders to Sand Creek, usually dry. Ten miles farther was Lower Spring, a sure source of water even when the nearby Cimarron River was not.⁴

As to the historic designation of Becknell's route, Matthew Field in 1839 wrote, "We traveled by the Semirone road." Five years later, Josiah Webb wrote, "So when the train left the river by the Cimarron route, we re-crossed the river and started on our trip ahead to Bent's Fort." Second Lieutenant William D. Whipple reported in 1852, "Twenty-five miles beyond Fort Atkison is the old and main crossing of the Arkansas River to take the Cimarron Route."⁵

In the twentieth century, the Cimarron Route was designated by a number of writers as the Dry Route, a reference to the jornada which constituted the distance between the Arkansas and Cimarron Rivers. This reference has no roots in the nineteenth century and distracts from the historic Dry Route which ran between Pawnee Fork and two separate points on the Arkansas River, one near the Caches, the other one mile east of Fort Dodge.⁶

Perhaps more perplexing is the twentieth-century invention, the "Cimarron Cutoff." This designation was not used in the nineteenth century. It has reference to the Cimarron Route being a shortcut to Santa Fe in opposition to the Bent's Fort Road which took a more circuitous route by way of Bent's Fort and Raton Pass. This route came into prominence in 1861 when the Post Office Department eschewed the Cimarron Route in favor of the Bent's Fort Road due, in part, to the establishment of the post office at Fort Wise in September 1860. Subsequently, traffic on the Bent's Fort Road increased substantially when freight caravans were able to negotiate Raton Pass due to the construction of a toll road in 1865 across the previously difficult summit.⁷

Just when Cimarron Cutoff was included in the Santa Fe Trail lexi-

con is difficult to determine, but its preference has been contagious. Scholarly historians have made use of the designation: Max Moorhead, *New Mexico's Royal Road: Trade and Travel on the Chihuahua Trail*; Marc Simmons, *Murder on the Santa Fe Trail*; Morris Taylor, *First Mail West*. Such usage extends to popular historians and the general public. Even one of the Santa Fe Trail Association's chapters is named the Cimarron Cutoff. Two notable writers have refused to use this terminology: Leo E. Oliva, *Soldiers on the Santa Fe Trail*; and a more recent author, Stephen Hyslop, *Bound for Santa Fe: The Road to New Mexico and the American Conquest, 1806-1848*.

Regardless, those engaged in the Santa Fe trade never regarded the Cimarron Route as a cutoff. From its advent, it was the direct route, and even after the Bent's Fort Road came into use, it remained the most used route of the two. The matter, however, became academic in 1868 when the Union Pacific Railway, Eastern Division, reached Sheridan, Kansas. At that time, freight began to be dispatched from that railhead on a new 120-mile road to Fort Lyon. Consequently, overland traffic on the Santa Fe Trail east of Fort Lyon ceased and the death knell was rung for the Cimarron Route.⁸

NOTES

1. A bronze plaque depicting Becknell's 1821 pack train is imbedded on the east face of Pawnee Rock. Becknell never passed Pawnee Rock in 1821 or on his 1822 expedition. In both cases he crossed the Arkansas and proceeded down its south bank, some distance east of Pawnee Rock. Louise Barry, comp., *The Beginning of the West* (Topeka: Kansas State Historical Society, 1972), 97, 105.
2. Ibid., Larry M. Beachum, *William Becknell: Father of the Santa Fe Trade* (El Paso: Texas Western Press, 1982), 28-32.
3. Barry, *Beginning of the West*, 105.
4. Marc Simmons (ed.), "Henry Smith's Recollections, 1863," *On the Santa Fe Trail* (Lawrence: University Press of Kansas, 1986), 71; W. B. Napton described Sand Creek in his little book, *On the Santa Fe Trail, 1857* (Arrow Rock, MO: Friends of Arrow Rock, 1991), 38: "In the forenoon of the second day from the Arkansas, we reached Sand Creek, a tributary of the Cimarron, where we found a pool of stagnant water, not enough for the oxen, but sufficient for the train men to make coffee with."
5. John E. Sunder (ed.), *Matt Field on the Santa Fe Trail* (Norman: University of Oklahoma Press, 1995), 288; James Josiah Webb, *Adventures in the Santa Fe*

Trade 1844-1847, ed. By Ralph P. Bieber (Lincoln: University of Nebraska Press, 1995), 58; Barry, *Beginning of the West*, 346-347.

6. David K. Clapsaddle, "The Dry Route Revisited," *Overland Journal*, 17 (Summer 1999): 2-6.
7. Morris F. Taylor, *First Mail West* (Albuquerque: University of New Mexico Press, 1971), 77, 108.
8. David K. Clapsaddle, "The Fort Wallace - Kit Carson - Fort Lyon Roads," *Wagon Tracks*, 8 (February 1994): 11-14.



HOOF PRINTS —TRAIL TIDBITS—

The Draft Environmental Impact Statement for the Long Walk National Historic Trail Feasibility Study is available for public comment. Please view and submit comments via the Internet at <<http://parkplanning.nps.gov/ntsi>> or written comments to Sharon Brown, PO Box 728, Santa Fe NM 87504, before June 22.

• • • • •
JR Gilstrap, nephew of SFTA member Willard Loudon and the late Richard Loudon, died August 16, 2008. He was retired from the military, ranching, and teaching. He was an accomplished artist. Sympathy is extended to his family and friends.

• • • • •
Representatives from Kansas, Oklahoma, and Texas met on April 28 in Meade, Kansas, to formulate plans for marking the Jones-Plummer Trail, a freight road from Dodge City to Mobeetie in the Texas panhandle. David Clapsaddle was on hand to describe the manner in which the Wet/Dry Routes Chapter marked the Santa Fe Trail in seven Kansas counties. A consensus was reached that the group, as yet unnamed, would initiate the project replicating the procedures and material used by the Wet/Dry Routes Chapter.

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The Pikes Peak Library District, Colorado Springs, will offer its annual Regional History Symposium on the topic "Rush to the Rockies! The 1859 Pikes Peak or Bust Gold Rush." For details and registration information, go to <http://ev.Ppld.org/evanced/lib/eventsignup.asp?ID=35773&ret=eventcalendar.asp>.

The Museum of New Mexico Press has published a new book, *El Rancho de las Golondrinas: Living History in New Mexico's La Ciénega Valley*, by Carmella Padilla, photography by Jack Parsons, and foreword by Marc Simmons. Details at <www.mnm.press.org>.

A new book, *Arrow Rock, Where the Past is the Future*, a project of the University of Missouri School of Journalism, is comprised of 232 pages and 300 photographs. Copies are available from Friends of Arrow Rock <www.Friendsar.org>.

SANTA FE TRAIL BICYCLE TREK

THE Santa Fe Trail Bicycle Committee, headed by Willard Chilcott, is sponsoring another ride from Santa Fe to New Franklin, September 25-October 2. The schedule is included here for those members who wish to greet the riders along the way.

Sept. 12: check in at Santa Fe
 Sept. 13: Santa Fe to Las Vegas
 Sept. 14: Las Vegas to Wagon Mound
 Sept. 15: Wagon Mound to Cimarron
 Sept. 16: Cimarron to Trinidad
 Sept. 17: Day off in Trinidad
 Sept. 18: Trinidad to La Junta
 Sept. 19: La Junta to Lamar
 Sept. 20: Lamar to Lakin
 Sept. 21: Lakin to Dodge City
 Sept. 22: Day off in Dodge City
 Sept. 23: Dodge City to Larned
 Sept. 24: Larned to Sterling
 Sept. 25: Sterling to Hillsboro
 Sept. 26: Hillsboro to Council Grove
 Sept. 27: Day off in Council Grove
 Sept. 28: Council Grove to Baldwin City
 Sept. 29: Baldwin City to Independence
 Sept. 30: Independence to Lexington
 Oct. 1: Lexington to Arrow Rock
 Oct. 2: Arrow Rock to New Franklin
 Oct. 3: Return home

COUNCIL GROVE -DOCUMENTS-

Eastern newspapers frequently reprinted articles from St. Louis newspapers about the Santa Fe trade. They all shed some light on the business. Here are a couple more samples.

New-York American, July 26, 1833:

The following paragraph from the St. Louis (Mo.) Republican, of 12th inst., shows in a curious and quite

characteristic manner, the influence which our ordinary political habits and institutions exercise, even upon a trading party in the heart almost of a wilderness:

From the Santa Fe Caravan.—Letters from some of our traders, as late as the 20th June, have been received in this city. They were then assembled at the Diamond Grove [either Council Grove or Diamond Spring], about 160 miles from Independence, in this state. On the 19th, an election for officers was held. Mr. C. Bent was elected to the Captaincy; Messrs. Legrave, Barnes, Smith and Branch, Lieutenants. There were one hundred and eighty-four men belonging to the expedition, and ninety three wagons, carriages and dearborns attached to it, sixty-three of which were loaded with goods. The company had suffered very much from the badness of the roads, caused by the great rains which had fallen there, as every where else. We have understood, though the letter we have seen does not allude to it, that the traders are under the escort of a company of Rangers.

Philadelphia National Gazette and Literary Register, October 28, 1834:

From the St. Louis Republican, October 14:

A small company of Traders arrived in this city last week from Santa Fe. They left early in August, taking Taos in the route, and thus extending the journey across the Rocky Mountains to the trading posts on the Arkansas river. They met with very few Indians, and suffered no interruption whatever in their progress home. We understand, that the regular Fall company was to leave Santa Fe in about four weeks after their departure. Trade in that quarter was very limited in consequence of the scarcity of money, and the depredations of the Apaches and other Indians, who intercepted the transmission of goods and specie from the lower part of the country. Large numbers of mules, horses and sheep-forming principal articles of trade among the inhabitants of those provinces-were also constantly stolen by the Indians; and some of the American Traders had suffered considerable losses in this way. A part, only, of the adventurers of last spring had been able to effect sales of

their goods: the others would be compelled to remain, or send them to Chihuahua [sic] and other markets below. Among the number who have returned is Capt. R. B. [Richard Bland] Lee, U.S. Army.

The present company brought with them eleven wagons, which with their contents, belong to Messrs. St. Vrain, Bent & Co.

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 September through November. To be included, send information to Paula Manini at the Trinidad History Museum (see below) by July 15, 2009. 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

- Enjoy the work of Trinidad native A. R. Mitchell, other Western artists, Hispanic folk art, Indian artifacts, and cowboy gear in the Jamieson Building, a historic department store.
- May 1-October 1, Tuesday-Saturday, 10 a.m.-4 p.m. & Sundays 12-4 p.m.

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@land.net

Websites: www.arrowrock.org;

www.mostateparks.com/arrowrock.htm

- Call for information.
- May 28: Teacher's Workshop, "From Paddle Wheels to Wagon Wheels: Arrow Rock and the Santa Fe Trade." Fee charged; call for reservations.
- May 29: Friends of Arrow Rock 50th Anniversary Celebration at Prairie Park and Oak Grove. Call for reservations.
- June-August: "Women in History," free exhibit at Arrow Rock State Historic Site.
- June 9, 6:30 p.m.: Lewis & Clark Picnic, free, at the Park Shelter

House.

- June 14, 12:30 p.m.: Friends of Arrow Rock 50th Anniversary Annual Meeting at the gentlemen. Huston Tavern. Fee \$25; call for reservations.
- June 14, 2:00 p.m.: Free talk by Dr. Gary Kremer, Executive Director, State Historical Society of Missouri at the State Visitor Center.
- June 27, 4-7 p.m.: Masonic Lodge Hall Fish Fry, fee charged.
- July 4, 2 p.m.: Impromptu Parade followed by Fireworks at dusk. Free events.

Barton County Museum & Village

PO Box 1091

Great Bend KS 67530

Telephone: 620-793-5125

Website: www.bartoncountymuseum.org

- The site is a designated Santa Fe National Trail Interpretive Center.
- Open Wednesday-Friday, 10 a.m.-5 p.m.; weekends, 1-5 p.m. Group tours available by reservation.

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 Fort trade room and 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 Boggsville 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.

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.lasvegasmcchp.com

- Call for information.

Coronado Quivira Museum Rice County Historical Society

105 West Lyon

Lyons KS 67554

Telephone: 620-257-3941

E-mail: cqmuseum@hotmail.com

- Call for information.

Fort 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 at the end of 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: 505-374-2977

- Call for information.

Highway of Legends Scenic & Historic Byway

PO Box 377

Trinidad CO 81082

Telephone: 719-846-7217

Website: www.sangres.com

- Enjoy spectacular scenery, historic towns, and museums along Highway 12. Stop at Marion and Richard Russell's beloved Stonewall.
- 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, has shopping and dining in an acclaimed national historic district. Enjoy self-guided tours of the nearby Purgatoire River Walk.
- Visit the Loudon-Henritze Archaeology Museum at Trinidad State Junior College. Open 10 a.m.-2 p.m., Monday-Thursday.

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

11 N Fourth 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 main 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 koshare.org.

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, 10 a.m.-5 p.m., evenings and weekends by appointment.
- June 6-13: Grassland Heritage Festival with June 11, 6:30 p.m.: Santa Fe Trail Evening at the Morton County Civic Center. Program by Dr. Jim Hoy on "Boots and Stetson: The Kansas Cowboy." Meal is free with a \$10 button.
- July 13: Santa Fe Trail/Cimarron National Grassland bus tour leaves the museum at 10 a.m. Enjoy historical reenactments along the tour. Lunch at noon. \$10, advance reservations required.

National Frontier Trails Museum

318 W Pacific St

Independence MO 64050

Telephone: 816-325-7575

E-mail: rwedwards@indepmo.org

Website: frontiertrailsmuseum.org

- Contact the 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

- Open Monday-Saturday, 1-5 p.m., June-September. Free but donations accepted.
- The Otero Museum celebrates its 25th anniversary with pictorial

displays in all six buildings.

- May 30, 5:30-7:30 p.m.: 5th Annual Wine Tasting Part, \$25 for couples and \$15 for singles.

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 Daily, 9 a.m.-5 p.m. Memorial Day through Labor Day.
- May 2-July 5: "Our Part of the Story," pictorial review about the Historical Society at Fort Larned.
- June 20, 1-4 p.m.: Kansas African American History Seminar hosted by the Black Heritage Club of Larned and Great Bend.
- July 11-Sept. 6: National Geographic Traveling Exhibit: "The Flint Hills: A Kansas Treasure," featuring the photography of Jim Richardson.

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 and the Great Plains to the summit of Raton Pass to enjoy a variety of historic sites, museums, and communities.

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

- Open May 1-September 30, Monday-Saturday (closed on state holidays)
- The Baca House, Bloom Mansion, and Santa Fe Trail Museum open at 10 a.m. And the last tour departs at 4 p.m. Admission charged.
- Gates to the Baca-Bloom Heritage Gardens open 9 a.m.-4 p.m. for free self-guided tours.
- The Gift Shop features history books and gifts made in Colorado and New Mexico. Open 10 a.m.-4 p.m. The State Byways Center, next to the gift shop, has information on area attractions and Santa

Fe Trail sites.

- June 1: "Italians of Colorado: The Trinidad Colony" exhibit opens.
- June 23, 10 a.m.: Caravan to the site of Camp Trinidad, the World War II German POW Camp.
- June-August: Children will enjoy a variety of programs exploring Italian-American history and culture at the museum and the Carnegie Public Library.
- July 9, 7 p.m.: "Killing for Coal: America's Deadliest Labor War" lecture and book-signing by Dr. Thomas Andrews.
- August 23, 12-2 p.m.: Italian Harvest Potluck Picnic featuring dishes made with fresh Italian produce.
- Call for details about the above programs, which take place at four venues.

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

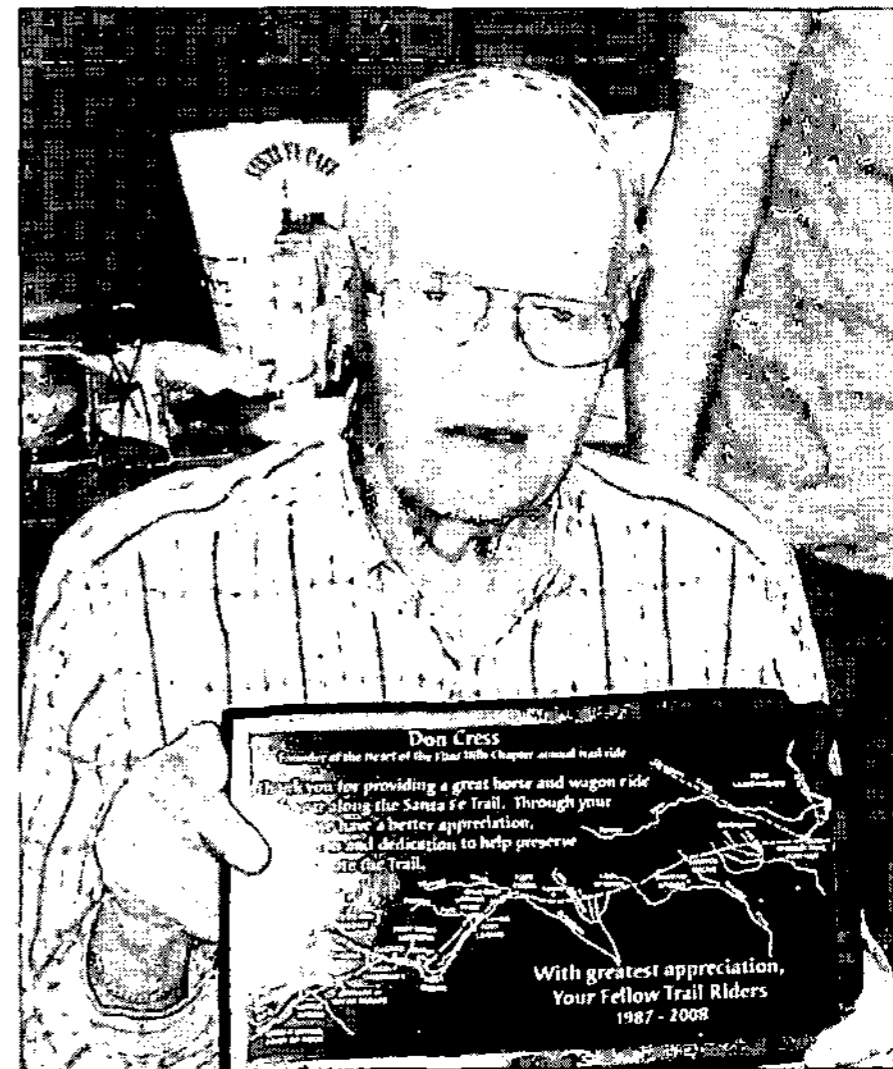
President Carol L. Retzer

4215 E 245th St

Lyndon KS 66451

(785) 828-3739

<carolretzer@direcway.com>



On April 23 the chapter presented a plaque to Don Cress, expressing

appreciation for his many years of work to preserve and protect the Trail, for founding and leading the chapter for many years, and for directing the annual trail rides for many years. Don is a treasure to the chapter and SFTA.

End of the Trail

La Alcaldesa Joy Poole
125 W Lupita Rd
Santa Fe NM 87505
(505) 820-7828
<amusejoy@aol.com>

June 13, 4:30 p.m.: Allan Wheeler, "Ghost Walk Exploring Haunted Locations in Downtown Santa Fe," meet at Hotel La Fonda.

September 26, 1:30 p.m., Steve Zimmer, "Carson and Maxwell: Comparison," location to be announced. [Editor's note: this is during the SFTA symposium and I hope the chapter will find another date for this program.]

Corazón de los Caminos

President Faye Gaines
HCR 60 Box 27
Springer NM 87747
(505) 485-2473

The chapter met March 21 at the Las Vegas K-Bobs with 23 members and guests. Harry Myers moved that \$100 be sent for planning for the 2013 symposium, to be held in Santa Fe, with El Camino Real (CARTA), the Old Spanish Trail (OSTA), and the Santa Fe Trail Association (SFTA). The motion carried.

Dixie Odom was appointed the newsletter editor, and she will need the assistance of everyone.

Harry Myers will coordinate the GPS mapping of the trail near Ocate, in preparation for a National Historic Application, to protect the Trail from proposed gas and oil well drilling and wind farms. Faye Gaines reported that the wind farm managers have been most cooperative. The Santa Fe Trail Traveling Trunk of books, costumes, hats, and other interesting objects for school use is now at the Las Vegas Rough Riders Museum.

Marie Sauter, Fort Union Superintendent, invited the group to the next meeting, a work day to be held May 2.

The chapter will meet Saturday, May 30th, at 11:00 a.m., at the NRA Whittington Center, ten miles south of Raton on US 64, to view the new

museum. A picnic will follow at the Clifton House Stage Station site crossing of the Canadian River. Ben Benoit will portray Captain Wynkoop, Colorado Volunteers, who crossed Raton Pass on foot in 1861 to preserve the West for the North at the Battle of Glorieta Pass. The group will then visit the Willow Springs Forage Station Overlook and Raton Pass.

A joint meeting will be held June 20 and 21 with the Bent's Fort Chapter to tour the Granada-Fort Union Freight Road.

The Fort Union Cultural Encounters will be held the same weekend as the chapter meeting, July 18, at Point of Rocks. However, the Cultural Encounters will continue on Sunday, July 19.

CCHP will hold a picnic at the Phoenix Ranch on August 21. The next day the Corazón Chapter will visit Hatch's Ranch.

A most poignant presentation was given by member Henri VanderKolk on the Nazi occupation of Holland. He illustrated his talk with photographs and maps, and discussed the bombing of Rotterdam, the gassing of Jews, the 1944 starvation year, the resistance, and accidental bombing by the Allies.

Wet/Dry Routes

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

Forty-eight members and guests attended the spring meeting on April 19 at the Hill Café, Timken, Kansas. Following the introduction of guests and new members, the business session was conducted. Minutes of the previous meeting and the treasurer's report were presented and approved. Also approved were funds to place an interpretive marker at the Jackson's Island site east of Fort Dodge. The May 16 day-trip to Marion County and return to Larned was explained and those interested signed up. The chapter's latest publication, *Morning Drill*, a compilation of articles by David Clapsaddle appearing in the Larned *Tiller and Toiler* in preparation for the 150th anniversary of Fort Larned's founding was displayed. New chapter members will receive a copy of Jack Rittenhouse's

Trail of Conquest and Commerce.

SFTA Manager Harry Myers presented the program on the "Camino Real."

The summer meeting will be on July 18, 6:30 p.m., at the Clapsaddle residence at Larned. A Dutch-oven dinner will be served.

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 February 15 at Boot Hill Museum in Dodge City with 30 people present. A potluck meal was followed by the business meeting. Plans to enhance exhibits at the Trail ruts west of Dodge City were explained. There was discussion of a theme topic for the 2011 symposium, with many suggestions and decision to be made later. Dixie Oringerff was presented a plaque in honor of her years as treasurer of the chapter. The program was presented by Association Manager Harry Myers, "As the Wheels Turn: The Evolution of Freighting on the Santa Fe Trail." The next meeting is planned for May 17, details to be announced.

Missouri River Outfitters

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

No report.

Quivira

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

Ethan Grennan has completed marking the Trail in the west half of McPherson County for his Eagle Scout Project. The chapter will go back and mark the east half of McPherson County and then on west to Rice and Barton County.

The chapter met in Ellinwood on April 17 and enjoyed a presentation by George Elmore on the weapons of the Santa Fe Trail. We were a little disappointed that the weather prevented us from going to the gun range and actually shooting some of the guns but we still had a great time. George displayed a variety of

weapons from the Trail period and told a number of stories about how the weapons were used. George also relayed information about the events planned to commemorate the 150th anniversary of Fort Larned.

The next Quivira Chapter meeting will be June 9 in Sterling. William Bent (a.k.a. John Atkinson) will join us at 6:00 p.m. for dinner and afterward will share stories of his eventful life, including the successes, failures, and frustrations of trying to bring together three diverse cultures. Call Linda Colle at 620-241-8719 by June 5 if you plan to come.

The chapter will meet July 19 at Lindsborg. Harry Myers will be speaking about the SFT and the settlement of the area. The Old Mill Museum in Lindsborg is hosting the Smithsonian exhibit, *Journey Stories*, June 26-August 9. *Journey Stories* will cover many of the big sweeping movements of American history, and one of the panels will have a wagon talking about the trails. The local part of the exhibit will tell about the settlement of central Kansas and in particular the scope of Swedish settlement across central KS and the Russian Mennonite settlement as well. The Quivira Chapter is working with the Old Mill Museum to include information on the Santa Fe Trail as part of the exhibit.

Cottonwood Crossing

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

Our chapter received \$1,000 in 2008 from the SFTA Marker fund and has received \$1,000 more for 2009. This funding will be used to relocate the old marker at the Lost Spring site and mark the station there. The planned date to observe this move is July 3.

Gil Michel is in charge of the traveling SFT library that appears at each of our chapter meetings to encourage us to read more about the Trail. Many of these books are from the library of former member, Dale Brooks. A large suitcase with shelves serves as the case.

The Kansas DAR is planning to refinish all the markers in our state that need to be refurbished. About

ten years ago our chapter refinished three DAR markers, including the one at the Waldeck site marking what was once French Frank's place. The Waldeck marker is featured in the DAR project as an example of how old markers can be renewed.

Steve Schmidt recently completed his research of the Lost Springs area, which is available for \$7.00 per copy at the Last Chance Store.

Programs for the coming year are:
May 21: Galva Community Center, program by Harry Myers

Early May: possible tour of Blowout area (details still undetermined)

July 3:-Celebrate relocation of Lost Spring monument (stay tuned)

Nov. 12: Annual meeting; program by Kevin Heibert.

Bent's Fort

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

The U.S. Forest Service offers guided tours of Picketwire Canyonlands to see the largest dinosaur track in the U.S., petroglyphs, and a Hispanic settlement. For appointment call 719-384-2181 or 4236; \$15 for adults and \$7.50 for children.

At the chapter annual meeting the Member of the Year Award was presented to Lolly Ming for planning and coordinating many tours and programs. A special award was presented to Dub Couch for his many trail marking efforts.

2009 CHAPTER CALENDAR

JUNE 20-21: Follow the Granada-Fort Union Military Freight Route from Capulin to Fort Union. Since we followed this trail from Granada to Capulin National Monument last summer, we will start at Capulin and complete the route. This tour will be a joint event with the Corazón Chapter. The first day we will cover the area from Capulin to I-25 and spend the night somewhere in the area (Springer or Raton). The next day will start from there and go on into Fort Union National Monument. Harry Myers, Faye Gaines, and Lolly Ming will lead this tour.

JULY 10-11: Rails and Trails - Dub Couch reports that members may board Amtrak on Friday a.m. either in Lamar or La Junta. Either costing

\$131.33 each. Traveling to Albuquerque, Dub and Ramona DeKrey will be the narrators for the trip. Lodging has been arranged at the Days Inn (1-800-444-rest) at \$32 plus tax nightly. Make your own reservation. The Days Inn shuttle will provide transportation from the train to Old Town and back to hotel. Participants will return via Amtrak on Saturday. To purchase tickets, send payment to Emery Murray, 231 Vigil Ave, Las Animas CO and he will purchase them. For more info, call Emery 719-469-2050 or 719-456-2050 or Dub Couch 719-980-3000.

JULY 25: Wilson Ranch rock art tour. This is a MEMBERS ONLY tour. Lots of rock art, some homesteads etc. Marion Wilson and Lolly Ming will be the presenters. Mid-morning start and a sack lunch.

AUGUST 8: Elkhart, Kansas, Museum and trail sites. Meet at the museum and tour it. Then visit nearby trail sites—probably go to Point of Rocks and who knows where else. Plans are still being made. This is a joint event with the Cimarron Cutoff Chapter.

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

There are two new life memberships, both have been longtime members.

Dr. & Mrs. Thomas Hall, III, 2402 W 71st Terr, Shawnee Mission KS 66208

Joanne & Greg VanCoevern, 4773 N Wasserman Way, Salina KS 67401

BUSINESS MEMBERSHIPS

Dodge House Hotel, 2408 W Wyatt Earp Blvd, Dodge City KS 67801

INSTITUTION MEMBERSHIPS

Black Jack Battlefield & Nature Park, PO Box 44, Baldwin City KS 66006

Galva Historical Association, PO Box 516, Galva KS 67443

Princeton University Library, One
Washington Rd, Princeton NJ
28544

Texas Tech University, Southwest
Collection, Box 41041, Lubbock
TX 79401

FAMILY MEMBERSHIPS

Tom & Mary Ann Gilbert, 6210 Rd
SS, Lamar CO 81052

Kathleen & William Howard, 3887
Old Santa Fe Trail, Santa Fe NM
87505

Bobby, Rachel & MaryAnn Ketch-
um, 505 S Forest Ave, Independ-
ence MO 64052

Michael & Kathy Trier, 10109 S
Wildflower Dr, Unionville MO
62565

Joe & Cheryl Zebrowski, 25 Coyote
Rd, Las Vegas NM 87701

INDIVIDUAL MEMBERSHIPS

Gary Boldt, PO Box 409, Ulysses KS
67880

William Braden, 143 Enfield Ln,
Grayslake IL 60030

Don Chamberlain, 82 Nolen Dr, De-
catur IL 62521

Sharon Drake, 21311 85th Rd, Win-
field KS 67156

Cate Fitzmaurice-Torres, 821 Ninita
St, Santa Fe NM 87505

Joleen Fromm, 200 Campus Dr 1 B,
Dodge City KS 67801

Tammy Hanna, 209 S College Ave,
Lyons KS 67554

Herbert Hohn, 27 Chaparral Rd,
Placitas NM 87043

Cynthia L. Horn, 1815 S Pearl St, In-
dependence MO 64055

Ronald Kil, PO Box 29041, Santa Fe
NM 87592

Shirley Laursen, 3016 E Laurel St,
Mesa AZ 85213

Kristin Markel, 2801 Dora Lane Ave,
Dodge City KS 67801

Joseph & Martha McCaffrey, 1237
7th St, Las Vegas NM 87701

Mario Medina, 7670 Lane 22, Sugar

City CO 80176
Nola Ochs, 14300 SW I Rd, Jetmore
KS 67854

Francois-Marie Patorni, 918 Don
Juan St, Santa Fe NM 87501

Lee Schertz, PO Box 27, Tie Sid-
ing WY 80284

Allen Schwartz, 163 CR A19A,
Las Vegas NM 87701

Marty Stuart, 307 Court St, Clay-
ton NM 88415

Mrs. A. T. Swan, PO Box 645,
Baldwin City KS 66006

Ken Weidner, 2288 70th Rd, Cope-
land KS 67837

TRAIL CALENDAR

Everyone is invited to send no-
tices for this section; provide loca-
tion, date, time, and activity. This is
a quarterly. The next issue should
appear in August, so send informa-
tion for September and later to ar-
rive by **July 20**. Other events are
listed in chapter reports and the
caches.

Sept. 9-Oct. 3, 2009: Santa Fe Trail
Bicycle Trek, contact Willard Chil-
cott at 505-982-1282 or <Willard@cy
bermesa.com>.

Oct. 23-24: Jedediah Smith Society
Rendezvous, hosted by Wagon Bed
Spring Chapter. Contact Jeff Trot-
man at 620-353-8889.

Sept. 24-27, 2009: SFTA Sympo-
sium, Arrow Rock, MO.

SFTA LAST CHANCE STORE

THE Last Chance Store is online at
<www.lastchancestore.org>. Orders
are welcome online or via telephone
at 888-321-7341. This is a volunteer
service, and everything earned goes
to support SFTA projects. Recently
LCS contributed \$3750 to the Frank-

lin marker project. Your member-
ship dues and symposium regis-
tration may be paid online with a
credit card.

The LCS sends out a monthly "e-
musings" with special offers, Trail
trivia, and other information. If you
are not receiving this and wish to do
so, please send your e-mail address
to lcs@santafetrail.org. You may un-
subscribe any time. Please check the
web site regularly to see new items.
The LCS also handles rare and out-
of-print books about the Trail. If
there is something you are seeking,
let us know.

FROM THE EDITOR

Everyone is encouraged to attend
the symposium in Arrow Rock in
September—see details and registra-
tion information in this issue. This
promises to be a great Trail experi-
ence, and I hope to see you there.

My retirement as editor is a cou-
ple of years down the road. I have
been doing this since SFTA was
founded in 1986 and still have not
figured out exactly what I am doing.
It is time to find someone who knows
what to do.

Every issue is a challenge. Fortu-
nately, this publication has been
blessed with many fine contributors,
and I enjoy basking in the credit that
belongs to them.

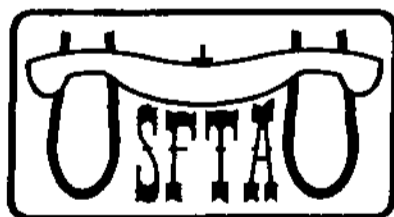
By the time I retire, the board will
have found a qualified replacement.
I will be gone, and *Wagon Tracks* will
live on. Meanwhile, I truly appreci-
ate the respect and power that goes
with the job.

Happy Trails!

—Leo E. Oliva

Santa Fe Trail Association
PO Box 31
Woodston, KS 67675

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