

# Wagon Tracks

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Article 1

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2009

## Wagon Tracks. Volume 23, Issue 2 (February, 2009)

Santa Fe Trail Association

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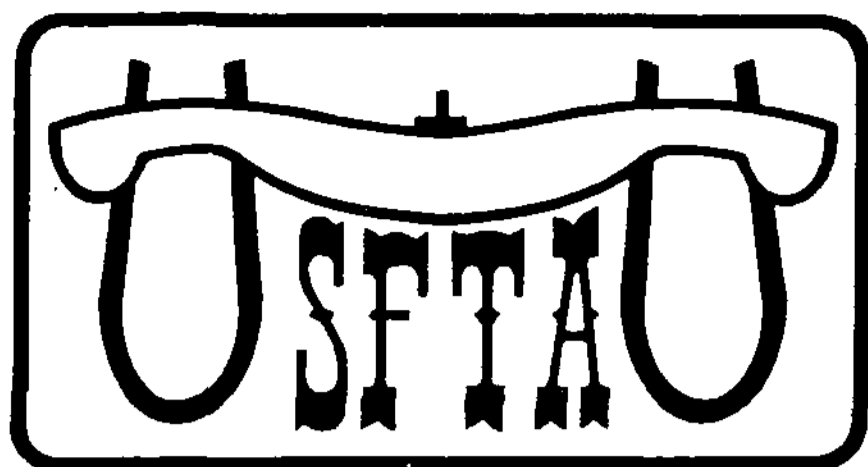
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# WAGON TRACKS

**SANTA FE TRAIL ASSOCIATION QUARTERLY**

VOLUME 23

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NUMBER 2



## GARDNER JUNCTION PARK

by John Atkinson

[SFTA Vice-President Atkinson headed this project for SFTA.]

THE Gardner Junction Trail Development Project has strengthened the ongoing partnership between the SFTA and the National Park Service (NPS). Hal Jackson, SFTA president 2001-2005, recognized the need to improve the interpretation at the little triangular park on US-56 near the point where the trails to Oregon and California separated from the older trail to Santa Fe. Hal's idea was to develop a site that:

1. Provides an orientation to the national historic trails.
2. Interprets local trail history.
3. Informs visitors about significant trail sites to the east and to the west of that location.

Furthermore, the site 1½ miles southwest of Gardner, Kansas, would be the first of several similar sites to be developed along the Santa Fe Trail.

After initial meetings in 2003 and early 2004, the project picked up steam. National Park Professionals Sharon Brown and Chuck Milliken led a planning meeting in Gardner, October 26-27, 2004. Significant to the success of the project was the extensive list of partners involved in the project. They include the City of Gardner KS, Gardner Historical Society, Gardner Museum, Oregon-California Trails Association, Kansas Department of Transportation,

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

## 2009 SYMPOSIUM ARROW ROCK-BOONVILLE SEPTEMBER 24-27

### "In the Beginning - To the Boonslick and Beyond"

by Mike Dickey, Coordinator

YOU are all cordially invited to Arrow Rock. This year's symposium will focus on the beginning of the Trail in the central Missouri region historically known as the "Boonslick Country." We will explore the early history and background of the people who made the Santa Fe trade a reality. The planning committee wants this to be an informative symposium, but a leisurely one where you can "kick back" in true Missouri fashion should you so desire. There will be a shuttle bus service around Arrow Rock if you decide you're not up to walking our hills. If you were at the 1991 symposium in Arrow Rock, suffice it to say things have changed a bit in the last 18 years. You will find visiting a new experience.

Thursday 24 - SFTA board meeting. Take a tour around the village of Arrow Rock. Hike on the trails down to the Missouri River on the Big Muddy

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## WAYNE CITY LANDING REDEDICATED

WAYNE City Landing, also known as Upper Independence Landing, served as the major landing for Independence, Missouri, for several decades. The historic site was rededicated on October 24, 2008. SFTA Ambassador Jane Mallinson, the Missouri State Society of the Daughters of the American Revolution, and the Independence Pioneers Chapter of the DAR have worked many years to have this site commemorated. The first marker was dedicated in 1983, and recently additional markers, sidewalks, fencing, benches, landscaping, and a parking area have been added. The rededication marks another milestone in preservation of historic trail sites in the Kansas City area.

The steamboat landing, located at the north end of River Boulevard in Sugar Creek, Missouri, was on the route of Lewis and Clark and served the Santa Fe, Oregon, and California trails. Five National Park Service wayside exhibits have been installed that interpret the story of the site and each of the four national historic trails. Today the site is on the property of LaFarge North America, Inc., and the company has contributed to

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Dedication plaque and speakers, l to r: Steve Kidwell, Jane Mallinson, John Mark Lambertson, Stan Salva, Susan Davis, and Sharon Brown.

## PRESIDENT'S COLUMN

I thank all our loyal members who have renewed their membership in the SFTA for 2009. And for those of you who have not renewed, please take a moment and do so now. SFTA needs your support. Remember you can renew online at <[www.santafetrail.org](http://www.santafetrail.org)>. Please consider inviting someone who may be interested to become a new member.

At the fall board meeting held in Larned last September, former SFTA President Hal Jackson made a request for help with additional signage at the Old Franklin site. Hal explained that the Old Franklin site needs more than just the flagpole and markers that mark the four corners of the old town square. He added that he would like to see this signage done in time for the Arrow Rock Symposium, which will be held Sept. 24-27, 2009. Mike Dickey, SFTA board member and 2009 Symposium coordinator, added that the Old Franklin site is included on one of their tours, so this project would be a benefit to their plans. A lively discussion took place about this project and how best to fund it, without interfering with present marking projects that are already taking place. Tim Zwink, SFTA board member from Oklahoma, stated that this is the type of project that is perfect for a special appeals campaign. Hal noted that funds in the amount of approximately \$7,500 would be needed to mark this site. The SFTA board approved a motion made by Rich Lawson, and seconded by Tim Zwink, that the SFTA support the marking of the Old Franklin Site, that a special appeal be made to the membership to raise funds for the projects, and that any moneys raised above the actual amount needed would be added to the SFTA Marker Fund. In addition, Leo Oliva, manager of the Last Chance Store, stated that the Last Chance Store would match donations made to the special appeal, dollar for dollar, up to \$3,750. As of January 10, 2009, donations made to the Franklin marker fund have been given in the amount of \$4,270. With the match from the Last Chance Store in the amount of \$3,750, that gives SFTA a total of \$8,020 for this project. Hal Jackson has reported that they are planning four markers and he is

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presently working on the "Old Franklin" and "Boone's Lick" text and photos. Watch future issues of *Wagon Tracks* for updates on this project as it continues. We all look forward to seeing the results at the Arrow Rock Symposium in September. Make plans now to be there. On behalf of SFTA, I thank all of you who donated to this worthy project. Everyone who donated will be recognized at the symposium.

The highlight of the SFTA calendar is always the biennial symposium. Mike Dickey reports that plans are almost complete for the 2009 symposium, which will be held in Arrow Rock. Jim Sherer, symposium coordinator for 2011 at Dodge City, is working with John Atkinson, SFTA Symposium Committee Chair, to get planning started for that symposium. Which brings us to 2013. SFTA bylaws state that the location for the symposium should be made 4 years in advance of the event, which means we should be approving a location at our fall board of directors meeting. If your chapter or community would like to be considered as a location in 2013, please contact either Harry Myers, SFTA Association Manager, or John Atkinson, SFTA Symposium Chair. Also, if you have a suggestion where you would like to see one held, please let us know that, also.

—Joanne VanCoevern

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

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### Membership Categories

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## MANAGER'S REPORT

**H**APPY New Year to everyone, and may it be a very good one for us all. I know that many chapters are looking at the coming months and setting dates for their meetings. Once you get those dates set, please send them to me and we will put them up on the web. I have dates for three chapters and would like to see all chapters on our calendar. Even if you don't have a topic for a meeting, still send me the date and we can fill in the speaker information later.

Chapters are the essence of the SFTA and you all are doing a wonderful job. It has been my privilege to visit all the chapters this year except for two, and I would like to visit them all this year. We can all learn from what everyone else is doing. Let me give you an idea of what our chapters are doing. This is not an all-inclusive list, just some examples, but it all is pretty impressive. And chapters, forgive me if I get something wrong - that will give you a chance to correct me in the next issue.

At the eastern end of the trail the Missouri River Outfitters (MRO) have a program of placing stone posts marking the Trail. These have a plaque on them with the National Historic Trail logo and other information. They are using the SFTA marker fund which each chapter can also use. Up to \$1000 can be requested from the fund each year. The MRO Chapter is making great use of this fund and is marking the Trail.

Our newest chapter, the Historical Society of Douglas County, are the stewards of the Black Jack Cabin and ruts at Black Jack Park just east of Baldwin City, Kansas. They host various groups and oversee this fine set of ruts. They have talked about using NPS Challenge Cost-share funds to assist in upgrading Black Jack Park.

The Heart of the Flint Hills Chapter is famous for their annual trail ride. Few outside of the chapter know how much work is involved. And most people don't know that the chapter has taken stewardship of the Wilmington schoolhouse, has had it stabilized, and is responsible for its placement on the State Register of Historic Places. That is an impressive achievement.

Cottonwood Crossing Chapter has

a wonderful Auto-Tour Route brochure that can serve as a model for others. The chapter has struggled in getting "Santa Fe Trail Crosses Here" signs for the chapter area and of this writing we believe they are on their way. These signs are the initial effort in marking the Trail with standardized signs. President Steve Schmidt and all the chapter members are to be commended for being the first to test this newly-funded program in cooperation with the National Park Service.

The Quivira Chapter served as the initial test chapter for placing some of the "Santa Fe Trail Crosses Here" signs. Britt Colle and Clive Siegle worked to get signs up and to test their effectiveness. President Linda Colle is always thinking about how to improve what we do. Much has been accomplished by the chapter with sheer willpower.

I think everyone is familiar with the Wet/Dry Routes Chapter markers. This series of stone posts and interpretive texts provides wonderful information for those following the Trail. The chapter has recently reprinted several booklets on the Trail and challenge everyone to have them placed in their local schools. And President Clapsaddle is writing Santa Fe Trail articles for the local paper. Call David and ask about his success in public relations and having information published in the locality (several newspapers that is).

The chapter with perhaps the longest name, the Dodge City/Fort Dodge/Cimarron Chapter holds its meetings with the other historical societies in the area. They work closely with the Boothill Museum in providing quality information statewide. Coming up they are excited about the revised and new exhibits at the Trail Ruts location west of Dodge City and in hosting the upcoming April board meeting and the 2011 SFTA Symposium. We will see great things in the next couple of years in this chapter area.

For the Wagon Bed Spring Chapter, President Jeff Trotman does a weekly radio program telling about the heritage and history of the area and the Santa Fe Trail. The chapter has done a wonderful job in making Wagon Bed Spring accessible and informative to the public. And if you haven't heard of their innovative

programs, especially the Halloween program, catch Jeff and have him explain it to you.

We were all shocked at the sudden passing of President D. Ray Blakeley a year ago, but the Cimarron Cutoff Chapter has picked up and is moving ahead. With a large area to cover, the chapter meets in three towns along the Trail, providing a close meeting place for those in Elkhart KS, Boise City OK, and Clayton NM, and their entire area. You can always count on regular and excellent meetings from the very first chapter to be formed.

The Bent's Fort Chapter has an active program of placing Trail markers on public and private land. They have been successful in making the Trail more visible in La Junta, CO, with the markers and especially with an interpretive site/park at the community college. Last year they had a barbecue where they invited all the local historical societies and interested public and had each highlight their interests. This kind of cooperation builds strong relationships and helps preserve the Trail.

The Corazón de los Caminos Chapter meets almost every month except in the winter. They hold an annual work day at Fort Union and their programs consist of field trips that are open to the public and deal with the history of and that surrounding the Santa Fe Trail. President Faye Gaines has been involved in preservation as the SFTA Preservation Chair and is dealing with wind farm developments.

The End of the Trail Chapter has a wide variety of programs that reflect the cultural diversity of the surrounding area. They draw their membership from a wide range of historical and archeological societies and cooperate closely with the Old Spanish Trail and El Camino Real associations. Their tabletop display is especially attractive and effective in communicating their goals.

The Texas Panhandle Chapter is not active right now but we have two excellent board members from Texas, Clint Chambers and Davy Mitchell. They are working hard to stir renewed interest in the Trail. Clint is working with Texas Tech University in Lubbock on a display about the Santa Fe Trail in Texas.

There it is, thirteen wonderful

reasons the SFTA is a great organization. What a great record of accomplishments we see in all the chapters. Everyone should be proud of what they have done for the Trail.

OK, now chapter presidents and scribes, this is your turn if I have misstated or have missed your proudest achievement, let us all know what that is. *Wagon Tracks* stands ready to publish your article on your chapter in addition to the chapter reports in every issue. Tell us all what I have missed, brag on yourself, and let us know what you have done. I bet it's a bunch.

—Harry C. Myers

## POLICIES AND PROCEDURE HANDBOOK COMPLETED

**D**URING the past two years, a special committee has been at work to put together a handbook that contains the "Policies and Procedures of the Santa Fe Trail Association."

Under the steady lead of chair Mike Olsen, that task has been completed. Other SFTA members who helped with this task include Marcia Fox, Harry Myers, Ruth Olson Peters, Kathy Pickard, Linda Revello, Sara Jane Richter, and Joanne VanCoevern.

At the September 2008 SFTA Board meeting, Mike Olsen presented to all board members, officers, staff, and chapter presidents a computer disk with this information on it. This disk contains the bylaws of the SFTA, policies and procedures for the various committees, as well as other items of operation of SFTA, including action items from board meetings and action items from the general membership meetings.

Olsen noted that the CD format of the handbook is in Microsoft Word and is keyword searchable under each individual heading in the table of contents. Mike also noted that the handbook is current as of September 18, 2008, but will need to be continually updated after each SFTA meeting.

SFTA President VanCoevern noted that at the present time there is no one specifically assigned this task and asked the SFTA Board to appoint Mike Olsen, per the SFTA bylaws - Article VIII - under Appointive Officers, as Parliamentarian for the Board and the Santa Fe Trail Association.

This designation was approved by the board. Mike will continue to update this handbook after each SFTA meeting. In addition, Mike noted there are several areas he would like to have his committee look at. These include: redo/update SFTA chapter guidelines; streamline the charitable gift plan; develop a template for the description and duties of each committee; incorporate the newly-signed cooperative agreement with the NPS, and update the mapping and marking section as new policy is developed.

One advantage of developing this Handbook is the ability to publish the action items in *Wagon Tracks* that take place during SFTA's meetings. Following are the action items from the spring and fall board meetings:

### Meeting of March 28, 2008

1. Action item changes concerning the Publications Committee and SFTA Web Site Guidelines were incorporated into the SFTA Policy and Procedures Handbook as distributed at the Board of Directors meeting, September 18, 2008.
2. Additional single action items passed at the March 28, 2008, meeting include:
  - A. That the Douglas County Chapter be added to the roster of Santa Fe Trail Association chapters.
  - B. That the Santa Fe Trail Association endorses the Lost Spring Historic Interpretive Site being sponsored by the SFTA Cottonwood Crossing Chapter.
  - C. That a fee structure for use of SFTA-owned images be established.
  - D. That the Santa Fe Trail Association send a letter to the Federal Transportation Department protesting its proposed policy that "Trail signs shall not be installed on freeways or expressways," and that copies of this letter be sent to congressional representatives on transportation committees and to all congressional representatives from the five Trail states.
  - E. That the officers of the SFTA and the association manager develop an agreement with the Fort Larned National Historic Site, National Park Service, to serve as a nonprofit organization to handle donations for the Fort's 150th Celebration.

F. That the Santa Fe Trail Association supports the Smoky Hill Trail Association in its effort to gain National Historic Trail status for the Smoky Hill Trail.

G. That the Santa Fe Trail Association asks the Smoky Hill Trail Association that routes connecting the Santa Fe Trail and the Smoky Hill Trail be included in its application for National Historic Trail status for the Smoky Hill Trail.

### Meeting of September 18, 2008

Action items passed at this meeting include

1. That Ross Marshall be appointed for a two year term as the SFTA representative to the Partnership for the National Trails System (PNTS).
2. That Mike Olsen be appointed, per the SFTA Bylaws - Article VIII - Appointive Officers, as Parliamentarian for the Board and the Santa Fe Trail Association.
3. That Life Memberships may be paid from this time forward in three consecutive annual installments.
4. That the Santa Fe Trail Association support the marking of the historic Trail site at Old Franklin, Missouri; that a special appeal not to exceed \$7500 be made to members of the Santa Fe Trail Association for funds to pay for a marker planned at the site; that any monies collected in excess of the actual cost of the marker be placed in the SFTA Mapping and Marking Fund.
5. That control and maintenance of the web site "zebulonpike.org" be offered to the Pike National Historic Trail Association, with the proviso that if that Association accepts the site but subsequently no longer wishes to maintain it, the URL will revert to the SFTA; should the Pike Association not wish to take over this web site, that it be offered to the HARP Foundation (Historic Arkansas Riverwalk of Pueblo) under the same terms; if the HARP Foundation does not wish to take over the site, it is recommended that the SFTA relinquish it to the public domain. [Editor's note: The Pike National Historic Trail Association accepted this web site and is

bringing it up to date on a regular basis.]

6. That the SFTA Scholarly Research Grant program be continued for the next four years and that the program be funded at a maximum of \$2500 per year.
7. That the SFTA supports a resolution in opposition to the expansion of the U.S. Army's Piñon Canyon Site in southeastern Colorado (said resolution being read, amended, and approved by the Board at this meeting).

(Note: Action items reported from the September 18, 2008 will not become "official" until the minutes of this meeting are approved, with any additions/corrections, at the next SFTA Board of Directors meeting which will be April 17, 2009 in Dodge City, KS.)

Compiled October 24, 2008

Mike Olsen, Parliamentarian

Remember, the items listed above are the "action items" that resulted from the meetings—these are not complete minutes from those meetings which contain more information and reports from officers, budget discussions, committees, chapters, and items discussed under new and old business.

A huge thank you goes out to Mike and his committee for all the work that was done in the preparation of this handbook. This handbook was referred to several times during the last board meeting and will prove to be a very valuable tool for future leaders of the SFTA.

## HELEN C. BROWN

Helen C. Brown, Elkhart, KS, age 77, died September 26, 2008. She was active in SFTA, including serving as director on the governing board and being president of the Cimarron Cutoff Chapter, the first SFTA chapter organized. She was curator of the Morton County Historical Museum in Elkhart for 17 years. There she developed many Santa Fe Trail exhibits and started a series of Trail programs. In 2003 Helen received the SFTA Award of Merit for her many Trail projects. Sympathy is extended to her family and friends. Memorials are suggested to the Morton County Historical Society as well as the SFTA.

## WILLIS B. WARNER

Willis Benjamin Warner II, 64, died January 5, 2009, at Dodge City. The Warner family has been active in SFTA. They own a ranch on Sawlog Creek that includes portions of the Fort Hays-Fort Dodge Road. They received the Wet/Dry Routes Chapter's Faye Anderson Award a couple of years ago. Condolences are extended to the 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.]*

**Decade for the National Trails** - As a follow-up to the 40th Anniversary commemoration of the 1968 National Trails System Act, the Partnership launched, at the National Trails Symposium in Little Rock in November, the Decade for the National Trails. This is an initiative that will continue through 2018, the 50th Anniversary of the Act. Each organizational member of the Partnership is in the process of signing a nonbinding Resolution of Support for the goals and objectives of the Decade that we can carry to Congress this February. SFTA has done so. The Decade goals and objectives appeared in the last issue of WT.

Keeping the national spotlight on the National Trails System for the next decade should encourage needed appropriations from Congress, promote increased partnering with public agencies, and support projects all along each of our trails.

**Trails Advocacy Week** - I will be in Washington D.C. during the last week of February for Partnership meetings and to make the rounds of our congressional people and various federal agency leaders. We are not sure what to expect for FY10 appropriations, but we will be sharing with them the stories of our trail projects and the needs we have.

**Volunteer Hours and Donations** - My thanks to the chapter presidents, committees, officers, and board for sending me totals of their hours and dollar donations for 2008. I have heard from nearly everyone and it is much appreciated.

## 2009 SYMPOSIUM

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National Fish & Wildlife Refuge. An evening reception will be held at Prairie Park, three miles west of Arrow Rock. William B. Sappington built this 3-½ story ante-bellum mansion in 1843. Sappington, his brother Darwin, and brother-in-law Meredith Miles Marmaduke were actively involved in the Santa Fe trade until 1830.

**Friday 25** - Morning speaker's sessions held in the renowned Arrow Rock Lyceum Theater. Bus tours will begin at noon of historic sites in the "cradle of the Santa Fe trade," Howard, Cooper, and Saline counties. Stops will include Old Franklin, Boonslick State Historic Site, Weinrich ruts, and the Grand Pass ruts.

The evening banquet will be held at historic Turner Hall in downtown Boonville. Following we will move across the street to the historic Thespian Hall for a musical "reading" by theater historian Mary Barile and renowned folk musicians Dave and Kathy Para.

**Saturday 26** - Morning speaker's sessions at the Lyceum followed by bus tours. The evening banquet will be a "picnic on the Tavern lawn," an Arrow Rock tradition for more than 35 years.

**Sunday 27** - Breakfast on the Arrow Rock bluff above the original ferry-landing site. If you're heading home to the west we encourage you to stop and visit Lexington.

The committee is mindful of the economic situation and the potential for gasoline prices to increase without warning, and they are planning accordingly. We anticipate registration and meal costs to remain comparable to previous symposiums. Stay tuned for more details and registration forms.

Meanwhile, get the dates on your calendar and make room reservations soon. A list of accommodations is inserted in this issue. For current Arrow Rock information visit <www.Arrowrock.org> and <www.mostateparks.com>.

We hope to see you at Arrow Rock in September for a Santa Fe Trail experience you will remember. Join us to celebrate our theme, "In the Beginning—To the Boonslick and Beyond."

## WAYNE CITY LANDING

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development of the site.

Approximately 50 people attended the rededication. Steve Kidwell, properties manager for LaFarge, functioned as master of ceremonies for the event. He has worked untiringly representing the landowner and coordinating the dozen or so partners that contributed time, expertise, and resources to the project over the last four years.

Jane Mallinson, a key leader in the arrangements for the rededication, was one of the speakers and was recognized for her work over three decades to mark this site. Other speakers included Sugar Creek Mayor Stanley Salva; Susan Davis of the Sugar Creek Business and Civic Club; Sharon Brown, National Park Service Regional Chief of Trail Operations from Santa Fe; and John Mark Lambertson, Director of the National Frontier Trails Museum in Independence. At the close of the program, a dedication plaque was unveiled that includes the name of all the partners that made this project possible.

## GARDNER JUNCTION

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Olathe KS Historical Society, Kansas City Area Historic Trails Association, Kansas State Historical Society, Johnson County KS Museum, as well as the SFTA and the National Park Service.

The energy and enthusiasm of the October 2004 group took the project well beyond the scope of some of the earlier discussions. Themes for four interpretive panels were determined and individuals were assigned to prepare text for the panels. Funding sources were discussed and the trail organizations were targeted to provide "seed money" that would entice additional funding. A total of \$12,000 was raised from those sources. A \$30,000 National Park Service Challenge Cost-Share Program award was a crucial part of the funding plan, but much more would be needed to cover the \$159,000 price tag.

Melissa Mundt, Assistant Administrator for the City of Gardner, wrote a successful grant proposal for

a Kansas Department of Transportation (KDOT) Transportation Enhancement Project that was approved in the spring of 2006. The KDOT funding was sufficient to complete the project. The consulting engineering firm of Bowman, Bowman & Novick developed construction plans based on preliminary drawings developed by NPS Landscape Architect Steve Burns. Finally, in the summer of 2007, the SAM Anderson Construction Company began construction.

The Gardner Junction Trail Development site was dedicated on September 14, 2007, during the City of Gardner's "Festival of the Trails" that celebrated the Sesquicentennial of the City of Gardner. Local and state dignitaries joined members of the trail associations and the general public to hear trail historian Craig Crease give a historical perspective of the trail activity and the significance of this site as the "eye of the needle" through which passed hundreds of thousands of travelers on the trails to Santa Fe, Oregon, and California. Work continued and after some glitches the last of the information panels was correctly installed. Landscaping will consist of grasses and flowers that were historically native to the area.

Visitors to the site have been impressed by the attractive layout that includes a site identification sign, a parking lot, and a shelter housing three large signs with information about the trails east and west. A 400-foot walkway along which can be found four interpretive signs, native stone seat walls, benches, and a bronze recognition plaque all contribute to the contemplative effect. Limestone posts delineate the west boundary of the triangular park and mature trees will provide summer shade. Highway signs on US-56 alert travelers of their approach to Gardner Junction Park.

Gardner Junction is a prototype. Plans for other sites are already in progress. By the September 2009 symposium at Arrow Rock, Missouri, signs similar in style and nature to the Gardner signs will be installed near the town square of Old Franklin, Missouri, where the Santa Fe Trail began in 1821 and where SFTA recently helped install a large pole to mark the center of the square. A suc-

cessful fund drive to raise \$7500 - half of which was contributed by the Last Chance Store - will enable the Old Franklin signs to be installed. This project is under the direction of Hal Jackson and John Conoboy.

A Santa Fe Trail Association Task Force has been identified to cooperate with the National Park Service to place several more "Gardner spin-off" sites along the Santa Fe National Historic Trail. One is scheduled to be in place by the 2011 SFTA Symposium in Dodge City. This will be at the Trail Ruts site west of Dodge City. It will be similar to the Gardner site with information on the Santa Fe Trail whether one is headed east or west. The trail development project has been a success at Gardner and that success will be extended all along the Santa Fe National Historic Trail.

# VOTE TO KEEP THE TRAIL ALIVE

## BOARD NOMINATIONS DUE APRIL 1, 2009

by Margaret Sears

*[Former SFTA President and SFTA Ambassador Sears is chair of the nominating committee.]*

**T**HE Nominating Committee is calling for nominees for SFTA election of officers and directors with terms commencing at the close of the September 2009 symposium in Arrow Rock. Candidates for the following board positions are being sought: president, vice-president, secretary, treasurer, and directors for the states of Missouri, Kansas, Oklahoma, Colorado, Texas, New Mexico, and at-large. In addition, the vice-president and Kansas director seats are open and must be filled.

Any SFTA member in good standing may submit or be a candidate for the positions listed above. The term

for officers is two years, and four years for directors. None may serve more than two consecutive terms excepting the treasurer for whom there are no term limits. Former Board members are eligible for reelection following a lapse of at least one term.

Current Board members eligible and willing to run are: President Joanne VanCoevern, Secretary Marcia Fox, Treasurer Ruth Peters, and directors Clint Chambers (Texas), Rene Harris (New Mexico), LaDonna Hutton (Colorado), Larry Justice (Oklahoma), Mike Dickey (Missouri), and Roberta Falkner (At-Large).

Each candidate must (1) submit a one-paragraph biography to include Trail qualifications and experience, (2) submit a brief paragraph stating his/her objectives for the SFTA, (3) be a SFTA member in good standing, and (4) agree in writing to serve if elected. Send all documentation to: Margaret Sears, Nominating Committee Chair, 1871 Candela St, Santa Fe NM 87505 no later than **April 1, 2009**. (No fooling!) Need more information? Call 505-473-3124 or e-mail <margsears@cybermesa.com>. It is recommended that documentation be sent via regular mail, for reliability reasons. However, if you choose to submit via e-mail, please call Margaret to verify receipt. Ballots will be sent with the May issue of *Wagon Tracks*.

SFTA Bylaws state, "if possible, there shall be at least two nominees for each office." That policy comports with the democratic process. SFTA is richly endowed with talented persons who can contribute much to the Trail and the Association. Quite simply, there can be no SFTA without a governing board. If SFTA goes, is not the Trail close behind?

## HALL OF FAME NOMINATIONS

**T**HE Santa Fe Trail Association Hall of Fame was set up in 2007 to honor those historic individuals who contributed so much to the Old Santa Fe Trail. At Rendezvous 2008, the first five names were added to the roll: William Becknell, Pedro Ignacio Gallego, William Bent, Kit Carson, and William Gordon. Nominees are permanently recognized in a "Hall of Fame" exhibit at the Santa Fe Trail Center in Larned, Kansas.

At our 2009 symposium in Arrow

Rock further names will be added - but SFTA members have to step up and make nominations.

The nomination process is simple, as outlined below. Note that for the first few years, only historical folks are being added to the list. The SFTA will honor those who have made contributions to the Association and the "new" Santa Fe Trail at a later date.

To nominate someone, send Mike Olsen the following information:

- The name of your nominee
- Your name/address/telephone/e-mail information
- A brief paragraph on why you want to honor your nominee
- Some information on the nominee
- If possible, a photograph of the person nominated

Send your information to or if you have questions contact Mike Olsen, 5643 Sonnet Heights, Colorado Springs CO 80918, 719-590-1048, <mpolsen1@comcast.net>.

## AWARDS NOMINATIONS DUE JULY 1, 2009

**N**OMINATIONS are needed for the biennial SFTA awards to be presented at the symposium in September. All nominations must be postmarked by July 1, 2009. The awards are Award of Merit, Bentrup Ambassador Award, Rittenhouse Award, Heritage Preservation Award, Educator Award, Scholarship Award, and Marc Simmons Writing Award. Nominations should include details of why the person, group, or organization should receive the award and be no longer than one page. Nominations for the Award of Merit, Bentrup Ambassador Award, Rittenhouse Award, Heritage Preservation Award, and Scholarship Award should be sent to Leo E. Oliva, PO Box 31, Woodston KS 67675. Nominations for the Educator Award should be sent to Chris Day, PO Box 118, Wamego KS 66547. The Marc Simmons Writing Award, given for the best article in *Wagon Tracks*, vols. 21 and 22 (one for an edited document and the other for original research), will be selected by a special committee.

**AWARD OF MERIT** (maximum of 8 awards)

This award, a recognition plaque, recognizes individuals, businesses,

organizations, or groups who have made a significant contribution to the purposes of the SFTA. The recipient may or may not be a member of SFTA.

**PAUL F. BENTRUP AMBASSADOR AWARD** (maximum of 2 awards)

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

**JACK D. RITTENHOUSE MEMORIAL STAGECOACH AWARD** (1 award)

This award is presented to a SFTA member for extraordinary lifetime achievement in research and writing about the Trail. The award includes a recognition plaque, Santa Fe Trail Pendleton Blanket, and \$100 cash.

**HERITAGE PRESERVATION AWARD** (maximum of 2 awards)

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

**EDUCATOR AWARD** (maximum of 2 awards)

This award, a recognition plaque and \$100, is presented for outstanding classroom teaching in two categories: elementary and secondary. Recipients are selected by the SFTA Education Committee. Each nomination packet must include a letter of nomination by someone in the SFTA who is familiar with the work of the educator, a synopsis of the teacher's work (project, unit, etc.) describing how it exemplifies creativity consistent with the Mission Statement of the SFTA, and a recommendation from the educator's immediate supervisor or administrator. Nominees need not be members of SFTA.

**SCHOLARSHIP AWARD** (1 undergraduate and 1 graduate)

This award, a recognition plaque, \$500, and a year's membership in SFTA, is presented for research

papers about the Trail written by students at an institution of higher education. Nominations are by the professor in whose class the paper was written. Maximum length of papers is 25 pages, double-spaced, including documentation. Papers selected must be submitted to *Wagon Tracks* for publication.

## KANSAS DAR CELEBRATES 100 YEARS ON THE TRAIL

by Shirley Coupal & Pat Traffas

*[SFTA member Shirley Coupal is KSDAR State Regent and Pat Traffas is project coordinator. They are still accepting donations from anyone who wishes to help underwrite the restoration of a marker by adopting part or all of it for the cost of restoration—\$300.]*

THE Kansas Daughters of the American Revolution are celebrating a century on the Santa Fe Trail by restoring the 89 original red granite markers along both the Cimarron and Mountain routes in Kansas. A Challenge Cost-Share grant has been awarded from the National Park Service for this project and will be administrated by the Santa Fe Trail Association. Association Manager Harry Myers and President Joanne VanCoevern have been instrumental in their support of the project. The Kansas Daughters and friends have generously supported this project by adopting individual stones. Suhor Industries has been contracted to do the restoration. Suhor Industries maintains numerous plants across the region, which facilitates the conservation from satellite locations all across Kansas. Each stone will be evaluated as to how much restoration is needed. Two conservators will soon start work on the stones. They will maintain the historical integrity of the stones while cleaning, lithographing, and/or re-engraving.

"And this shall be a sign among you, that when your children ask, 'What do these stones mean?' tell them that these stones shall be a memorial forever." Joshua 4:6.

This scripture was chosen for the 2007-2010 Kansas Daughters of the American Revolution "At Home on the Plains" Administration for two reasons. One, George P. Morehouse quoted it in his dedication speech at

the Council Oak Marker, August 10, 1907, and two, it is so apropos to remembering why the monuments were placed a century ago.

The marking of the Santa Fe Trail through Kansas is the single greatest undertaking of the Kansas Daughters. Starting in 1903 as a vision to preserve the fast-fading vestiges of the Road to Santa Fe, Kansas's first major highway, the project grew to involve the Kansas State Historical Society, the Kansas legislature, the Santa Fe Railroad, and the Kansas Department of Education. The first stones were placed in the fall of 1906 and the last in Morton County in 1914. The red granite stones have sat on or near the Trail, fading into the landscape. The stones originally cost \$16 each. Made from end pieces and scraps, they were hand carved, a lost art, essentially they are irreplaceable and consequently priceless. Of the 89 stones appropriately 95% need conservation. Some can't be read unless standing at an angle and up close. It is time to restore them to their original prominence. Once again they will stand out and people will stop to see what the stones are about.

This project is being dedicated to the memory of Fannie Geiger Thompson, Emma Hills Stanley, Zu Adams, Grace Meeker, and Isabelle Cone Harvey, without whose untiring efforts the Santa Fe Trail through Kansas would not have been marked by the DAR.

We thank the Cottonwood Crossing Chapter, SFTA, for the inspiration to undertake this project. About ten years ago they took it upon themselves to restore the Cottonwood Crossing, the Waldeck, and the Jones Cemetery DAR markers.

"Nothing is really ended until it is forgotten. Whatever is kept in memory still endures." "The Santa Fe Trail Lives On!"

## POST OFFICE OAK

### —LETTERS—

Editor:

I love the trivia question in the last e-musings sent out by Last Chance Store. The "rocks" referred to were erected by the Daughters of the American Revolution. One was placed in the city park of my home town, Wellington, Missouri. It was

my introduction to the Santa Fe Trail. When I misbehaved as a child, my grandfather would put me on top of the red granite monument for safe keeping. I was too little to try to get down and pester him. So you can say I was "on" the Santa Fe Trail at a very young age. Happy Trails.

John Mann  
2121 Meadowlark Rd #338  
Manhattan KS 66502

Editor:

The November issue of *WT* has arrived, and what a joy to see three Rendezvous lectures included. I've preached about this for years, but this may be the first time that all will appear. Whatever you did to bring it about, thanks. Regards,

Margaret Sears  
1871 Candela  
Santa Fe NM 87505

Editor:

The November 2008 issue was one of the best issues I have read. Being a charter member, I have read each issue. This one stands out due to the inclusion of the informative papers which were presented at the Rendezvous. I look forward to the next issue for the remaining three papers.

Jeff Bransford  
28 Arlmont St  
Arlington MA 02476



## CONVERSE OF THE PRAIRIES

### —BOOK NOTICES—

Stephen Schmidt, *Lost Spring, Marion County, Kansas: A Historical Perspective*. Stephen Schmidt, 2008. Pp. 32. Maps. Paper, \$7.00 postpaid from Last Chance Store.

Steve Schmidt, president of the Cottonwood Crossing Chapter, has published a detailed account, including five informative maps, of the history of one important Trail site. He has documented the locations of Lost Spring (there was more than one), explained its importance to Trail history, and told how it has been and is being marked and preserved. It is a fine document to accompany the work the chapter is doing there now.

It would be great if other chapters would do the same for sites on their section of the Trail. Schmidt provides a model of research and writing that others can emulate.

## JAMES BONNEY, SANTA FE TRAIL PIONEER, NEW MEXICO SETTLER (Was He the Grandfather of Billy the Kid?)

by Doyle Daves

*[SFTA member Doyle Daves grew up on a ranch in Union County, New Mexico, a few miles south of the Santa Fe Trail. After a career as an academic scientist and administrator, he and his wife, Pamela, live in retirement in Las Vegas, New Mexico. Daves received a research grant from the SFTA to study Anglo men who plied the Santa Fe Trail, eventually settled in New Mexico, and established families by marrying local Hispanic women. This is the first article from his research.]*

**LITTLE** is known about James Bonney's life before he settled in New Mexico, probably in the early 1830s. We know that he was born in England of Irish Catholic parents, probably in the first years of the nineteenth century, came to America, probably spent some years in Kentucky, and was living on the Missouri frontier by the mid 1820s. Exactly where in Missouri Bonney was living is not known, but it may have been Franklin in Howard County where the caravans of freighters assembled for the long trek overland to Santa Fe. It seems likely that Bonney was initially involved in the mercantile trade so important to the Missouri frontier at that time.<sup>1</sup>

While he was living in Missouri, he had a wife and probably a child or two. At some point, Bonney became directly involved in the Santa Fe trade and helped freight goods over the Trail for sale to Mexican citizens in New Mexico.<sup>2</sup> He made several trips across the Trail before deciding to settle in New Mexico.

It is uncertain just when Bonney started freighting on the Trail and when he settled in New Mexico. Family lore suggests he was freighting as early as 1825, just four years after the trail opened, and there are documents showing he was living in New Mexico by 1835.<sup>3</sup> He probably came a few years earlier. He seems to have settled first in Mora, then a new cluster of small farms in the eastern foothills of the Sangre de Cristo Mountains. Possibly James Bonney came to New Mexico with a brother, Henry Bonney, who was living in Mora in the middle decades of the 19th century.<sup>4</sup>

### The Land Grant.

What prompted this life-changing decision to give up so much, including a pregnant wife and children in Missouri, to settle in New Mexico among people of different language and culture? The best guess is that James Bonney was motivated by the prospect of obtaining a substantial amount of land, more than he could ever hope to acquire in Missouri. After the arrival of Spanish settlers in New Mexico in 1598, the Spanish government made land-grants to citizens, particularly to groups of citizens who were willing to create settlements in outlying areas and serve as a buffer to protect more developed areas against Indian incursions. Following the independence of Mexico from Spain in 1821, this well-established land-grant system was continued and expanded by the Mexican government.

Surely Bonney learned about the land-grant system during his visits in New Mexico. It seems certain that he also learned that such grants were made only to citizens of Mexico. It is likely that Bonney was also aware that non-Mexicans might receive a portion of a land-grant by a carefully arranged marriage into a land-grant family. This is the path James Bonney chose.

He married Juana María, daughter of Miguel Mascareñas, who was one of the original grantees of the Mora Land-Grant.<sup>5</sup> Miguel Mascareñas, a prominent citizen of the new community at Mora, generously arranged for his daughter and new son-in-law, James Bonney, to have a valuable plot of land within the Mora Land-Grant. Typically, Mexican land-grants were made to a number of individuals (families) with the stipulation that relatively small plots be allotted to each for developing home sites and establishing farms while the majority of the land was held for all grantees to use in common for stock grazing, wood cutting, etc. This was certainly true of the Mora Land-Grant. Common practice accommodated a maturing child of a grantee by allotment of a small home plot and access to shared use of the common lands.

This is not what happened in the case of Juana María Mascareñas and her American husband. James ("Santiago" in Spanish) Bonney was awarded a significant plot of land - in effect, a "land-grant within a land-grant." The "Santiago Boné<sup>6</sup> Land Grant,"<sup>7</sup> or alternatively the "Junta de los Rios Grant,"<sup>8</sup> was made via a formal document that later was lost. Much information about the grant is contained in a petition filed by Bonney's heirs in 1887. In that petition, "The children, sole surviving heirs and representatives of Santiago Boné respectfully represent that prior to the 28th day of September A. D. 1835 said Santiago Boné in due form believed the proper Mexican authorities in New Mexico did grant to him a tract of vacant and unoccupied public land then belonging to the Republic of Mexico."<sup>9</sup> Also, "That on the 28th day of September A. D. 1835 in answer to said petition the said tract of land was granted to said Santiago Boné by decree of Albino Perez the Governor and Political chief of New Mexico." And further "That thereafter on the 31st day of October 1842 juridical possession of said tract of land under and in perseverance of said grant was duly given according to law to said Santiago Boné with the boundaries aforesaid by Juan Antonio Garcia, Constitutional Alcalde of the said jurisdiction of Mora."<sup>10</sup>

The grant to Bonney was a plot of land along the Mora River from its confluence with the Sapello River. There are several descriptions of the grant and its boundaries which agree generally but differ in some details. In testimony, José Ignacio de Luna, who worked for Bonney and was the son-in-law of Alcalde Garcia, described the boundaries as "On the north the Mora River, on the east the junction of the Mora River and the Sapello rivers, on the south a high rock close to the Sapello river, on the west the hills where they are the highest. The dam is a principal boundary and is on the Mora river and from there the line runs south."<sup>11</sup> When asked about the distances of the lines of the rectangular tract he had described, he stated

that north to south the distance was "about four miles more or less" and east to west "it is further than the distance from the Mora to the south boundary, perhaps five miles. I don't know accurately what a mile is."<sup>12</sup>

A tract this size encompasses 12,800 acres. In fact, the distances are considerably shorter and the grant was probably about 5,000 acres. Much of the grant was fertile, bottom land in perhaps the most beautiful river valley in New Mexico.

Exactly when James Bonney settled on the grant is unknown. It is probable that he lived in Mora, and possibly Las Vegas, until after 1840. Still, it is important to note that Bonney was bold to settle this land at the time he did. There were, perhaps, a few Mexican farmsteads along the Mora and Sapello rivers, probably used only during the growing and grazing seasons. The available evidence indicates that James Bonney was the first permanent settler in "La Junta de los Rios Mora y Sapello."<sup>13</sup> During this period, the Plains Indians, Apaches, Comanches, Kiowas, and others, routinely resisted settlement east of the Sangre de Cristo Mountains. The nearest settlements were the tiny village of Mora, established in 1819, 20 miles to the west, and Las Vegas, 20 miles to the south, had only begun to be settled in 1835. Both were too far from La Junta to provide any protection. Fort Union, established in 1851 only a few miles from Bonney's homestead, was not even imagined at the time of his settlement.<sup>14</sup>

Bonney selected a site directly adjacent to the Santa Fe Trail and first created a series of dugouts as shelters. The earliest contemporary report located is that of Joab Houghton, who, in 1857 in testimony during a land-title dispute, noted that in 1843, when he first arrived in the valley, "I found also on the premises granted, on the Mora River, a house occupied by James Boné. This house is a short distance above the present site of what is known as Barclay's Fort, about six hundred yards above."<sup>15</sup> Santa Fe trader James Josiah Webb, who visited Bonney at La Junta in 1844, provided additional detail. "Webb described his dwelling as a single room dug out of the ground and roofed over with poles covered over with earth and grass."<sup>16</sup>

Later, Bonney constructed a more substantial structure which provided some protection from Indian attacks, and he opened a trading post to take advantage of Santa Fe Trail traffic. He also surveyed and constructed a major irrigation ditch (still called the Bonney Ditch) to bring Mora River water to approximately 250 acres which he planted in crops. In addition, in the ensuing years, he established a large cattle herd and acquired many horses and mules. Bonney's success encouraged others, and within little more than a decade several additional families were living in the area.

#### **James Bonney Works for the Mexican Government.**

In September 1840 a Mormon, Joseph Pulsiphur, camped along the Mora River with two horses and a wagon loaded with trade goods. He was murdered and all his possessions taken. Upon hearing of the disappearance of Pulsiphur, U. S. Consul Manuel Alvarez commissioned James Bonney to apprehend the murderer(s) and recover the stolen goods. Bonney was successful in identifying the three perpetrators, and he also recovered most of the stolen merchandise. It speaks to the state of governmental functions in New Mexico at that time to note that none of the three were ever brought to trial and the merchandise stayed in storage until it was no longer useful.<sup>17</sup> A letter from James Bonney to Consul Alvarez, written during this time, makes clear that Bonney was well-educated.<sup>18</sup>

#### **The Bonney Families.**

James Bonney's marriage to Juana María Mascareñas produced three children: María Cleofas, born about 1838; Santiago (James, Jr.), born in August 1841 (1900 census),<sup>19</sup> and María Rafaela, born about 1845. About the time of María Rafaela's birth, Bonney began to accuse his wife, Juana, of a relationship with a neighbor and sometimes hired man, Rafael de Noriega Garcia. Family members<sup>20</sup> believe Bonney knew his accusation was not true and that he used it as a way of divesting himself of the responsibility for his family. As he had shown earlier in abandoning his Missouri family, Bonney was reluctant to accept family responsibilities. Having no possibility of providing support for herself and her

children, Juana returned to her parents. Her father was upset that Juana had apparently misbehaved and lost her marriage to a relatively prosperous man, and he refused to take her in. Relatively soon thereafter she apparently did marry Garcia. Juana and her children are listed in his household in the 1850 census.

There is a family story that María was pregnant at the time she separated from James Bonney. In fact descendants<sup>21</sup> have believed that she gave birth shortly thereafter to a daughter, María Estafana, whose father was James Bonney. However, available records do not support this. María Estafana does not appear in the 1850 census with Juana and the other children, and later records establish her birth as occurring in May 1853. She is apparently the daughter of Rafael Garcia and not James Bonney, as the family has believed.

As soon as he had rid himself of Juana and their children, or even before, James Bonney began a relationship with 16-year-old María Bibiana Martin, daughter of another prominent holder of the Mora Land-Grant, Juan Bernardo Martin. Bibiana was soon pregnant and in March 1846 she gave birth to Ramon Bonney, only months before she was to lose her husband.<sup>22</sup>

It is curious that in many years of litigation to clear title to and reclaim the Bonney land,<sup>23</sup> the children of James Bonney and Juana Mascareñas always described Juana as James Bonney's widow and themselves as his "sole heirs." The marriage to Bibiana Martin, if in fact there was a formal marriage, was never acknowledged.

There appears to have been no contact between Juana's three children and Bibiana's son, Ramon. Juana (Mascareñas) Bonney died about 1857 when her youngest child, María Estafana, was about four years old. By the time of the 1860 census, both older daughters were married. María Cleofas had married Trinidad Lopez, a lawyer and lieutenant of the U.S. Army stationed at Fort Union, and María Rafaela had married Bernardo Salazar. In the 1860 census, Santiago (James, Jr.) is listed with the Lopez family, and Estafana, age seven, was in the Salazar household. After this time, Estafana left the Salazar household and

lost contact with her Bonney siblings. Interestingly, after decades of no contact, in the 1920s Benjamin Lopez, Cleofas (Bonney) Lopez's grandson, met and married his second cousin Rebecca Casados, granddaughter of Estafana Garcia and F. Nerio Casados.<sup>24</sup>

#### **Bonney and the Army of the West.**

In the spring of 1846, President James K. Polk created an "Army of the West" commanded by Colonel<sup>25</sup> Stephen Watts Kearny and directed that the Army march from Missouri over the Santa Fe Trail and invade the Republic of Mexico with the goal of capturing the Mexican territories between the United States and the Pacific Ocean. The territories taken in the Mexican War, not counting Texas acquired earlier by the United States, comprise what are now the states of New Mexico, Arizona, and California, and include significant portions of five other present states. The Army of the West was made up of a small contingent of regular army officers and enlisted men and a much larger number of Missouri Volunteers, "an undisciplined, unpredictable, unreliable and almost uncontrollable body of troops of the kind which cut a bloody path of irresponsible massacres across the entire history of the Indian frontier."<sup>26</sup>

The ill-disciplined nature of the troops may be one reason why the Army had been suffering from a food shortage for at least a week<sup>27</sup> when it arrived at James Bonney's settlement on August 13, 1846. Major William H. Emory described the arrival of the army at La Junta and his impression of James Bonney: "Six miles brought us to the first settlement we had yet seen in 775 miles. The first object I saw was a pretty Mexican woman, with clean white stockings, who very cordially shook hands with us and asked for tobacco. In the next house lived Mr. Boney, an American, who has been some time in this Country, and is the owner of a large number of horses and cattle, which he manages to keep in defiance of wolves, Indians, and Mexicans. He is a perfect specimen of a generous open-hearted adventurer, and in appearance what, I have pictured to myself, Daniel Boone, of Kentucky, must have been in his day. He drove his herd of cattle into camp and picked out the largest and fattest,

which he presented to the army."<sup>28</sup> The next day, Kearny and the main contingent of the army marched on to Las Vegas where the following morning, August 15, 1846, now Brigadier General Kearny, standing atop an adobe building on the plaza with the alcalde, announced that the territory was now part of the United States and that all people were now American citizens.

Colonel Alexander Doniphan and his Missouri Mounted Volunteers (cavalry), who were trailing the main contingent of the army, arrived at La Junta on August 14 and James Bonney repeated his performance of the previous evening, again providing prime beef for the hungry troops. Even further behind the troops was Lieutenant James William Abert, who had become sick and was left at Bent's Fort along the Arkansas River to recover. He traveled south toward Santa Fe with Ceran St. Vrain and arrived at La Junta on September 23, where he met James Bonney. He noted that "after passing several corales or enclosures, we at last came in sight of some adobe houses" and that Bonney "invited us to alight and enter his house, where he treated us to milk, cool from the cellar." Abert further noted that "In his house there were a dozen firelocks of different kinds, escopettes, fusils, rifles, and muskets."<sup>29</sup>

#### **James Bonney's Death.**

James Bonney lived but a short time after his encounter with the Army of the West in August 1846. In October, Indians raided the settlement and ran off with some of Bonney's horses. James Bonney and a hired man took off in pursuit, carrying a bag of freshly-made tortillas that might prove useful if he could overtake the raiding party and bargaining were to occur. It is not clear just what actually happened, but Bonney did not return home and a search party found his arrow-pierced body along the Mora River not far from the entrance to Dog Canyon a few miles east of the Bonney settlement.<sup>30</sup> Thus ended the life of an important Santa Fe Trail trader who put down roots in New Mexico. The roots James Bonney established through the family he left behind have flourished. Today, hundreds of people in New Mexico, in neighboring states, and across the nation de-

scend from this colorful pioneer.

#### **Was James Bonney the Grandfather of Billy the Kid?**

Perhaps no figure in American history has been so celebrated as Billy the Kid, based on so little solid information. At this point, more than 125 years after his death in 1881, careful scholars admit there is much about Billy's life that remains obscure. Even his age, place of birth, and parentage are still not established. In a recent book, *Billy the Kid: The Endless Ride*, Michael Wallis carefully sifts through what has been written about Billy the Kid and attempts to separate what is supported by evidence and what is pure conjecture, or worse, simple invention.<sup>31</sup>

There is general agreement that Billy was born to a mother named Catherine McCarty, who, a year before she died in Silver City, New Mexico, at age 45, married William Henry Harrison Antrim in Santa Fe. Most writers have suggested that she, and the son who became Billy the Kid, were born in New York City, although not a shred of evidence for this has ever been found. It is also generally believed that Billy was named Henry McCarty at birth, that he began to call himself William Henry Antrim around the time of his mother's marriage, and some years later, he inexplicably assumed the name of William Henry Bonney.<sup>32</sup>

It is easily understandable that a young person might take his stepfather's name. Not so easily understood is why a person would choose a completely new, seemingly random surname. A possibility not often considered is that "Bonney" was not a random choice but was, in fact, a family name. This possibility was introduced in 1991, at a Billy the Kid Symposium held at Ruidoso and Lincoln, New Mexico, by respected historian Herman Weisner, who told the assembled experts that he had concluded that Billy was indeed a Bonney, the son of a daughter that James Bonney had left in Missouri.<sup>33</sup> Descendants of James Bonney believe that, after he left Missouri, he remained in contact with his family there, perhaps occasionally entrusting a note or only an oral message with a friend who was still plying the Santa Fe Trail. Alternatively, if Bonney did not initiate contact, it seems

reasonable that his wife in Missouri would have known some Santa Fe traders and learned from them of Bonney's relocation to New Mexico. If the Missouri family did know they had relatives in New Mexico, it might explain why Catherine chose to locate there.

There is one, highly relevant piece of data that supports Billy's Missouri roots, that, curiously, has been ignored by scholars and that even Michael Wallis dismisses.<sup>34</sup> The 1880 census for Fort Sumner, New Mexico, lists "Wm Bonny," next door to his friend Charles Bowdre, and indicates that he was age 25, was born in Missouri, and that both of his parents were also born in Missouri. If this census record is taken at face value, Billy was born in Missouri about 1855 and not in New York or some other location in 1859 as has been generally assumed.<sup>35</sup> From Catherine Antrim's obituary we know that she was born about 1829, a date consistent with what we know of James Bonney's relocation from Missouri to New Mexico.

At the 1991 symposium, Weisner presented another intriguing reason for his conclusions about Billy's parentage. He indicated that Billy, who spoke fluent Spanish, was aware of his New Mexico connections and their Hispanic heritage. Weisner emphasized his belief that Billy was related to a Salazar family in Lincoln County. Indeed, a participant in the symposium, Lincoln County resident Joe Salazar, reported that it had been passed down in his family that Billy the Kid was a relative. In support of this possible connection, we know from census records that Francisco Salazar, son of Bernardo and Rafaela (Bonney) Salazar, was living in Lincoln County by 1900 and raised a large family there.

That Billy the Kid, aka Henry McCarty, William Henry Antrim, William H. Bonney, was the grandson of James Bonney and the wife he abandoned in Missouri has been passed down to James Bonney's descendants. This family story is consistent with the generally overlooked (or ignored) 1880 census data, the only direct genealogical information which may have come from Billy himself. Historian Herman Weisner, after interviewing Bonney descendants and studying available rec-

ords, concluded that this possibility was credible and deserved serious attention. After 125 years, we may never find definitive information that tells us where and when Billy was born and who his parents were. It behooves scholars to seriously consider the Bonney family story.

## NOTES

1. Interviews with Joe Lopez, great-great-grandson of James Bonney; Jan Girand, "James Bonney on the Santa Fe Trail," Roswell Web Magazine, <<http://www.Roswellwebmagazine.com/page.php?63>>, Roswell, New Mexico, April 21, 2004.
2. Ibid.; interviews with Joe Lopez.
3. J. Richard Salazar, "Land Records of New Mexico, Santiago Boné Land Grant," Surveyor General File No. 206, New Mexico State Records Center & Archives, Santa Fe, 1987, Roll 30, pp. 957-958.
4. Very few records refer to Henry Bonney. He was in Mora in 1861, living with wife María Francisca Varela. Marriage record for their daughter, María Rufina Bonney, to José Rafael Montoya, Mora Marriages-February 4, 1854 to December 25, 1875, Microfilm LDS 1930-435.
5. Rebecca McDowell Craver, *The Impact of Intimacy: Mexican-Anglo Inter-marriage in New Mexico, 1821-1846* (El Paso: Texas Western Press, 1982), explained the often complex factors that led, usually very young, Mexican women (supported by their families) into marriages with men from the United States. I thank Karl W. Laumbach for pointing me to this and other important references.
6. "Boné" was the most common rendering of Bonney's name in Spanish. Other versions include Voné, Boney, Bonny, Bonne.
7. Malcolm Ebright, *Land Grants and Lawsuits in Northern New Mexico* (Albuquerque: University of New Mexico Press, 1994), 188, 192.
8. Salazar, "Land Records of New Mexico, Santiago Boné Land Grant," 970.
9. Ibid., 1016.
10. Ibid., 1019.
11. Ibid., 970.
12. Ibid., 1019.
13. When the Atchison, Topeka and Santa Fe Railway reached La Junta in 1879 it was apparent that this station must be distinguished from the station previously established at La Junta, Colorado. The station, and later the community, was named "Watrous" in honor of another important early settler, Samuel Bowman Watrous.
14. Interviews with Joe Lopez; interviews with LeRoy LeDoux, local historian.
15. F. Stanley, *The Watrous, New Mexico Story* (Pantex, Texas, 1962), 7.
16. Jill Mocho, *Murder and Justice in Frontier New Mexico, 1821-1846* (Albuquerque: University of New Mexico Press, 1997), 148.
17. Ibid., 148-156.
18. Bonney to Alvarez, Las Vegas, November 17, 1840, Benjamin Read Collection, Collection 1959-179, New Mexico State Records Center & Archives, Box 2, Folder 95, Doc. No. 95.
19. Curiously, Santiago Bonney, Jr., when asked as an adult his age at his father's death (October 1846), stated that "I was a baby not yet weaned." Salazar, "Land Records of New Mexico, Santiago Boné Land Grant," 1004. In fact, he was five years old.
20. Interviews with Joe Lopez.
21. Ibid.
22. Following James Bonney's death, Bibiana Martin married another Santa Fe Trail traveler, Daniel Eberle, and their children established the Ebell family of New Mexico.
23. In 1846, the Mexican government awarded a tract of land to John Scully and others (the Scully Land Grant) that almost completely encompassed the Santiago Boné Grant. In the 1880s, the Bonney heirs were successful in gaining clear title to a 1350-acre portion of the original grant.
24. Interviews with Joe Lopez.
25. Kearny learned of his promotion to brigadier general when he arrived in Las Vegas on August 15, 1846. Glenn D. Bradley, *Winning the Southwest, A Story of Conquest* (Chicago: A. C. McClurg & Co., 1912), 152.
26. Willis Boldt Hughes, *The Army and Stephen Watts Kearny in the West, 1819-1846* (Ph.D. Dissertation, University of Minnesota, 1955), 479.
27. Mocho, *Murder and Justice in Frontier New Mexico*, 151-152: "For more than two weeks the soldiers had been suffering from lack of food, for, after entering New Mexico, the army subsisted on one-third rations until it reached Santa Fe." Also, William Hemsley Emory, *Notes of a Military Reconnaissance, From Fort Leavenworth, in Missouri, to San Diego, in California, Including Parts of Arkansas, Del Norte, and Gila Rivers, 1846-1847* (U. S. Congressional Series Set, Vol. 505), 20: "August 6. To-day commenced our half rations of bread. . . ."
28. Ibid., 24-25.
29. *Report of Lieut. J. W. Abert of his Examination of New Mexico in the Years 1846-'47* (Albuquerque: Horn & Wallace, 1962), 37.
30. Interviews with Joe Lopez.
31. Michael Wallis, *Billy the Kid: The Endless Ride* (New York: W. W. Norton & Company, 2007).
32. Ibid.; Mike Smith "Great Escape," *New Mexico Magazine* (January 2008): 44-47, reports that in an old outlaw hideout under a ledge on Black Hill near Radium Springs, New Mexico, still visible are names and initials painted in white pigment: "Bonney," "Bowdre," "O.F.," and "DR." These, undoubtedly, were placed there in 1880 by the outlaws William H. Bonney (Billy the Kid), Charles Bowdre, Tom O'Folliard, and Dave Rudabaugh.
33. Girand, "James Bonney on the Santa Fe Trail"; Wallis, *Billy the Kid*.
34. Ibid., 235.
35. The 1880 census for Grant County, New Mexico, lists William McCarty, age 21, i.e., born in 1859, the year Billy the Kid is generally thought to have been born. Grant County includes Silver City where the Antrim family was known to be living in the mid 1870s. Is it possible that scholars have been tracking the wrong man?

# PURCHASING AND TRANSPORTING MERCHANDISE ALONG THE SANTA FE TRAIL

by Susan C. Boyle

[Susan Calafate Boyle received her Ph.D. in American social history at the University of Missouri and works for the National Park Service in Santa Fe. She is the author of *Los Capitalistas: Hispano Merchants and the Santa Fe Trade* (University of New Mexico Press, 2000). She was spoke at *Rendezvous 2008*. The remaining *Rendezvous* papers follow.]

**T**RANSPORTING merchandise along the Santa Fe Trail “officially” began in 1821, but specific details about the first three decades of trade are not well documented. Few records have survived that provide evidence on how and where purchases were made, their cost, and the logistics and expenses involved in their transportation. This paper looks at a later period, examining available information for commercial transactions between 1856 and 1880. Offering a glimpse of the activities of Felipe Chávez (1834-1906), a New Mexican merchant and a meticulous record keeper, these documents provide examples of the intricacies of purchasing and transporting merchandise and the strategies adopted to address the challenges of hauling large shipments into New Mexico.<sup>1</sup>

## The Merchandise

Information on the types of merchandise that came west along the Trail is available from 1825, the first year for which *guías* (passports detailing the items carried - sometimes they included prices) were issued to merchants traveling from Santa Fe into the interior of Mexico. A preliminary analysis of all the *guías* reveals close to 800 different kinds of merchandise, principally fabrics, but also a good selection of tools, household goods, items for personal use, and medicines as well as a variety of books.<sup>2</sup> Some of the *guías* include prices, but it is not clear if these prices reflect the cost of the purchases or an estimate of their value.

Commercial enterprises in the eastern United States were aware of the need to attract buyers from New Mexico and Mexico.<sup>3</sup> An advertisement published in Spanish in a New York newspaper in the early 1840s provides information on the types of merchandise for sale at the firm of



Mexican Pack-Mule Train

Francisco B. Rhodes, one of the major consignment merchants operating at the time.<sup>4</sup> The main items listed were English, French, German, and Venetian fabrics as well as a variety of American manufactures. Included were different types of shotguns, pistols, cutlery, German and English scissors, jewelry, buttons, brushes, combs and hair accessories, different types of shoes, glasses, perfumes, and miscellaneous items such as shaving boxes with or without mirrors, corset stays, writing quills and their handles, mirrors, and many others.

While the information from the *guías* and advertisements, such as the one mentioned above, are helpful, they provide limited insight into the nature of commercial operations. Unfortunately, after New Mexico became part of the United States, documentation of shipments into the territory deteriorated even further since it was no longer required to obtain *guías*. From this time on systematic information on shipments is rare, except for the business records of individual merchants. Felipe Chávez is one such merchant.

He operated out of Belén and took over his father's business in 1856. Throughout his life (he died in 1906) he maintained a detailed account of his commercial transactions, including carbon copies of his business-related letters. These documents provide a fairly comprehensive view of how and where purchases were made, their cost and weight, and the logistics and expenses involved in their transportation. They reveal that the commercial operations associated with the Santa Fe trade were highly complex and entailed high financial risks since successfully arranging for the purchase and transportation of thousands of pounds of merchandise over hundreds of miles required substantial skills and attention to detail.

## Purchasing the Merchandise

Arranging for purchases in far away places was a challenging task. Chávez bought a substantial amount in New York on a yearly basis. The firm of Peter Harmony and Nephews, an important consignment merchant, arranged for some of the purchases, their shipping and handling, and provided advice on prices and future trends and economic conditions. To arrange for these transactions in 1860, Chávez sent Antonio Robles, a personal agent, to New York with detailed instructions which identified the type, amount, and a range of prices for the items to be acquired. Robles wrote back almost daily, informing Chávez of his progress and describing what he had bought and at what price. On February 17, three days after arriving in New York, Robles reported that in two of the big warehouses the price of *manta* (coarse cotton fabric) was half a cent higher than Chávez had planned. In another warehouse they informed him that all the *manta* had been sold until March. However, the next day Robles was able to buy 20,000 yards at a good price (between 7.25 to 8.25 cents per yard) and received a 5 per cent discount as well. Robles also acquired a variety of *indianas* (calicos). He noted that the black ones were expensive at 9.5 cents per yard, but remarked that they would be three times easier to sell than the others and that they could be sold at “*dos reales la vara*,” a considerable profit.<sup>5</sup> In his letters Robles also mentioned buying high-quality fabrics for the *mostrador* (shop counter), which suggests that some of the cloth was sent to tailors and seamstresses to manufacture clothing items of lesser quality.<sup>6</sup>

Arranging for a purchase of this magnitude (69,919 lbs. of itemized goods were listed in the 34-page invoice) took a considerable amount of time. Robles arrived at New York in the evening of February 14 and the final purchase was not ready to be shipped by railroad to the Glasgow Brothers in St. Louis, Missouri, until March 14, 1860. The following day Peter Harmony wrote to Chávez, summarizing the transaction: 135 bolts of fabric, 346 boxes, 2 barrels,

and 74 trunks, 925 items for a total cost of \$34,965.78, of which \$2,240.40 (6.4%) covered insurance, packing, hauling from the warehouse to the railroad, weighing and labeling, and paying the men who helped loading.<sup>7</sup>

This shipment was sent to New Mexico in 18 wagons, each carrying close to 4,000 lbs. The man in charge of loading the wagons complained that it was such hard work that he could only pack four to six carts a day since it was necessary to do it with care.<sup>8</sup>

Even though Chávez took great care to ensure that the operation went smoothly, issues arose when the merchandise reached Belén in June. A letter from Peter Harmony refers to some of the problems associated with the purchase.<sup>9</sup> Some of the fabrics were missing. Harmony was unable to explain how the items went missing since the *empaquetador* (person who prepared the packages) acknowledged their receipt and had packed them. Harmony speculated that someone else might have opened the boxes on the way to New Mexico since the *pomponente* (a pompom) was missing. This was apparently a way to discourage tampering with the packages and warned those who unpacked the merchandise that it might have been modified since it was packed. Missing from one of the boxes were also three sets of shovels which were packed in the warehouse where they were purchased. According to Harmony, the owners of the warehouse had a very good reputation and took great care in getting the order ready and were willing to give Chávez credit for the missing shovels since they wanted to avoid any complications and wanted to maintain good commercial relations with him.<sup>10</sup>

There were also discrepancies about the discount on the some of fabrics, but the most important issue referred to the purchase of items of ready-made clothing. Robles, in an effort to obtain the best prices, had purchased unsuitable goods and had apparently dealt with businesses that in Harmony's opinion were not very reputable. For that reason they were unable or unwilling to offer a refund for items that did not meet Chávez's quality specifications.<sup>11</sup>

Finally, Harmony explained that

the complications with the shipment were partly due to the fact that, when they were labeling the merchandise, Robles, Chávez's agent, would appear with new purchases that would have to be repackaged, causing havoc with the numbering and labeling system in place. Harmony indicated that, in his eagerness to obtain the requested merchandise at an advantageous price, Robles had compromised the quality of the items purchased and had inadvertently complicated the operation. Harmony suggested that the problem was due to the fact that Robles was following Chávez's instructions and that Harmony had no power to go against Robles, that Harmony was only empowered to make funds available for the purchases.<sup>12</sup> It is clear there were problems with doing business over long distances without a means of rapid communications.

Antonio Robles appears to have been dismissed after arranging this shipment, but others took on his job in later years. It seems, however, that Chávez learned from his mistakes and no longer put that much pressure for his agents to meet strict requirements on price. He appears to have followed Harmony's between the lines suggestion that it was not a good idea for outsiders to try to obtain bargain prices in New York and that it was best to deal with reputable firms.

Chávez appears to have been an imaginative merchant willing to try new methods to make his commercial operations more successful. Early in his career he explored options to cut down the cost of transporting merchandise to New Mexico. In 1856 he purchased fabric directly from Manchester, England. It is not clear if this was Chávez's own idea or if he received suggestions as to possible ways of cutting back on some of the expenses associated with the purchase of European goods. A June 1856 invoice from Peter Harmony and Nephews of New York City detailed costs of shipping four *fardos* (bundles) of *bayeta* (baize), 920 yards in length and 67 inches wide, from Manchester to Liverpool (England) to New York. The price was close to 4.7 cents per yard. However, by the time it reached New York incidental costs, including transportation and commission charges, meant that the

price of the merchandise had increased substantially to more than 6.6 cents per yard. This price did not include the expenses of sending the merchandise from New York to St. Louis and then hauling it to New Mexico.<sup>13</sup>

The following year Chávez tried a different strategy. An October 1857 invoice from Peter Harmony and Nephews of New York City detailed costs of shipping four *fardos* (bundles) of *bayeta* (baize), 900 yards 67 inches wide, from Manchester to Liverpool (England) and then to New Orleans. It should be noted that between 1856 and 1857 the price of the fabric had increased from 25£ to 26£ 9s. 2p. per bolt and each one was twenty yards shorter.<sup>14</sup> Incidentals and shipping costs to New Orleans were smaller than to New York, but there is no information on how expensive it was to ship products up the Mississippi to St. Louis. There is no record to indicate that Chávez ever tried this strategy again as the savings incurred did not appear to have justified the risks.

#### Expenses and Risks Associated with the Transportation of Merchandise

The complexity of the transactions - purchases made in Europe, transportation to a major United States port, shipment by rail to Pittsburgh or Philadelphia, and eventual arrival at Missouri or Kansas where goods were loaded on wagons for New Mexico could easily result in losses or misplaced items. Risk was a major factor in all of these large transactions.

Chávez made an effort to stay abreast of developments that might affect shipping - such as possible fluctuations on prices as a result of the Civil War, control of certain areas by the Confederate States of America Army, Indian unrest (they stole mules used for hauling), etc. For example, Glasgow Brothers informed him in May 1861 that, as a result of the blockade of the Mississippi between St. Louis and New Orleans, the steamboats were no longer running and as result the price of rice, coffee, and sugar had risen dramatically.<sup>15</sup> He also received periodic updates from Harmony on the price of merchandise and the cost of transporting it.

Shipping and handling were a

high percentage of the costs of obtaining the merchandise needed in New Mexico. The most common was a commission charge that fluctuated between 2 and 5 percent since everybody who touched the merchandise charged this fee. Other expenses commonly charged included the following:

- *Embarque* (putting merchandise on the ship or railroad)
- Insurance and Policy (two different items)
- *Flete/acarreo* (shipping costs)
- Custom duties
- Storage
- Packaging
- Labeling
- Fire insurance
- Weighing
- Loading the wagons
- Paying for mules to cross the river
- Paying majordomos to gather the mules

One specific purchase highlights the importance of transportation costs. In 1861 Chávez purchased a flour mill (*máquina de calórico de Ericson*) in New York for \$2,600. The firm of Peter Harmony & Nephews arranged for its delivery and submitted an invoice identifying the various steps:

- Sending machine from New York to St. Louis – \$ 328.60
- Insurance from St. Louis to Kansas City – \$49.88
- Hauling to the steamboat and expenses of receiving and bringing the machine aboard – \$25.00

Total transportation expenses (not including trip from Kansas City to New Mexico) – \$403.48. This was a 15.6% mark up that did not include the cost of hauling the flour mill from Kansas City to New Mexico.<sup>16</sup>

It is clear from reading the Chávez's correspondence that by the 1850s trading along the Santa Fe Trail had become a very complex operation entailing substantial risk, requiring exceptional managerial skills and connections with consignment merchants in New York and St. Louis. We still know relatively little about commercial activities and their evolution as the nineteenth century progressed and the railroad began to play a major role in the shipment of merchandise.

## NOTES

1. Felipe Chávez's papers are at the New Mexico State Records Center and Ar-

chives (NMSRCA) in Santa Fe and at the Center for Southwest Research at the University of New Mexico (CSRUNM) in Albuquerque. The literature on the Santa Fe Trail documents the volume of trade, but offers little evidence on the logistics of specific transactions. Josiah Gregg, *Commerce of the Prairies* (Norman: University of Oklahoma Press, 1958), 332. All presenters at the September 2008 Rendezvous also highlighted the magnitude of commercial traffic.

2. This information comes from the microfilm version of the Mexican Archives of New Mexico (MANM) at NMSRCA: roll 4, frames 1213-1228; roll 11, frames 1133-1160; roll 14, frames 188-319; roll 15, frames 1018-1041; roll 17, frames 1107-1123; roll 19, frames 226-294; roll 21, frames 273-398; roll 24, frames 767-802; roll 25, frames 1429-1467; roll 27, frames 620-643; roll 28, frames 753-799; roll 30, frames 315-324; roll 32, frames 1630-1663; roll 34, frames 1202-1271; roll 37, frames 392-535; roll 40, frames 282-538. The author would be glad to share the result of this investigation with anyone who is interested. An electronic copy can be made available upon request. Contact information: [susanboyle@wildblue.net](mailto:susanboyle@wildblue.net).
3. Until the Mexican War and even afterward a substantial number of merchants from Chihuahua traveled east to New York to purchase merchandise. José Cordero (1839: *guías* 212 and 215), Francisco Elguea (1839: *guías* 213, 214; 1844: *guías* 48, 49, 50) were among those who continued to make yearly trips. MANM, roll 21, frames 341-342; roll 37, frame 408.
4. Manuel Alvarez Papers, NMSRCA, # 207.
5. There were 12 reales per peso which at this time was the equivalent of the dollar. The vara is the equivalent to 2.8 feet; Chávez paid 9.5 cents per yard of black calico - approximately 8.8 cents per vara and could sell it at 16.67 cents per vara, almost twice the purchase price.
6. Letters from Antonio Robles to Felipe Chávez: Feb. 17, 1860, Felipe Chávez Papers, NMSRCA; Feb. 21, 1860, CSRUNM, New Mexican Merchants, folder 67; Feb. 22, 1860, Felipe Chávez Papers, NMSRCA.
7. Invoice dated March 14, 1860, Felipe Chávez Papers, NMSRCA; letter from Peter Harmony, March 15, 1860, CSRUNM, New Mexican Merchants, folder 41.
8. By the 1870s the amount of weight each wagon carried increased by one thousand pounds as the invoices showed that the wagons were hauling more than 5,000 lbs. each. It is not clear if this increase in weight was a result of better packing or using different wagons. Even though by the 1870s the starting point of the Trail had moved west and the miles the wagons had to travel diminished, it was still a long trip since even lightly loaded wagons could only make a maximum of 25 miles per day.
9. Letter from Peter Harmony, August 1, 1860, Felipe Chávez Papers, NMSRCA.
10. Ibid.
11. Ibid.
12. Letters from Peter Harmony & Nephews, Oct. 9, 1860, Dec. 13, 1860, Felipe Chávez Papers, NMSRCA.
13. Invoice from Peter Harmony & Nephews, June 16, 1856, CSRUNM, New Mexican Merchants, folder 41.
14. Invoice from Peter Harmony & Nephews, Oct. 22, 1857, CSRUNM, New Mexican Merchants, folder 41.
15. Letter from Glasgow Brothers, May 25, 1861, CSRUNM, New Mexican Merchants, folder 39.
16. Invoice from Peter Harmony & Nephews, 6/5/1861, CSRUNM, New Mexican Merchants, folder 41.

## JEDEDIAH SMITH PROGRAM

THE Wagon Bed Spring Chapter will host the Jedediah Smith Society Rendezvous for 2009. October 23-24, "Tracing Jed's Last Days." Events being planned include a bus tour commencing at the Cimarron Crossing of the Arkansas River to the Lower Cimarron Springs, Plains Indian camp visit, programs about Jedediah Smith, and Q&A panel.

More information to come as plans develop. For information contact Jeff Trotman at 620-353-8889 or Grant County Chamber of Commerce & Tourism at 620-356-4700.

## SPREAD THE WORD

by David Clapsaddle

THE Wet/Dry Routes Chapter has placed copies of their recent reprints in every school and public library in Pawnee and Edwards counties. The following publications, long out of print, have been republished: *Rules and Regulations by which to Conduct Wagon Trains Drawn by Oxen on the Plains*, *Reminiscences of Ten Years Experiences on the Plains*, and *Fort Atkinson on the Santa Fe Trail, 1850-1854*. A total of approximately 1000 books have been sold. In turn, the chapter has challenged other chapters in the SFTA to do the same for schools and libraries in their respective areas.

The booklets are being retailed at the SFTA Last Chance Store; National Frontier Trails Center, Independence, MO; Kansas State Historical Museum, Topeka, KS; Smoky Hill Museum, Salina, KS; Ellsworth County Museum, Ellsworth, KS; Coronado Quivira Museum, Lyons, KS; Barton County Historical Museum, Great Bend, KS; Santa Fe Trail Center, Larned, KS; and Fort Larned National Historic Site, Larned, KS.

The chapter is pleased with this response. Perhaps other titles can be republished in the future.

## BOOM TIMES FOR FREIGHTING ON THE SANTA FE TRAIL, 1848-1866

by Craig Crease

[SFTA member Craig Crease, Shawnee, Kansas, is a popular speaker at Trail meetings and a frequent contributor to Wagon Tracks. This paper was presented at the 2008 Rendezvous.]

THE early days of freighting on the Santa Fe Trail were a fascinating era—from its earliest days, when it was just a twinkle in father William Becknell's eye in 1821, to over a quarter-century later, in 1848, when the Santa Fe Trail was the lifeline flung southwest from the Missouri frontier to supply the Army of the West in its conquest of northern Mexico. Out of that conquest, and out of the political, geographic, technical, and even human ramifications of freighting on this dusty old road to the Southwest for the previous 25 years—out of all that, in 1848, sprang an era that truly was **boom times for freighting on the Santa Fe Trail**.

Two phrases describe this era from 1848 to 1866 and differentiate it from prior times. The first is **size and scale**; the second is **big business**. **Size and scale** because of the immensity of the volume during this era, not just the sheer poundage of goods thundering down the road from 1848 to 1866, but also the huge increase in wagons, livestock, and men involved in the Santa Fe trade. Scaling upward, because the Santa Fe trade was truly an international trade, reaching from Paris to Peking, that grew exponentially after the Mexican War. **Big business** because that's where the trade had evolved, growing from the day when young girl Fanny Marshall invested \$60 in the wild eyed scheme of her neighbor William Becknell—and he rode back into the Boonslick frontier months later with \$900 for her share—thus kicking off a trade that for 27 years would be largely an individual, speculative enterprise. But with the end of the Mexican War, the trade catapulted from a lucrative cottage industry into an era of corporate-like juggernauts that would dominate much of the freighting.

Probably the biggest immediate change for the Santa Fe trade as this era began in 1848 was the end of the Mexican War and, with it, the end of

dealing with a foreign country. No longer would the traders bound for Santa Fe from the Missouri frontier have to deal with punitive taxes and expansive contraband lists implemented by the Mexican government.

By 1839 New Mexico Governor Manuel Armijo had, as Josiah Gregg noted, "established a tariff of his own, entirely arbitrary,—exact[ing] five hundred dollars for each wagon-load, whether large or small—of fine or coarse goods! . . . As might have been anticipated, the traders soon took to conveying their merchandise only in the largest wagons, drawn by ten or twelve mules, and omitting the coarser and more weighty articles of goods. This caused the governor to return to an *ad valorem* system."<sup>1</sup> Governor Armijo's successor, Mariano Martínez, raised the entry tax to \$750 per wagon, and by 1844 it reached \$1,000 per wagon, as well as a punitive charge of \$50 on each empty wagon.<sup>2</sup>

Contraband and banned articles were another serious impediment to pre-Mexican War Trail commerce. Forbidden at various and lengthy times were gunpowder, lead, iron, and candlewick. Tobacco was taxed at \$4.00 a pound. Even *punche*, a poor grade of tobacco grown by the citizens of New Mexico, was forbidden to be sold.<sup>3</sup>

For the almost three decades before the Mexican War changed everything, traders and freighters found many creative ways to get around the tariffs and restrictive contraband lists, and it would not be too expansive to characterize much of the prewar trade as plain old-fashioned smuggling. Blankets were placed between wagon covers. To avoid the high entry tax, wagon trains would stop at a discreet point just outside of the Mexican settlements and ports of entry and consolidate every four wagons into three for the last few miles of the trip. Some traders tried to cache part or all of their goods in the mountains outside of Santa Fe and then attempt to sneak them in on pack mules in the dead of night. Iron was so scarce, and made doubly so by being on the contraband list, and thus very valuable, that some traders made substantial profits by

burning their empty wagons after passing through customs, and selling the iron parts of the wagon at wildly exorbitant prices. Bribery was rampant, of course; it was reported in Santa Fe that General Martínez, departing as governor, left with \$100,000, "the proceeds of a *single year of extortion*."<sup>4</sup>

With the ratification of the Treaty of Guadalupe Hidalgo on May 30, 1848, all this came to an immediate end, and the resulting abolition of the tariffs and banned contraband was a compelling reason that trade on the Santa Fe Trail started to soar to its greatest height from 1848 until its end after the Civil War. The close of the Mexican War not only added all of California, Arizona, Utah, and New Mexico to our young country, but the war's ending also changed the legal and political character of freighting on the Santa Fe Trail. No longer a "highway between nations," the Trail now became the supply lifeline for the new southwestern United States.

Westport Landing on the Missouri River was well established by 1848. With its earlier established sister landing 12 miles downstream at Independence, it was the eye of the needle where hundreds of steamboats each year would unload countless bales of goods and commodities for the long trip down the storied Santa Fe Trail. Known also as the town of Kansas (later Kansas City), Missouri, in 1848, the hard rock Westport Landing on the river just four miles north of its namesake town was drawing even more notice and accolades.

In the March 14, 1848, *St. Louis Union*, one "H" wrote, "Kansas [is] one of the most thriving towns on the Missouri River. . . . The accommodations for strangers are fully equal to any on the Missouri river. . . . Many of the largest traders for Santa Fe, all the Indian traders, and nearly all the mountain traders, already make Kansas their starting point, and the time is not far when Kansas [landing] will be the main point for the great Western Prairie trade."<sup>5</sup> The *St. Louis Reveille*, March 14, 1848, remarking on the increasing importance of the Santa Fe trade to St.

Louis stated: "The Messrs. Leitsendorffer have shipped their goods to Kansas landing by which they have saved 40 miles of travel. Messrs. Webb and Doane, traders, intend traveling in company with [them]."<sup>6</sup>

On April 7, 1848, the *Liberty Tribune* wrote about the landing north of Westport: "This is going to be quite a flourishing town. Within a few months, it has been gaining fast, both in trade and population. Some of the heaviest Santa Fe traders start now from this point. The landing is one of the best, if not the very best, on the Missouri river; there is a good road to the prairie, a good ferry, and a clever ferry-man—namely Mr. [John] Calvin McCoy."<sup>7</sup>

Allen Ward, an employee at the Shawnee Methodist Mission, wrote on October 29, 1848: "The town of Kansas . . . now contains I think upwards of 300 houses & is rapidly improving. It is one of the best landings on the river, and the town is founded on a ledge of rocks that are as permanent as gibraltar; it is also destined to be the starting point to Santa fee, California, Oregon, &c. A considerable portion of the goods for the Santa fee market are now landed at Kansas, besides all this it is as good a point for the Indian trade as can be found in this country."<sup>8</sup>

So the financial and political advantages brought to the Santa Fe trade by the ending of the Mexican War were supplemented by the geographic feature of this superlative, farthest-flung river landing located right at the apex where the mighty Missouri flowed at its furthest southwestern point in the nation, before making its final bend to the east. Out of this meeting of circumstance and opportunity sprang boom times for freighting on the Santa Fe Trail.

Joseph Chick reminisced in 1906 about the Santa Fe trade and Westport Landing: "Steamboats were daily discharging large cargoes, warehouses were inadequate for storing the goods, wagons were held in readiness to load as soon as freight was landed from the boats. . . . The magnitude of the overland trade is beyond the conception of anyone who was not a witness to it."<sup>9</sup>

The Santa Fe trade was indeed off and running in the years immediately following 1848, freed from the real

and imagined impediments of the Mexican War, growing exponentially as freighters rushed to fill the pent-up but unfilled demand of a rainbow of goods and commodities for this vast southwestern land that was now a part of an already burgeoning and westward-rushing United States.

On July 18, 1848, the *Santa Fe Republican* reported: "Not a day passes now without the arrival of large trains from the United States, laden with all kinds of merchandise."<sup>10</sup>

Lieutenant Colonel William Gilpin, commanding a special unit of Missouri Volunteers assigned to protect the Trail from Indian raiders, reported from Fort Mann on August 1, 1848, that more than 3,000 government and trader's wagons had already passed that post "during the present season," along with an estimated 12,000 people and 50,000 head of stock (which Gilpin thought was "probably a low estimate"). A traveler going eastward on the Trail that same summer reported seeing "over 1,000 wagons in different trains, destined for Santa Fe, El Paso, and Chihuahua (almost 400 of those were government wagons)."<sup>11</sup>

And an unknown freighter made his first foray down the Santa Fe Trail that year. Driving a small train of six wagons loaded with 4,000 pounds each, the young man made the long haul down and back to Missouri in a record 92 days, profiting about \$650 per wagon. His skill and experience handling oxen were superb. Years later he reminisced about this maiden trip: "I was brought up to handle animals, and had been employed more or less in the teaming business. After looking the situation all over it occurred to me there was nothing I was so well adapted for by my past experience as the freighting business that was being conducted between Independence, Mo., and Santa Fe, New Mexico." So wrote Alexander Majors about his first freighting experience, before he teamed up with William B. Waddell and William H. Russell and followed his destiny into frontier history.<sup>12</sup>

#### **Military Freighting on the Santa Fe Trail, 1848-1866**

After the Mexican War officially ended in May 1848, the seven mili-

tary posts in New Mexico were kept manned by 875 troops.<sup>13</sup> Santa Fe continued to house the army depot and to receive the government supplies brought in over the Trail.

In May and June 1848, the first civilian contractor, James Brown of Independence, Missouri, signed contracts with the army's quartermaster department, agreeing to deliver 200,000 pounds of government supplies from Fort Leavenworth to the army depot at Santa Fe, at a rate of \$11.75 per 100 pounds. Indicating the government's pending withdrawal from the freighting business, one of Brown's contracts called for him to purchase a number of ox yokes, chains, and wagons from the quartermaster department. By June 15 a train of 170 wagons, under the charge of David Waldo and Company, rumbled past Fort Mann, the first advance of goods destined for Santa Fe to fulfill James Brown's contract with the government.<sup>14</sup>

Thus the employment by the army of private freighting firms to move supplies down the Santa Fe Trail for a fixed charge per pound was undertaken, and the lifeline to this new but somewhat barren addition to the country was cast out along the dusty trail from Missouri.

In 1849 Brown teamed up with the then unknown William H. Russell, and as the firm "Brown and Russell," landed the contract from Fort Leavenworth Quartermaster E. A. Ogden to deliver government stores in wagons from Fort Leavenworth to Santa Fe for \$9.88 per hundred pounds. The delivery bond was set at \$150,000, and one of the sureties was William B. Waddell. Their paths would cross again in the near future.<sup>15</sup>

The summer of 1850 saw 278 wagons leaving from Fort Leavenworth destined for Santa Fe. Brown, Russell and Company were the main freighters, in charge of 135 wagons. The balance was shared by four other freighting companies.<sup>16</sup> A large amount of the goods taken down the Trail to supply the troops was bacon and bread. Inspector General George McCall of the War Department made some recommendations for innovation. Historian Walker Wyman described the situation. "Since the bacon sides were cut in squares, when packed in the round whisky barrels

they left large 'interstices.' In addition to that, the round barrel left much unused space in the wagon. He suggested square boxes for both bacon and bread. Freightling a barrel, which weighed one-half as much as the contents seemed a costly procedure, so he asked why a baker could not be sent. However, his suggestions were not followed—soldiers of the adobe forts continued to eat hard bread while contractors prospered.”<sup>17</sup>

In 1851 Fort Union was founded some 100 miles northeast of Santa Fe near the junction of the Cimarron Route and the Mountain Route of the Santa Fe Trail. The greatest of the southwestern Santa Fe Trail forts, its storied legacy lay in the future, but its immediate effect was to replace the city of Santa Fe as the army's depot for the Southwest.

In that year of 1851 the firm of “Jones and Russell” (Russell had found a new partner after the untimely demise of James Brown in late 1850) sent out 131 wagons from Fort Leavenworth in the spring. Joseph Clymer, the only other contractor, sent one train of 30 wagons. The contractors commanded rates as high as \$12.84 per hundred pounds.<sup>18</sup> That year the army experimented with providing its troops with a “meat biscuit” for sustenance. It was not very popular, as evidenced by the commissary generals conclusion that “it cannot be used as a substitute for the bulkier parts of the rations.”<sup>19</sup>

In 1852 the army decided to make a cost-saving experiment and forego shipping down the Santa Fe Trail, instead supplying the depot at Fort Union and other posts by transporting goods over the military road from San Antonio, Texas, over 600 miles away. The goods first had to be sent by sea to Matagordo Bay, then hauled by wagons 125 miles to San Antonio. Then the wagons were loaded again for the trip west to Santa Fe. The trains got through all right, but the venture ended up being no cost saving initiative; it ended up costing the army a prohibitive \$22 per hundred pounds.<sup>20</sup>

By September 1853 a legendary partnership undertook its earliest form when, at Fort Leavenworth, Alexander Majors and J. B. Yager hooked up with the upstart firm of

“Russell, Waddell and Company” and signed contracts with the army to transport to Fort Union “such stores as may be turned over to them” for \$16 per hundred pounds. Majors had actually taken a private load to Santa Fe earlier in the year, but returned just in time to enter into this historic first contract between the future famous three principals.<sup>21</sup>

By 1854 Alexander Majors's freightling operation was reaching sizable proportions—this even before he entered into the final partnership with Russell and Waddell. From his meager six-wagon start in 1848, Majors had built by 1854 a serious freightling concern: 100 wagons, 1,200 oxen, and about 120 employees. In April Majors landed a lucrative contract to deliver army stores to Fort Laramie on the Oregon Trail for \$7.90 per hundred pounds (the cheaper rate versus the 10 to 15 dollar rate to Santa Fe because it was an easier route; more forage for stock, and more outposts of civilization along the way). That same month he signed a contract with partner William H. Russell to ship goods down the Santa Fe Trail from Fort Leavenworth to Albuquerque for \$10.83 per hundred pounds.<sup>22</sup>

Majors's employee James A Little, a fresh-faced youngster from Indiana at the time, recollected years later this trip that departed Fort Leavenworth: “Our wagons were nearly all loaded with sugar and we had some coffee, bacon, and spices. We started with over 500 oxen. Six yoke pulled each wagon and we took a lot of extras for recruits. . . . Our train consisted of nearly forty large prairie schooners. There were ten old wagons and thirty new ones sent out by the government for the use of the army post. Each wagon was as large as four ordinary wagons and carried a load averaging three tons.”<sup>23</sup>

After six years of awarding annual contracts to civilian freighters, the army reconsidered its position. Simply awarding to the lowest bidder kept the quartermaster from being able to exercise judgment concerning the experience and qualifications of the contractors. Also, each consignment had to let for bids separately. From the freighters point of view, the system forced them to react on very short notice, upon the award

of a contract, to accumulate the necessary men, wagons, and oxen. They usually sold the oxen and sometimes the wagons at the end of a season, as there was no guarantee they would receive a contract the following year. Therefore, in 1854, Quartermaster General Thomas Jesup abandoned the old system. Instead, one contract would be let for the delivery of all supplies to all army posts in the West and Southwest and would be good for two years.

This announcement no doubt created great excitement; fortunes hung in the balance for the freightling concern so lucky as to land this behemoth contract. The problem was that no individual freighter or freightling concern had the financial wherewithal to meet the obligations of such an award. Once again, however, circumstance and opportunity created a new result, and three particularly well qualified men stepped up to fill the void: William Russell, Alexander Majors, and William Waddell.<sup>24</sup> Historian Raymond Settle described this opportunity and the three partners: “Here was a gilt edged opportunity for the person able to take advantage of it. The new system would transfer freightling from a highly speculative venture into a solid business enterprise. . . . [T]he new plan drew together the three men in the freightling business who, together, were best qualified by experience and financial resources to undertake the contract: William H. Russell and William B. Waddell of Lexington, and Alexander Majors of Westport. . . . All three men had begun at the bottom and amassed a small fortune by hard work and ability. Each was a highly respected businessman in the community, and each contributed uniquely to the enterprise.”<sup>25</sup>

The three signed their historic partnership creating the firm of Russell, Majors and Waddell on December 28, 1854 (also functioning as Waddell, Russell and Co. and Majors & Russell). Each partner invested \$20,000 to capitalize the partnership. Initially Waddell ran the home office in Lexington, which was soon moved to Leavenworth; Russell went to Washington and New York to gain further political and financial support; and Majors was in charge of all operations “in the field.”<sup>26</sup>

As anticipated, Russell, Majors and Waddell landed the huge two-year all encompassing army contract, undertaking an obligation to fulfill the largest contract ever let by the quartermaster at Fort Leavenworth—up to two and a half million pounds of army goods to be transported to Fort Union, Salt Lake City, and points in between. To fulfill this contract, they put on the road over 500 wagons, pulled by 3,500 oxen, in about 20 trains. Altogether, the three partners had to invest on credit almost \$500,000 to fulfill this contract, not including the wages of their men. But as 1856 drew to a close, Majors recalled that the company's books reflected a profit of \$150,000 that year. The future looked bright for Russell, Majors and Waddell.<sup>27</sup>

In 1857 the three partners, operating as "Majors and Russell," increased their freighting capacity to 5,000,000 pounds, delivered for the army to Fort Union and other posts on the Santa Fe Trail. They enjoyed a practical monopoly. Having moved their headquarters to the seat of action at Leavenworth, they now faced virtually no competition for the government contracts. But their biggest undertaking was yet to come.

On January 16, 1858, Russell, Majors and Waddell signed the largest contracts of their short but storied history; one was a two-year contract to deliver up to fifteen million pounds of goods for the government to posts on and near the Oregon Trail including Fort Kearney and Fort Laramie, the other contract a one-year agreement to transport up to ten million pounds of goods to points on or near the Santa Fe Trail in the territories of Kansas and New Mexico, and to El Paso. These contracts of 1858 promised to make Russell, Majors and Waddell wealthy beyond their wildest dreams. The sheer size of the undertaking was stunning.<sup>28</sup>

Horace Greeley witnessed the freighting empire first hand, and waxed eloquently about it in the *New York Tribune*: "Russell, Majors, and Waddell's transportation establishment is the great feature of Leavenworth. Such acres of wagons! Such pyramids of extra axle trees! Such herds of oxen! Such regiments of drivers and other employees! No one who does not see can realize how

vast this business is, nor how immense are its outlays as well as its income - last year [1858] - six thousand teamsters - 45,000 oxen."<sup>29</sup> Majors himself later recalled that the company utilized an astonishing 3,500 wagons in 1858 alone.<sup>30</sup>

But there were ominous clouds on the financial horizon. The partnership had suffered a financially disastrous trip west to Utah in 1857 to supply federal troops sent to forestall a percolating Mormon War, a war precipitated by Brigham Young's refusal to step down as governor of Utah Territory. The federal government delayed paying the firm's substantial claims, not making any legal provision to repay the firm's claims from the Utah disaster until May 1858. Actually, the partnership was never reimbursed for the 1857 Utah losses. During this period their ability to obtain credit was greatly impaired. Further, Russell, Majors and Waddell was heavily (but unjustifiably) criticized by Congress for pressing these claims, and many newspapers took up this politicized refrain.<sup>31</sup>

In July 1858 gold was discovered on the slopes of the Rockies. Looking around for new opportunities for cash infusion, William Russell became enamored of an idea pitched to him that summer; a stage line to transport people to the Colorado gold fields called the Leavenworth and Pike's Peak Express. For this project, Russell teamed up with his old friend and fellow freighter John S. Jones. Majors and Waddell wanted nothing to do with it, although they ended up, as Russell, Majors and Waddell, buying out the bankrupt concern in late 1859. Out of the Leavenworth and Pike's Peak Express experiment, which included a plan to carry the westward mail by stage, the idea of the Pony Express sprang. Officially named the Central Overland and Pike's Peak Express Company, the Pony Express released its first rider April 3, 1860.<sup>32</sup>

The Pony Express ran until October 24, 1861, carrying 23,356 pieces of mail going west, 11,397 pieces going east, its horses and riders covering a cumulative 616,000 miles.<sup>33</sup> As legendary and romantic as the iconic Pony Express was, it was not a financial success for Russell, Majors and Waddell. Already in debt, faced with

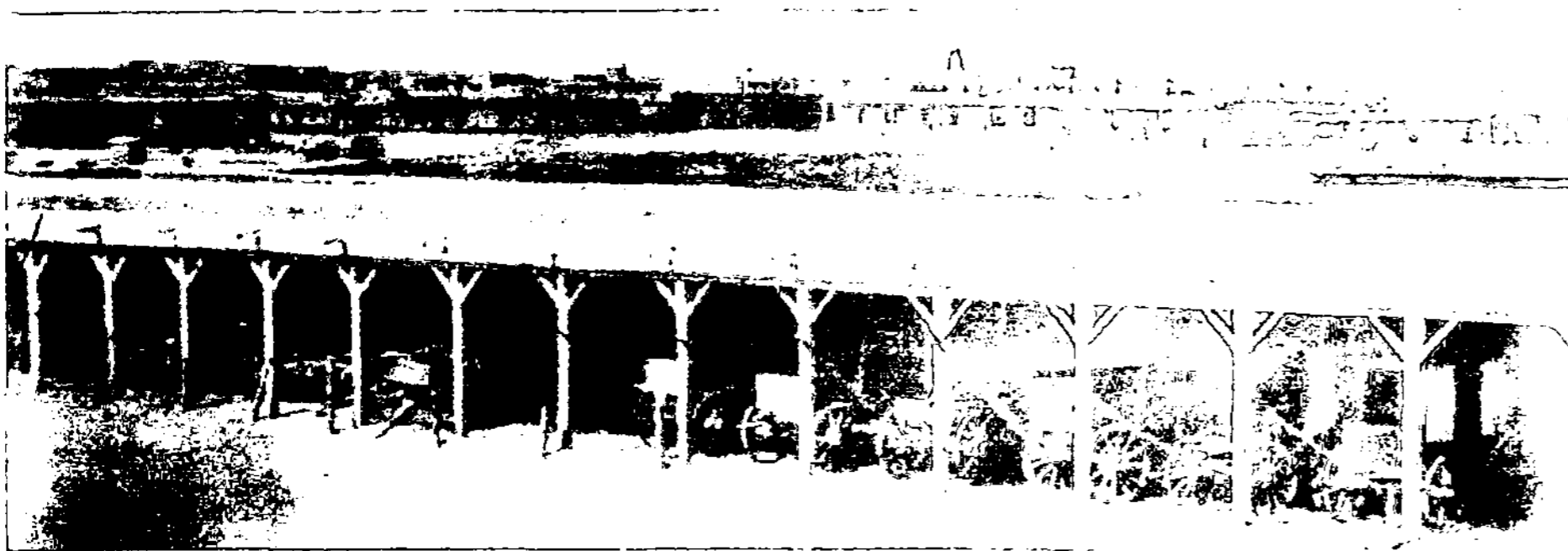
an imminent national Civil War and the Pony Express facing an impending transcontinental telegraph line, by the summer of 1861 Russell, Majors and Waddell's giant business empire was on the brink of collapse, and its great and immense wagon trains would never again rumble down the Santa Fe Trail.

Although the saga of Russell, Majors and Waddell is perhaps the best known of the freighters' stories, and most illustrative of the size and immensity of the freighting of the post Mexican War era, there were other freighters, private contractors not necessarily carrying government goods, who are an integral part of that almost 20-year freighting era that spanned two wars.

Frederick Ruxton gave this eyewitness and interesting report of a wagon train in the 1850s, preparing for the long trip to Santa Fe: "Upwards of forty huge waggons, of Conestoga and Pittsburgh build, and covered with snow-white tilts, were ranged in a semi-circle on the flat open prairie, their long tongues pointing outwards, with the necessary harness for four pairs of mules, or eight yoke of oxen, lying on the ground beside them, spread in ready order for 'hitching up.' Round the waggons groups of teamsters, tall stalwart young Missourians, were engaged in busy preparation for the start, greasing the wheels, fitting or repairing harness, smoothing ox-bows or overhauling their moderate kits or 'possibles.' They were all dressed in the same fashion, a pair of 'homespun' pantaloons, tucked into thick boots reaching nearly to the knee, and confined around the waist by a broad leathern belt, which supported a strong butcher knife in a sheath. A coarse checked shirt was their only covering, with a fur cap on the head.

"Numerous campfires surrounded the waggons, and by them lounged wild-looking mountaineers, easily distinguished from the 'greenhorn' teamsters by their dresses of buckskin, and their weather-beaten faces. . . .

"In another part, the merchants of the caravan and Indian traders were superintending the lading of waggons, or mule packs. They were dressed in civilised attire, and some bedizened in St. Louis or Eastern



Wagons at Fort Marcy in Santa Fe

City dandyism, to the infinite disgust of the mountain men, who look upon the bourge-way with most undisguised contempt. . . . Numbers of mules and horses were picketed at hand, while a herd of noble oxen were being driven towards the camp—the wo-ha of the teamsters sounding far and near, as they collected the scattered beasts in order to yoke up.”<sup>34</sup>

Dick Wootton described his experiences as a wagon master in 1856: “The freight train with which I started from Fort Union to Kansas City, on the first day of March, 1856, was a typical train. . . . I had thirty-six wagons, and to each of these wagons were hitched five pairs of oxen. . . . In addition to these I drove along with the train a pretty large herd of cattle upon which I could draw to fill out the teams, in case any of the oxen were killed or injured in any way or, as frequently happened, got sore-footed. Altogether it took over four hundred cattle to keep up the train, and when the teams were hitched and stood ready to start we had a procession nearly a mile long.

“Our wagons were what we called prairie schooners. They were strong, heavy wagons, with long, high beds. . . . It took forty men to manage the train. There was one driver to each wagon, and then the wagon-masters, who had a general oversight of the train, and the herders, who took charge of the stock when we went into camp. . . .

“ . . . [W]e always had an ambulance in which we carried some of our provisions, and had room for a teamster or any one else traveling with the train who might happen to get sick along the road. . . .

“The men were divided into parties of ten each, which we called a mess, and each mess was furnished with a camp outfit for cooking pur-

poses. Then each mess selected a cook, who was also a teamster but got extra pay and was relieved of guard duty and certain kinds of work which the others had to do.”

Wootton continued, “We always started on the drive early in the morning. The cattle were driven inside the corral, yoked together, and hitched to the wagons in the order in which they were to start out, those which had been driven behind and had taken the dust of the train one day going ahead the next.”

Regarding expenses, Wootton noted, “I paid teamsters twenty dollars per month, and provisions cost me perhaps a thousand dollars for the trip, so that altogether I was out perhaps four or five thousand dollars. This, you see, would leave ten thousand dollars or more, as net profits of the trip and you can understand that freighting was a pretty good business. The men who were engaged in it at that time, however, took their lives in their hands, every time they started out on a trip and they deserved to be well paid.”<sup>35</sup>

While the government freighters carried mostly commodities for the soldiers of the Southwest, and largely food supplies, the private freighters’ cargoes were marked by the diversity of items carried down the Trail. This 1858 manifest of goods in one warehouse awaiting shipment is illustrative: “doors, circular saws, bands, packing, machinery, sashes, whisky, sugar, cog wheels, shovels, wheels, church bells, grind stones, furniture, bedding, brooms, stoves, nail iron, lager beer, fan mills, crockery, crates, saw mill, wagon felloes, bows, spokes, horse collars, cement, soda, syrups, wine, leather, glass ware, preserved fruit, log chains, bacon, flour, emigrant chests, axletrees, rope, and pianos.”<sup>36</sup>

Probably one of the most important cargoes on the Santa Fe Trail was wool, and it was a virtual one-way trade, going from west to east. In the days of freighting on the Santa Fe Trail up to the Mexican War, traders struggled to find means to offset the costly waste of returning back to Missouri with an empty wagon. In those days the return load, if any, might consist of mules or horses (needing no transportation) or furs of various kinds, having little weight and limited bulk. Josiah Gregg estimated that returning wagons carried only one to two thousand pounds, because the teams could not pull heavy loads “on account of the decay of pasturage at this season at this season” and “the approaching winter compels the traders to travel in greater haste; so that this trip is usually made in about forty days.”<sup>37</sup>

As early as 1834 a load of wool had been shipped back east by the traders, with limited financial success. By 1844 James Josiah Webb declared that, although wool was one of the products from the Mexican end of the Trail, it did not pay to ship it back to Missouri. But ten years later, in 1854, several wagonloads of wool were brought east on the Trail into Westport. The *Independence Dispatch* hailed this as a new attribute of the trade from Santa Fe. The newspaper also echoed the obvious; it was much more profitable for traders to bring back wagonloads of New Mexican wool to Missouri, rather than empty wagons. Wool could be purchased very inexpensively in New Mexico, and it could be forwarded by steamboat from Westport to St. Louis, where by the mid 1850s wool was commanding a good price.<sup>38</sup>

In 1857 Kansas City and Westport received 865,000 pounds of wool from returning Santa Fe freighters. By 1859 demand had reached such a peak that agents from the East, especially New York and Boston, took up positions in Kansas City to buy up all the New Mexican wool as soon as it arrived on the returning wagon trains.<sup>39</sup>

Simultaneous with the Eastern demand for wool was New Mexico’s diminished capacity to produce the gold and specie, i.e. “hard currency,” that had fueled the Santa Fe trade for over three decades. The freighters now sometimes accepted wool as

payment; a lucrative proposition at that time when traders were paying four to five cents a pound for wool that would bring twelve to fifteen cents a pound in Missouri. *Merchants' Magazine* noted in an 1861 article titled "Commerce of the Prairies" that these returning loads of wool gave the Santa Fe traders "an advantage not enjoyed by the overland freighters to any other portion of the country west of the great Plains."<sup>40</sup>

The volume of trade continued to escalate on the Santa Fe Trail through the 1850s. By 1858 it is estimated that the trade was valued at three and one-half million dollars. That same year of 1858, Seth Hays recorded the traffic through Council Grove: 1,827 wagons, 2,440 men, 429 horses, 15,714 oxen, 5,316 mules, 67 carriages, and 9,608 tons of goods.<sup>41</sup> By 1859 the estimated value of trade goods on the Santa Fe Trail with private freighters was ten million dollars. By 1862 one estimate put it at 3,000 private wagons and forty million dollars in trade goods.

So the private freighters, some three hundred plus in the era, including names like William Messervy and James J. Webb, William Bent, Ceran St. Vrain, Francis X. Aubry, William Bernard, Dick Wootton, J. Francisco Perea, and José Chávez, as well as government freighters, such as Irwin, Jackman and Company and Russell, Majors and Waddell, all participated in the boom-time era from 1848 to 1866, witnessing and being affected by and caught up in many developments: 1848, the war with Mexico; 1849, the gold rush to California; 1851, the building of Fort Union; 1853, the building of Fort Riley; 1854, the passing of the Kansas/Nebraska Act; 1856 to 1858, the border war in Kansas and Missouri; 1859, the building of Fort Larned; 1861, the start of the Civil War; and 1865, the end of the Civil War.

In those two decades the freighters had seen some evolutionary change, such as the escalating capacity of the freight wagons to the point that they could carry 6,500 pounds or more in a single wagon; they also witnessed stillborn innovations, like the windwagon that crashed, sails and all, after its 15-mile test run in 1854. In their endeavors, the freight-

ers overcame Indian depredations, winter storms, scorching summer heat, and multitudes of accidents, all of which could be and were in some cases deadly. Dreaded cholera ravaged some of their campgrounds. Yet these Santa Fe freighters persevered, building this great Trail legacy that we so fondly remember, never letting adversity completely stop them—until the railroads came.

The day the Union Pacific Railroad, Eastern Division, began its slow but inexorable laying of track westward out of Kansas City in 1863 (a process that would have started earlier but for a Civil War that wracked the nation) and reached Lawrence in 1864, the twilight of the Santa Fe Trail had come, and it was to see its last days soon; but what glorious days they had been, and what a legacy they left us, to discover and rediscover on days like today.

#### NOTES

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11. Ibid.
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16. Ibid.
17. Ibid.
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22. Ibid., 37-38.
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25. Ibid.
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28. Ibid., 80-81.
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37. Gregg, *Commerce of the Prairies*, 213.
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## HOOF PRINTS

### —TRAIL TIDBITS—

The New Mexico Santa Fe Trail Scenic Byway has received a grant to erect kiosks and wayside exhibits along the Trail in northeast New Mexico. The funds from the Federal Highway Administration are for 5 sites and 15 wayside exhibits to be completed within 3 years.

The Bent's Fort Chapter is seeking donations to establish a Richard Loudon Memorial project for SFTA. The nature of the project remains to be determined.

The Colorado Santa Fe Trail Scenic Byway has received a marketing grant from the Colorado Tourist Office to advertise in *True West Magazine* and *American Road*. The Byway is also getting a year of banner-ad space and two-page itinerary on the American Road web site.

The Friends of Arrow Rock are sponsoring a trip to Santa Fe in August 2009. For details, contact Kathy Borgman at 660-837-3231 or <kborgman@iland.net>.

## THE END OF THE TRAIL: RAIL-ROADS, COMMISSION HOUSES, AND INDEPENDENT FREIGHTERS

by David K. Clapsaddle

[SFTA Ambassador Clapsaddle, president of the Wet/Dry Routes Chapter, is a frequent contributor to Wagon Tracks. This was the final presentation at the 2008 Rendezvous on the "Evolution of Freight on the Santa Fe Trail."]

IN 1819, the steamboat *Independence* arrived at the tiny town of Franklin, perched precariously on the north bank of the muddy Missouri River, 200 miles upstream from St. Louis. The *Independence* was a precursor of many other steamboats carrying merchandise to Franklin which, in 1821, became the eastern terminus of what we now call the Santa Fe Trail. In that year, William Becknell and five companions set forth on his first and fabled expedition to Santa Fe, a distance of 900-plus miles. For the next 58 years, that distance was progressively truncated as the eastern terminus of the Trail was moved farther to the west. Best stated in the axiom, the older the Trail was the shorter it became.

By 1827 the terminus was relocated at the newly-established city of Independence where two nearby river ports served the Santa Fe trade. Seven years later, the steamboat *John Hancock* tied up to a rocky ledge at present Kansas City, Missouri, where it unloaded a shipment of goods for John McCoy's new store at West Port, four miles to the south. This port, known as Westport Landing, in time, replicated Independence as the terminus of the Trail. But with the outbreak of the border wars in the early days of Union/Confederate conflict, the terminus was moved around the bend of the river to Fort Leavenworth where the final river port for the Trail was established.

In June 1866 the Union Pacific Railroad, Eastern Division (UPED), arrived at Junction City just west of Fort Riley. The town became at once the first of several prairie ports which dispensed freight and mail from the various railheads to connect with the Santa Fe Trail. From Junction City, freight wagons and stage-coaches traversed a route previously used by the Kansas Stage Company to deliver mails on a weekly basis to Fort Larned. Leaving Junction City,

the road replicated the route of the Butterfield Overland Despatch westward along the north bank of the Smoky Hill River to Salina and on to Fort Ellsworth. There, it crossed the river and continued on to strike the original route of the Santa Fe Trail at Walnut Creek. At that point, overland traffic on the Santa Fe Trail ceased east of Walnut Creek. This road, covering 120 miles, became known as the Fort Riley-Fort Larned Road.

In the summer of 1867, UPED tracks reached Fort Harker which had in the past several months changed its name from Fort Ellsworth and its location to one mile north of its original site in the river bottom. Thus, Fort Harker became the eastern terminus of the Santa Fe Trail, dispossessing Junction City of that honor.

By this time, the huge freighting firms had lost their grip on government contracts and small independent freighters, mainly Mexicans, began to contract with businesses known as commission houses to deliver freight, both civilian and military, from the railhead to points southwest, and, in turn, to transport freight back to the railheads. Chief among these commission houses were Otero, Sellar and Company and Chick, Browne and Company. Both set up operations in the town of Ellsworth, situated just west of Fort Harker and adjacent to the Fort Riley-Fort Larned Road.

Miguel Otero's son, also Miguel, described Ellsworth in the summer of 1867 as "a tough little hole . . . almost wholly a town of tents and small rough frame buildings, but it was as busy a place as could be imagined. There were at least a hundred business houses in town, many of them conducting business in tents." The exceptions were the large warehouses constructed by the various commission houses, also known as forwarding firms.

Fort Harker's hold on the eastern terminus of the Santa Fe Trail was short lived. By October 1867 trains were running on a regular schedule to the newly-established town of Hays City, and immediately the little municipality near Fort Hays as-

sumed the title of the Santa Fe Trail's eastern terminus. In early November freight wagons and stage coaches began to run southwest from Hays City to Fort Dodge, a distance of 75 miles, on what became known as the Fort Hays-Fort Dodge Road, where it merged with the established route of the Santa Fe Trail. There, and then, a significant length of the Santa Fe Trail fell into disuse as overland traffic east of Fort Dodge ceased.

In the meantime, the prudent commission houses had disassembled their warehouses, loaded them on flat cars, and transported them to Hays City where they were hastily reassembled to receive the incoming and outgoing freight. Young Otero described the scene at Hays City, "Hundreds of freighting outfits have come to Hays City with the arrival of the railroad, and soon the surrounding country looked like a large tent city, except covered wagons took the place of tents." He continued, "During those busy days, firms remained open both day and night. This was necessary, since it usually took all day to load a large outfit, and often then, there were many odds and ends to attend to."

Those busy days in Hays City came to a close in June 1868 when the railroad arrived at the little town of Phil Sheridan twelve miles east of Fort Wallace. The end-of-the-tracks town located on the edge of a ravine became at once the home of the ever present commission houses where their warehouses were quickly reassembled and business was continued within a matter of days. From Sheridan, as it was most often known, freight was shipped on a new 120-mile road through Fort Wallace and on to Fort Lyon located on the so-called Mountain Route of the Santa Fe Trail. From that time forward, overland traffic east of Fort Lyon to Fort Dodge ceased.

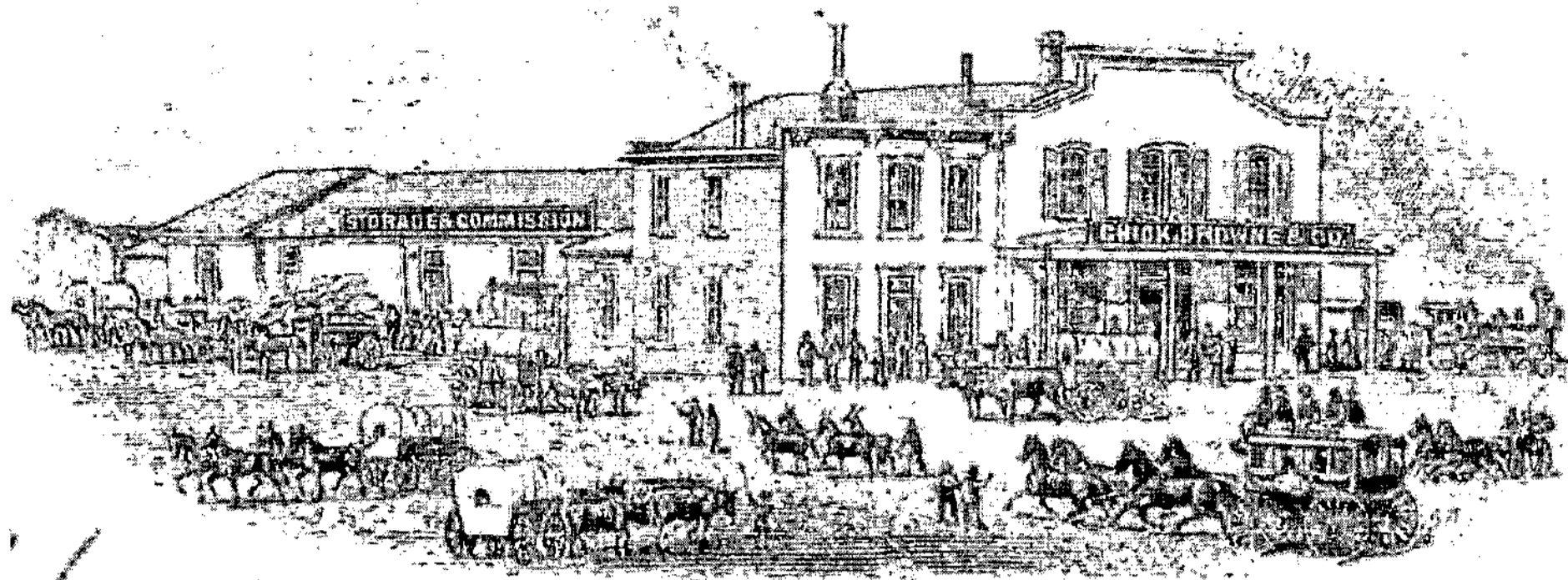
Sheridan took on the appearance of its predecessors, Ellsworth and Hays City. Young Mr. Otero characterized the town as follows, "In many ways, Sheridan was like Hays City. It had much the same Main Street, much of the same saloons and dance halls, and houses of prostitution."

During this period, the laying of tracks ceased because of financial troubles. Consequently, the railhead remained at Sheridan until 1869. The railroad company, reorganized and renamed the Kansas Pacific Railway, pushed westward to Kit Carson in Colorado Territory in 1870. Kit Carson, according to the younger Otero, "was different from other towns in which we had lived, being somewhat more civilized...Kit Carson," he said, "presented a main street that was comparatively clean and decent."

Two roads departed from Kit Carson. Running due south to Fort Lyon was the mail route, a distance of 55 miles. The freight road developed by George McBride and Dick Wootton ran south before turning southwest to Bent's Fort, also a distance of 55 miles.

There is a paucity of evidence with regard to the freight road. However, we are treated to a fleeting glimpse of the road by way of a diary written by P. G. Scott in 1870. Scott, born in 1841 in Scotland, migrated with his family to Canada at the age of thirteen. There he attended school and prepared for a teaching career. However, his health broke and his doctor advised him to go "west" in search of a better climate for his lung problem. Arriving at Kit Carson by rail on August 17, he found lodging that night in the commission house of Webster, Musick and Cuniffe. Hotels were available, but Scott declared that, by sleeping in the commission house, he saved \$1.00.

On the following day he arranged for passage to Trinidad for \$10.00 with Dolore Pathea's caravan. Pathea is one of the few freighters which transported freight to and from the railheads who can be identified. Another was Manuel Otero, young Miguel's uncle. Miguel's mention of his uncle is instructive, "[he] sent in his large freighting outfit consisting of many mule teams which carried wool and pelts to the railroad, took back merchandise and other consigned freight belonging to his neighbors on the Rio Grande." Wool was the major commodity transported from New Mexico. Morris Taylor reported, "In one week in July, 1874, 182,863 pounds of wool was shipped from West Las Animas, and the average weekly shipments of



Chick, Browne & Co. Commission House, Las Vegas, New Mexico

hides were given at 87,000 pounds."

Scott's commentary is helpful as he described Pathea's caravan of 106 oxen hauling merchandise to Fort Union. Especially telling is the observation of the sandy terrain which at times required 22 oxen to pull a single wagon. Mexican oxen were typically smaller than American steers. Thomas Burns, a 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."

However, much of his diary relates to complaints about his health and the manner in which the Sabbath was ignored. Upon reaching Trinidad, Scott, unable to perform strenuous labor, sought some light work from a Mr. Rice. Rice, not being able to accommodate Scott, referred him to a Mr. Sayers. Those of us from Kansas might like to know more about Rice. The Rev. Elijah Rice was formerly on the faculty at the University of Kansas and later President of Baker University. He, like Scott, had come to Trinidad for the sake of his health. In 1869 he established the Methodist Episcopal Church in Trinidad and subsequently opened the city's first public school, the Rice Institute. Sayers was Smith A. Sayers who operated the forage station at Willow Spring on the New Mexico side of Raton Pass. Scott did find employment there, but not to his liking. Soon he returned to Trinidad and later moved to Las Animas, Colorado Territory. [Editor's Note: Dr. Clapsaddle is editing a more detailed version of Scott's diary to appear in the next issue of *Wagon Tracks*.]

In 1873 the Kansas Pacific built a spur line from Kit Carson to West Las Animas, Colorado, just west of

Fort Lyon; and the freight road pioneered by McBride and Wootton fell into disuse. At the time the UPED reached Junction City, the distance from Fort Leavenworth to Santa Fe by way of the Cimarron Route was 821 miles. In 1873, when the spur line reached Las Animas, the distance to Santa Fe from that prairie port was 320 miles, a reduction of 501 miles.

In the meantime, the Atchison, Topeka and Santa Fe Railroad (ATSFRR) was laying tracks across Kansas and into Colorado at Granada, the first of several prairie ports on that line. The commission houses abandoned Kit Carson, moved to Granada, and continued in business within a matter of days. Kit Carson was left stripped of its former glory with only one whiskey shop, a single restaurant, and the post office. At Granada, Otero, Sellar and Company and their business rivals created a lively trade dispatching freight down the Military Freight Road and the Mountain Route of the Santa Fe Trail.

In the same year the Northern Pacific Railroad failed, and the Panic of 1873 ensued. Moneyed interests were loath to make further investments in western railroads, and construction on the ATSFRR was stopped at Granada. However, in 1874, Mennonites from Russia migrating to central Kansas saved the day. These hardworking farmers brought with them millions of dollars in bank drafts which were soon put into circulation with the purchase of railroad lands. In addition, the railroad gained large dividends for shipping charges as the Mennonites purchased great amounts of machinery and animals transported to Kansas on the railroad.

Made solvent by the Mennonites, the railroad resumed construction west from Granada; and in the spring of 1875 Bent County, Colorado, let bonds to aid in the construction of the rails to Las Animas. Consequently, in December 1875, the tracks arrived at La Junta, Colorado, the second of seven prairie ports in southern Colorado and northern New Mexico. Beyond La Junta, the tracks reached Trinidad in 1876; Otero in 1879; Las Vegas, also in 1879; and finally the little junction south of Santa Fe called Gallinas (later Lamy) in 1880. In that year, freighters transported the last load of freight from Lamy 15 miles to Santa Fe. So came to an end, after a 59-year duration, the Road to Santa Fe. That tenure far exceeds any other of the historic eras related to the trans-Mississippi West: the Oregon Trail, the California Trail, the Mormon Trail, the fur trade, the gold rushes, the Pony Express, and the cattle trails—all are a second best to the nearly six decades of the Santa Fe Trail. And 128 years from that date of 1880, if I could borrow the line from Dr. Marc Simmons, perhaps also his enunciation, “**The Santa Fe Trail Lives On!**”

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## 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.

Thanks to Mike Olson once more. He discovered this poem in *The Literary Digest* (Vol. XCIV, No. 8), August 20, 1927. It was reprinted from the *Kansas City Star*. In the *Davis' Anthology of Newspaper Verse* (1928), I found that Wren was a freelance writer who was born in Axtel, Kansas. Ms. Teresa Coble, Reference Librarian at the Kansas State Historical Society Archives and Library provided me with his obituary from the *Kansas City Star*, December 17, 1960. He lived until age 75, so he was born in 1885 in Axtel. At the time of his death, he was recorded as being a “widely known writer and poet whose poetry has been published in many magazines and newspapers.” He was honored for “Old Trees in Spring” as the best poem “printed in a newspaper” in 1925. Wren published an anthology of poems in 1953 entitled *A Dog's Howl and Other Poems*.

Lowe W. Wren was a member of the Kansas City Quill club and had lived in Kansas City since 1920. He was the son of Washington Lowe, a lawyer and newspaper publisher in St. Joseph, MO. Lowe W. Wren, Jr., his son, was a defensive halfback for the Pittsburgh Steelers; thus his father provided the *Star* and the *Kansas City Journal-Post* with sports and feature articles.

Lowe W. Wren suffered a heart attack. He “had always told his family that his wish was contained in these two lines from his poem, ‘The Woodsman's Wish’: When I grow weak, worn by the blow and shout-- Swift as the tree that falls-let me go out.” The following poem celebrates a death on the plains for one who “loved the open sky.”

#### The Santa Fe Trail

by Lowe W. Wren

No grave have I, a bleaching skull,  
Mid-way to some far prize.  
Struck down as I, myself, would strike  
Right here between the eyes.  
Unightly, shunned, to mark the plains  
Yet, this my fate implies

That men were born to come this way  
Regardless of its pain,  
And never hands could hold them  
back  
Nor cities lull with gain,  
Who challenged hate and laughed at  
fear  
Upon the Kansas plain.

This much I tell. If more you ask,  
Some craven slinking by  
With quickened step and frightened  
glance  
Could answer more than I.  
And yet, be sure, they need no tomb  
Who loved the open sky.

## 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 June through August. To be included, send information to Paula Manini at the Trinidad History Museum (see below) by April 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](mailto:mitchellmuseum@qwest.net)

- Enjoy the work of Trinidad native A. R. Mitchell, other Western artists, Hispanic folk art, Indian artifacts, and cowboy gear.
- Museum available only for large groups with reservations. Admission charged.

**Arrow Rock State Historic Site**

**Friends of Arrow Rock**

PO Box 124

Arrow Rock MO 65320

Telephone: 660-837-3231 or 3330

E-mail: [kborgman@iland.net](mailto:kborgman@iland.net)

Websites: [www.arrowrock.org](http://www.arrowrock.org);  
[www.mostateparks.com/arrowrock.htm](http://www.mostateparks.com/arrowrock.htm)

- Call for information.

**Barton County Museum & Village**

PO Box 1091

Great Bend KS 67530

Telephone: 620-793-5125

Website: [www.bartoncountymuseum.org](http://www.bartoncountymuseum.org)

- Open Wednesday-Friday, 10 a.m.-5 p.m.; Saturday, 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**

- Winter hours: 9 a.m.-4 p.m. daily through May 1. 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.
- Saturday, May 9: Take a 3-mile hike down the Trail behind an ox-driven wagon. Park interpreters will demonstrate 1840s Trail life along the way. The caravan leaves Sierra Vista Overlook, 13 miles south of La Junta, CO, at 10 a.m. And travels to the Timpas Picnic Area. Shuttle service provided. Rex Rideout will provide period music along the way and at Timpas. Hikers should bring lunch, water, and sunscreen. For more information, call 719-383-5023.

#### **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**  
**E-mail: uchs@plateautel.net**

- 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, his-

toric 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 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](http://www.koshare.org)

- Call for information.
- Trading Post: online at [koshare.org](http://koshare.org).

#### **Las Vegas Museum**

727 Grand Ave

Las Vegas NM 87701

Telephone: 505-454-1401, ext. 248

E-mail: [lgegick@desertgate.com](mailto: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](mailto:mtcomuseum@elkhart.com)

Website: [www.mtcoks.com/museum](http://www.mtcoks.com/museum)

- The museum is a Santa Fe National Historic Trail official interpretive facility.
- Winter hours: Tuesday-Friday, 1-5 p.m., weekends by appointment.

#### **National Frontier Trails Museum**

318 W Pacific St

Independence MO 64050

Telephone: 816-325-7575

E-mail: [rwedwards@indepmo.org](mailto:rwedwards@indepmo.org)

Website: [frontiertrailsmuseum.org](http://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](mailto:oteromuseum@centurytel.net)

- Contact the museum for information.

#### **Santa Fe Trail Center Museum & Library**

1349 K-156 Hwy

Larned, KS 67550

Telephone: 620-285-2054

E-mail: [museum@santafetrailcenter.org](mailto:museum@santafetrailcenter.org)

Website: [www.santafetrailcenter.org](http://www.santafetrailcenter.org)

- Open Daily, 9 a.m.-5 p.m.; closed Mondays until Memorial Day.
- Visit the new Farm & Auto Addition.
- The center has received a grant from the Institute of Museum & Library Services and assistance from the county to our special equipment and staffing to digitize museum archives and courthouse records

#### **Santa Fe Trail Scenic & Historic Byway**

PO Box 118

Trinidad CO 81082

Telephone: 719-846-2396

E-mail: [Wyvonne@hughes.net](mailto:Wyvonne@hughes.net)

Website: [www.santafetrailco.com](http://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](http://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](mailto:paula.manini@chs.state.co.us)

Website: [www.coloradohistory.org](http://www.coloradohistory.org)

- Through April 30, the site is closed for construction of a handicap walkway linking the four main museum buildings and related projects.
- During construction the bookstore and archives tentatively are open by appointment Monday-Thursday pending.
- Beginning May 1, the entire complex is open Monday-Saturday, 10 a.m. To 4 p.m.

## **CAMP TALES**

### **—CHAPTER REPORTS—**

#### **Cimarron Cutoff**

President Leon Ellis

PO Box 668

Elkhart KS 67950

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

<[leonellis@elkhart.com](mailto:leonellis@elkhart.com)>

The next chapter meeting will be April 25, 2009, 1:00 p.m., with a Southwest Kansas Chicken Fried Steak Dinner served at the Morton County Historical Museum in the Santa Fe Trail Room, Elkhart, Kansas. Special guest and speaker will be Harry Myers on the subject of the Santa Fe Trail in Southwestern Kansas. Please call 620-697-2833 or e-mail <[mtcomuseum@elkhart.com](mailto:mtcomuseum@elkhart.com)> if you wish to attend so your chicken fried steak will be ready and hot. The meal will be \$10.00.

#### **Wagon Bed Spring**

President Jeff Trotman

PO Box 1005

Ulysses KS 67880

(620) 356-1854

<[swpb@pld.com](mailto:swpb@pld.com)>

On January 15 the chapter met in Ulysses with 10 members present. Annual dues for 2009 were collected for chapter and SFTA memberships. Other business included a report by President Trotman about the "Santa Fe Trail Stories and Legends" program the chapter hosted in October. The event was attended by 21 people for the 7:00 p.m. program and 52 people braved the cold and late hour for the 11:00 p.m. program.

The chapter will be conducting an auto tour of the "Point of Rocks" areas in Finney and Ford counties in Kansas, on Saturday, March 7. The tour will leave from the Historic Adobe Museum in Ulysses at 8:30 a.m.

Other business was the upcoming Jedediah Smith Society Rendezvous, October 23-24, 2009. The event will consist of a bus tour along the Cimarron Route of the Santa Fe Trail, with stops at Trail sites, lunch at a Plains Indian camp, ending at the Lower Cimarron Springs. There will be presentations and discussions about Jedediah Smith, his life, and his travel on the Santa Fe Trail in 1831.

#### **Heart of the Flint Hills**

President Carol L. Retzer

4215 E 245th St

Lyndon KS 66451

(785) 828-3739

<[carolretzer@direcway.com](mailto:carolretzer@direcway.com)>

Virgil and Delores Scheid, Al Bunting, and Carol Retzer gathered at Wilmington in October to do some major grounds work. While there, representatives from the Kansas Preservation Alliance arrived to look over the place and gather information.

We discussed two major topics at the meeting in October. First, of course, was Wilmington. It is agreed that we must find a new, responsible, qualified owner to deed the property over to. The Kansas Preservation Alliance has met with us and discussed several options, one of which is to sell the property with preservation "covenants." This would be the best of all worlds, but first we need a buyer.

The next item for discussion is our combined efforts with local histori-

ans and Osage County to develop a brochure highlighting historic sites within Osage County. This will be on the agenda for the January meeting.

The chapter has requested National Park Service assistance in updating the signs throughout Council Grove. The NPS will provide funds with the chapter providing the labor.

Our next meeting is scheduled for January 22 at the Santa Fe Café in Burlingame. Election of officers is on the agenda.

### End of the Trail

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

Chapter members enjoyed some adventurous bumpy field trips this summer in conjunction with the Corazón Chapter members. (1) La Bajada along the Camino Real with Dr. Hal Jackson as our leader. (2) Romeroville, San Augustine, and other sites where Harry Myers presented historical narratives. (3) Self-guided tours of El Rancho de las Golondrinas for members during the weekend of the opening of their exhibition "*Burros y Mulas: Trailing with Long Ears*" prepared by SFTA member Lou Ann Jordan. Our fall programs were given by Mary Jean Straw Cook on her recent publication about "Dona Tules" and a presentation by Tim Kimball on "Germans and the Santa Fe Trail during the late Mexican and Early American Periods in New Mexico."

The annual meeting was scheduled for January 10. Upcoming programs are:

March 14: Henrietta Christmas, "Presidio Soldier in Old Santa Fe"

May 9: John P. Bloom, "Johnny Gringo and the Navajo"

### Corazón de los Caminos

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

No report.

### Wet/Dry Routes

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

The winter meeting was at Kinsley, Kansas on January 18, 2009, at-

tended by 75 members and guests, with a covered-dish dinner, business meeting, and program. Winners of the 2008 Poster Contest were announced: 1st prize, Jordan Wilson; 2nd prize, Catera Hoffman; and 3rd prize, Clayton Berni. The Faye Anderson Award was presented to Mayor Robert Pivonka representing the City of Larned for its many cooperative projects with the chapter, especially the Zebulon Pike Plaza. Officers were elected as follows: President David Clapsaddle; Vice-President Rosetta Graft; Secretary/Treasurer Merlene Baird; and Program Director David Clapsaddle.

Reports were made relative to Sibley's Camp, Zebulon Pike Plaza, book sales of reprints, and the chapter's efforts to place the reprints in all the schools and libraries in Pawnee and Edwards counties. Other chapters are urged to do the same. At this date, the Fort Dodge/Dodge City/Cimarron and the Corazón de los Caminos chapters have ordered books to this end. The reprints will soon be for sale at the following Dodge City Outlets: Boot Hill Museum, Kansas Heritage Center, Dodge City Business and Visitors Bureau. David Clapsaddle spoke to the opportunities for Santa Fe Trail Association membership. Lon Palmer spoke to the chapter's exhibit at the Welcome Center in Hoisington, Kansas.

The program on Fort Larned's 150th Anniversary Celebration was presented by Kevin McMurry, Superintendent of the Fort Larned National Historic Site. The spring meeting is scheduled for April 19 at the Timken "Hill" Café.

### Dodge City/Fort Dodge/Cimarron

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

No report.

### 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>

No report.

### Cottonwood Crossing

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

Our next program will be March 12 in Galva. David Clapsaddle will bring various Trail artifacts to show and explain. Another program on May 21 will feature a presentation by SFTA Manager Harry Myers.

Our newly affirmed chapter officers are:

President - Steve Schmidt  
Vice Pres. - Sharon Schutte  
Secretary - Doug and Pauline Sharp  
Treasurer - Kent Becker  
Historian - Gil Michel  
Directors - Bill Silverstrand, Jim & Debi Owens, and Vernon Lohrentz

### Bent's Fort

President Pat Palmer  
PO Box 628  
Lamar CO 81052  
(719) 931-4323

Chapter members and guests toured the Granada-Fort Union Military Trail this past summer and fall, covering the area from Old Granada, Colorado, to Capulin National Monument in New Mexico. Lolly Ming was in charge of the three tours, all of which had a very good attendance.

The first tour went from Old Granada to the Prowers-Baca county line. Late August found the group meeting at Branson, Colorado, where they toured the Mesa De Maya Art Gallery. Lolly Ming and Willard Loudon led the group on a tour of the Trail as it went from Branson, through Toll Gate Canyon to Folsom, New Mexico, and along the east side of Capulin Mountain. The group met again in October to do the rest of the Trail in Colorado. This time they met at the Pritchett Café and followed the route to Willow Springs.

Many of the tour participants said they were impressed with the tours of the Trail, the good attendance, the knowledge shared, the cooperation of the land owners, and the conduct of the tour goers. All in all, three great days along the Granada-Fort Union Military Trail.

At the November Educational Meeting, Richard Carrillo offered a basic Global Positioning System Training session at the Otero Museum in La Junta. Many suggestions were made at the Educational Meeting regarding tours and projects. Looks like 2009 is going to be a busy year also.

The annual meeting was January 24 at the John Martin Visitor Center in Hasty, CO. After the business meeting, two presentations were made: a documentary on the life of Kit Carson and a program on the Santa Fe Trail in southeast Colorado.

#### **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 three new life memberships, all have been longtime members.

Ralph Hathaway, 422 Ave L, Chase KS 67524

Phyllis Morgan, 6001 Moon St NE #1923, Albuquerque NM 87111

Harry C. Myers, 16 Descanso Rd, Santa Fe NM 87508

#### **INSTITUTION MEMBERSHIPS**

Village of Cimarron, PO Box 654, Cimarron NM 87714

Woodruff Memorial Library, 522 Colorado Ave, La Junta CO 81050

#### **FAMILY MEMBERSHIPS**

Dr. Joanne & Drew Bodner, 3701 Somerset Dr, Prairie Village KS 66208

Neil & Jeanette Broky, 1919 Edgelea Rd, Lawrence KS 66046

William Broughton, 2309 8th St, Las Vegas NM 87701

Angie Higbee, 18525 Hwy 50, Lamar CO 81052

Laverne & Sandy Lauxman, PO Box 834, Rociada NM 87742

#### **INDIVIDUAL MEMBERSHIPS**

John F. Belshe, 221 SW 21 Rd, Warrensburg MO 94093

Rodney P. Booth, 10135 Monticello Rd, Lenexa KS 66227

Valerie Bryant, 83 Evergreen Ave, Elmira NY 14905

Dan Buche, 13676 Delaware St, Crown Point IN 46307

Fred C. Casterline, 1810 Fairway, Dodge City KS 67801

Tom Dauphine, 2528 Bosque Entrada Tr NW, Albuquerque NM 87120

Vicki Eads, PO Box 5, Coolidge KS 67836

Lynda Fort, 1675 Patterson Ave, Ulysses KS 67880

Steve Haack, 5011 Glade St, Lincoln NE 68506

Tim Kimball, 579 Camino Hermosa, Corrales NM 87048

Karl W. Laumbach, 401 Conway, Las Cruces NM 88005

John Lutz, 11318 N Wallace Ave, Kansas City MO 64157

Fred Markham, 4717 Harvard Ave, Kansas City MO 64133

Ernest Orahod, 1215 Smithland, La Junta CO 81050

David R. Oser, 48 Levering Circle, Bala Cynwyd PA 19004

Kathleen Tomlin, 30835 CR 15, Las Animas CO 81054

#### **TRAIL CALENDAR**

Everyone is invited to send notices for this section; provide location, date, time, and activity. This is a quarterly. The next issue should appear in May, so send information for June and later to arrive by **April 20**. Other events are listed in chapter reports and the caches.

**Mar. 7, 2009:** Friends of Arrow Rock lecture, Mike Dickey and Rich Lawson, "The Santa Fe Trail and the Missouri River."

**April 17-18, 2009:** SFTA board meeting, Dodge City, KS.

**Sept. 9-Oct. 3, 2009:** Santa Fe Trail Bicycle Trek, contact Willard Chilcott at 505-982-1282 or <Willard@cybermesa.com>.

**Sept. 24-27, 2009:** SFTA Symposium, Arrow Rock, MO.

#### **FROM THE EDITOR**

I urge the SFTA board to consider holding the 2013 symposium in Santa Fe, with a joint meeting to include El Camino Real Trail Association (CARTA) and the Old Spanish Trail Association (OSTA). These historic trails connect in Santa Fe, share common purposes and missions, and share a fair number of the same members. We all need to know more about what binds these historic routes and their associations together. It will be time for SFTA to return to New Mexico for the symposium in 2013, and what an opportunity this could be. I'm sure details can be arranged with CARTA and OSTA.

Happy Trails!

—Leo E. Oliva

**Santa Fe Trail Association**  
**PO Box 31**  
**Woodston, KS 67675**

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