

Wagon Tracks

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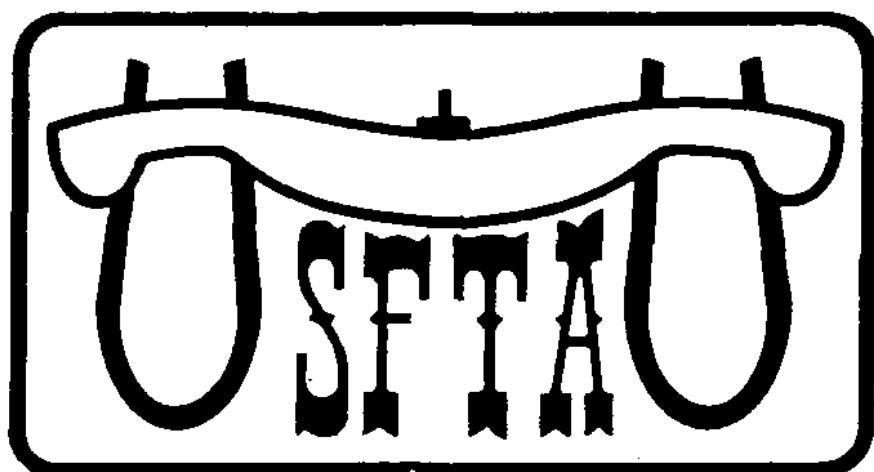


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WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 22

AUGUST 2008

NUMBER 4

TRAIL RENDEZVOUS 2008 SEPTEMBER 18-20

by Ruth Olson Peters

[SFTA Treasurer Ruth Peters is Director of the Santa Fe Trail Center at Larned.]

Rendezvous 2008 is almost here. By now all members of the Santa Fe Trail Association should have received their program information and registration form in the mail. If you have any questions or did not receive the mailing, please contact the Santa Fe Trail Center at 620-285-2054 or e-mail <museum@santafetrailcenter.org>. This year's Rendezvous on "The Evolution of Freightage on the Santa Fe Trail" promises to be one of the best ever, so you won't want to miss it. We hope to see you there!

SMOKY HILL TRAIL ASSOCIATION CONFERENCE OCTOBER 17-19

THE Smoky Hill Trail Association, founded last year, will hold its second annual conference in Salina, KS, October 17-19. SFTA President Joanne VanCoevern, who serves on the SmHTA board, is in charge of local arrangements. The Santa Fe and Smoky Hill trails share a common history (as the railroad built along the Smoky Hill Route the eastern terminus of the Santa Fe Road moved from railhead to railhead, and important connections developed between the two trails).

The two associations will be working jointly to nominate the Smoky Hill Trail and the connecting links to the Santa Fe Trail for designation as part of the National Historic Trails System. The SFTA board has already committed to help with this nomination.

A copy of the SmHTA Conference program and registration form are included in this issue. Everyone is welcome to attend all or any part of this program, which includes a fine lineup of speakers, tours, and other activities.

**SFT RENDEZVOUS
LARNED, KANSAS
SEPTEMBER 18-20, 2008**
**SmHTA CONFERENCE
SALINA, KANSAS
OCTOBER 17-19**

BLIND TRAVELERS ENJOY THE SANTA FE TRAIL

by Patricia Jean Manion, SL

[Sister Patricia Jean accompanied Sister Eleanor Craig's Santa Fe Trail tour in June 2008 and kindly provided this report for Wagon Tracks. Special thanks to Sisters Eleanor and Patricia Jean and to all those involved on the trip and along the Trail.]

ON June 5, 2008, 31 "21st-century pioneers" set out from the Kansas State School for the Blind in five vans to spend two weeks on the historic Santa Fe Trail. Under the leadership of Trail Educator Eleanor Craig, the travelers included 11 students—ages 14 to 17, and 19 adults, including two who had traveled as student-participants in earlier years. The party included five van drivers and two men responsible for the supply truck packed with camping gear, food, and art supplies. A film crew of three accompanied us to document the experience. During the next 15 days the blind and

visually-impaired students, as well as the staff, were introduced to places and persons along the Trail to Santa Fe, New Mexico, following the Mountain Route going west and returning via the Cimarron Route. Weary and exuberant, the group arrived back in Kansas City, Kansas, on June 19.

To learn about the 19th-century traders, military, and pioneering women and men who lived and ventured west on the Santa Fe Trail between 1821 and 1867, we listened to stories and read memoirs written by these historical figures. In January 2008 the Accessible Arts Discovery Trails Program, started 10 years ago by Eleanor Craig in cooperation with the Kansas State School for the Blind, received national recognition. The program was recognized as one of 18 recipients of the 2007 Coming Up Taller Awards, granted by the President's Committee on the Arts and the Humanities. First Lady Laura Bush presented the award to Eleanor at the White House. Students who had previously traveled with the program on the Oregon Trail and several parents accompanied Eleanor Craig to Washington to receive the award.

Encouraged by the interest and generous response offered by partici-

(continued on page 5)



Tour participants receiving marching orders at Fort Larned NHS.

PRESIDENT'S COLUMN

THE PNTS Historic Trail Preservation Workshop was held at the Bureau of Land Management Training Center in Phoenix, AZ, May 7-9. Representing SFTA were Association Manager Harry Myers, PNTS Representative Ross Marshall, Preservation Committee Chair Faye Gaines, and Mapping/Marking Chair Jeff Trotman. The workshop was an important step in an ongoing initiative to develop the capacity within trail organizations to systematically preserve the on-the-ground historic, cultural, and natural resources so critical to maintaining the integrity of the national historic trails and to providing inspiring experiences for visitors to them. The workshop focused on strategies, means, and methods to preserve these critical resources. The Santa Fe Trail and related sites located within the possible expansion area of the Piñon Canyon Maneuver site was identified as the most threatened area along the Santa Fe Trail at this time. SFTA Manager Harry Myers recently attended a meeting with Bent's Fort Chapter and other interested parties. For more information on the results of that meeting please refer to the Manager's Column in this issue of Wagon Tracks.

SFTA committees are busy working on projects and will give reports to the governing board at their upcoming meeting, which will be held in conjunction with Rendezvous at Larned, KS, on Thursday, September 18 at 9:00 a.m. Included in the reports from all the working committees, we will hear about specific projects that are taking place or are in the planning stage. One of these will be from the Education Committee about their progress on the Junior Wagon Master Program "Passport to the Santa Fe Trail." This project is intended for youth and their families and will be designed to encourage travel to Santa Fe Trail sites. Part one of the project is the development of an educational booklet that will be available at sites and will be filled with information and activities. More information will be supplied to the membership as this project moves ahead.

Under the SFTA's Strategic Plan area of "Preservation" we will have a final, or "near" final, presentation of

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VISIT SFTA ON THE INTERNET

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

the information collected during the recent Rediscovery Project, conducted in cooperation between SFTA and the NPS. Along with NPS staff, SFTA members Craig Crease, Ross Marshall, and Clive Siegle are working on final identification of sites, captioning of photographs, and completing data entry. The total number of sites surveyed were 432, with more than 3,500 photographs of sites taken. The final report information will be made available in printout and DVD form and will be distributed to the SFTA headquarters, SFTA chapter presidents, and the NPS office, as well as to survey team members.

The Mapping/Marking and Preservation chairs are coordinating efforts on several items. One is the development of a database with GPS readings for Trail sites. Another is to present to the board a recommendation on preservation strategies and policies. These two committees have also been asked to look at the 1995 Mapping & Marking Policy and determine if it needs to be revised, and if so, make a recommendation to the board for that revision.

The Kiosk Task Force will be presenting to the board their recommendations concerning future kiosks, similar to the one at Gardner Junction, along the Santa Fe Trail. They will also outline the other possibilities of marking SFT Sites, such as interpretive markers, or basic signage projects. In addition, this group has been asked to develop guidelines for how the "Cooperative Trail Marking"

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Membership Categories

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

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funds from the NPS will be distributed. They will make recommendations for priorities of signage, such as new signs and/or replacement of worn or damaged signs. Chapters were asked for their help in locating signs, NPS auto tour signs, and wayside exhibits that are in need of attention and to notify SFTA Manager Harry Myers with the information.

These are just a few of the reports expected at the upcoming board meeting. At the present time, there are 25 working committees, task forces, and special appointees—all of which will present a report to the board. In addition, chapters will update the board on their current activities, as well as be given a chance to voice their concerns, questions, or suggestions relating to the Santa Fe Trail and/or the SFTA.

If you are able, please plan to attend the upcoming board meeting. This is where you learn about the work, projects, concerns, etc. relating to the Association and the Trail. If any of the membership of SFTA is interested in serving on a committee, please contact me or Association Manager Harry Myers. SFTA could use extra help on several committees and I, personally, would like to give the membership a chance to be more involved if they desire. Hope to see you at the Rendezvous.

—Joanne VanCoevern

MANAGER'S REPORT

IN early May I attended a preservation workshop sponsored by the Partnership for the National Trails System, with Ross Marshall, Faye Gaines our Preservation Chair, and Jeff Trotman our Mapping Chair. It was a good session which mainly highlighted what the Oregon-California Trail Association is doing.

As Faye, Ross, Jeff, and I were talking we realized that the biggest threat to the Santa Fe Trail is the expansion of the Piñon Canyon Maneuver area in Colorado. No matter if you are for or against this expansion, it would take significant portions of segments of the Santa Fe Trail and several sites. It was decided that our best option was to document and record all Trail resources in Colorado at the highest level possible for volunteers. That would be doing the documentation so that a determination that a site or segment is eligible for

listing on the National Register of Historic Places.

We are now working with the Bent's Fort Chapter and the Colorado Historical Society in addition to a number of local people and organizations. This is new to the SFTA and so we are working through procedures slowly so that we can eventually do a thorough job of documenting and recording.

This is something we all should be doing irrespective of any threat to our trail resources. We will use this Colorado project as a pilot and what we learn will be applied in the future. At some point in time we will ask for volunteers to help us document and record in Colorado and those who help will gain some good knowledge for recording resources in their chapter.

In the meantime, if your trail resources are threatened by a pipeline, wind farm, cell tower, or any number of threats, please contact Faye Gaines our Preservation Officer, <fayegaines@yahoo.com> or 575-485-2473). Faye can assist your chapter in working with companies that may be involved in developments that might harm the trail. Many of these developments we cannot stop and don't necessarily want too, but we can work with them so trail resources are not harmed.

It is only the eyes and ears of chapter members that will alert us to trail threats and who will help to mitigate those threats.

—Harry C. Myers

RICHARD LOUDEN

SFTA Ambassador Richard Loudon, a charter member and life member of the Association, died June 18, 2008, at the age of 87. The descendant of ranchers who settled near Branson, CO, Richard was a cattleman with an interest in history, including the Santa Fe Trail. He was present at the founding of SFTA at Trinidad in 1986 and was named Ambassador at the 2007 symposium in Trinidad. He was a modest gentleman who earned numerous honors for his work in many organizations.

A graduate of Trinidad Junior College and the University of Missouri (degree in journalism), Richard served in the military during World War II. He returned to the ranch he

loved, where he served the larger community and studied the history of the region. He assisted with the NPS survey of the historic route of the Trail in 1988 and contributed many fine articles to *Wagon Tracks* over the years. He served on the advisory council of the Santa Fe National Historic Trail and on the governing board of SFTA. He was a true scholar with a rich sense of humor, much respected by everyone whose lives he touched. The Trail and southeastern Colorado were enriched by his presence, and we all mourn his death with fond memories and extend sincere condolences to his family and friends.

At the memorial service at Trinidad Junior College on June 25, SFTA Association Manager Harry Myers delivered this tribute: "Richard was a frontiersman exploring and documenting with a thirst never satisfied. His knowledge of history and his insight were of tremendous value. It was evident in his love of the land and its history, both of the human and natural worlds. His love carried through to people with a willingness to share his knowledge. He was always gracious, kind, positive, and exhibited a great patience with me that I will always remember." All of us who were privileged to know Richard Loudon share that respect and admiration.

Memorials may be sent to Not One More Acre, PO Box 773, Trinidad CO 81082, or to SFTA.

CARTA ANNUAL MEETING SEPTEMBER 26-27

EL Camino Real de Tierra Adentro Trail Association (CARTA) will conduct its annual meeting at Los Lunas, New Mexico, September 26-27. The Santa Fe Trail connected with El Camino Real, established in 1598, at Santa Fe in 1821. SFTA and CARTA share many common interests. Detailed information about the business meeting and symposium, as well as a registration form, are available online: <www.caminorealcarta.org>. CARTA's fine publication, *Chronicles of the Trail*, is also available online. You are invited to join CARTA and attend this meeting.

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

DONOR HONOR ROLL

THE Santa Fe Trail Association extends gratitude and appreciation to all our generous donors who responded to various appeals during the past few months. Your donations and memorials are always helpful. If we missed anyone, we apologize and hope you will let us know. This list includes some memorial gifts:

Kenneth W. Ackley
Nancy Humphry and Paul Andrews
Janet Armstead, for Education Fund in honor of Chris Day
John and Barbara Atkinson
Evelyn Bartlow
Peter and Ellie Bickley
Larry Black
Susan Doyle and Roger P. Blair
Jeff Bransford
Bill and Susan Bunyan
Charlotta M. Burton
Adrian and Rebecca Bustamante
Joe and Donna Butcher
Irwin and Florence Cromwell
Carlton and Marketta Damonte
Linda Davis
Theron Dosch
Harold and Norma Geer
Ken Goering
Carmen Epstein and William Gonzales-High
Betsy Crawford-Gore and Mike Gore
Roger and Priscilla Green
Wayne and Elaine Hemmen
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Kearney County Historical Society
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Beverly Carmichael Ryan
John (Bob) and Mary Martha Salata
Harold and Segrid Salmon
Dennis and Gladys Schneider
Stan and Pat Seidel
David Setzer
Roger and Sandy Slusher, in honor of Jane Mallinson
Clinton and Delaine Stalker
Jeff Trotman and Family
Louise Heter White
Raymond Wiebe
Mark S. Wilson
Tim and Ann Zwink

Additional Memorial Donations:

Evelyn Bartlow, in memory of Charles H. Bartlow, Sr.
Robert and Margaret Buck, in memory of Jesse Scott
Cimarron Cutoff Chapter, in memory of D. Ray Blakeley
Lucinda A. Daeuble, in memory of Tad Daeuble, Jr.
Chris Day and Janet Armstead, in memory of Pat Marshall
William H. Dopke, in memory of Budd Elton Ott
Kit Carson Farwell III, in memory of Marge Farwell
Clifford T. Gordon, in memory of Capt. William Gordon
Anita Jo and Dale Hyatt, in memory of Richard Loudon
Phyllis Morgan, in memory of D. Ray Blakeley
Reed and Ruth Peters, in memory of Pat Marshall
Richard and Lynn Poole, in memory of D. Ray Blakeley
Felix and Linda Revello, in memory of Pat Marshall
Joanne and Greg VanCoevern, in memory of Pat Marshall
John E. and Janett Wiebe, in memory of Dale Brooks

POST OFFICE OAK

—LETTERS—

Editor:

Thought I would relate some excitement for us from the last *WT*. I very much enjoy the newsletter so immediately read it. On page 2 was a reference to the Cottonwood Crossing Chapter approving the Lost Springs project including monument relocation. My wife being one of the very interested Shields family, that caught our eye. Then on page 23, the Cottonwood Crossing report states that the time capsule at the Lost Springs Station will be opened July 4. We contacted much of the Shields family and had over a dozen families busily trying to arrange to be there this July 4. After about a week of excitement, we decided the event must be planned for 2009 instead of 2008. We got the word out to many people and generated much excitement for making arrangements for 2009. Hope it does get organized and goes off in good shape next year.

Thanks for your great newsletter.

Jim Schoof
14923 Forward Pass
San Antonio TX 78248

Editor:

I really loved the article by Julius Froebel in *Wagon Tracks*. What an interesting individual and what a great slice of history. I read to the end and couldn't put it down. Nice job!

Holly Nelson
2011 S Terrace
Wichita KS 67218

There is more from Froebel in this issue and more to come after that. He is an important source on the history of the Trail. Enjoy.

Editor

Editor:

The new column, "Living Links," is an excellent idea. Fascinating! Thank you for all you do to bring history alive, and now, thanks to Dr. Thompson, to help us know each other today.

Jo B. Mitchell
11 W Aloha St #519
Seattle WA 98119

We received several nice comments about the "Living Links" column. I'm sorry there is not a column for this issue. Dr. Thompson needs to hear from any members with Trail connections: <aatwest@comcast.net>.

Editor



HOOF PRINTS

—TRAIL TIDBITS—

A special groundbreaking ceremony was conducted in Kansas City, MO, July 18, to celebrate the beginning of construction on an extension of the Santa Fe Trail Bicycle/Pedestrian MetroGreenTrail.

The NRA Whittington Center on the Trail near Raton has completed the Bud and Willa Eyman Research Library in the new wing of the Center. They would appreciate donations of books on the Santa Fe Trail, local, and military history. PO Box 700, Raton NM 87740.

A new program at Arrow Rock, a National Historic Landmark Village, offers three Scout Merit Badge projects: hands-on flint knapping and learning about American heritage and modern-day citizenship through the person and paintings of 19th century artist George Caleb Bingham. For more information, contact Kathy

Borgman at <kborgman@iland.net>.

Keep track of the commemorative reenactment of the march of the Mormon Battalion during the War with Mexico, 1846-1847, at <www.battaliontrek.com>.

The Trailside Center in Kansas City has a new web site. Take a look at it: <www.trailsidecenter.org>.

The Haley Library, Midland, TX, has established a new collection, The Alexander and Lucy Hatch Pioneer Collection, thanks to the efforts of SFTA member Diana Dunn (a descendant of the Hatch pioneers and author of a forthcoming book about them).

BLIND TRAVELERS

(continued from page 1)

pants at the Santa Fe Trail Symposium held in Trinidad, Colorado, in September 2007, Eleanor Craig decided it was time to do a full-scale trek to and from Santa Fe with students. She and I in 2002 had traveled the Cimarron Route portion of the Santa Fe Trail in preparation for the 150th anniversary of the first trip made by the Sisters of Loretto on the Trail in 1852. Then in 2006 Eleanor had led teens along portions of the Mountain Route while following the Cherokee Trail. When asked about qualifications for being a member of a Discovery Trail program, Eleanor Craig says, the main requirement for everyone making the trip is "the physical stamina to live outdoors for two weeks and the emotional capacity to travel by imagination to the mid 1800s through the landscapes the pioneers experienced."

The first stop was at the Cottonwood Creek Christian School near the historic Cottonwood River Crossing. As the group prepared to eat lunch at the nearby picnic tables, the school hosts Ransom and Lillian Wiebe displayed a carefully prepared collection of arrowheads and artifacts for the students to examine. Meanwhile, guides from the SFTA Cottonwood Crossing Chapter, George and Sharon Shutte, confirmed the possibility that a tornado brewing ahead in Marion County, where arrangements had been made for overnight camping, might alter plans.

Winds were bending the prairie

grasses as we reached Steve and Glenda Schmidt's farm, six miles from the Cottonwood Crossing. The Schmidts had prepared carefully for our visit, including mowing a wide circular area that promised a perfect prairie campsite. The students quickly discovered the large Conestoga Wagon used by traders. Could they climb aboard?

Surely! Experience is the best teacher! This wagon was the first real evidence the students had that traders had needed large wagons, pulled by yoked oxen, to haul their cargo from Missouri to the Territory of New Mexico. Before departing for Lyons, Colorado, several hardy staff managed to give the wagon occupants a short ride by pulling hard for a few yards down a long slope. Shortly, it was clear from the rising wind and the darkening sky that bidding farewell to the thoughtful guides, the Schmidts, was the only choice for safety.

By the time the caravan reached the Quivira Museum in Lyons, Janel Cook, the executive director, and her generous staff assured us that the tornado threat had expired. We could prepare supper on the museum parking lot and instead of taking our bedrolls to the basement's safe-area, we could plan to sleep on the carpeted floor among the museum exhibits. Learning to pitch tents was taken off the first night's schedule and each "camper" found a comfy place next to a preferred historical scene.

June 6 found us on the way to Fort Larned, Kansas. The original fort had been abandoned by the army in 1878 and sold at auction in 1884. After being a family ranch for 50 years, it was taken over in 1957 by a group of local citizens who operated it as a historical location until in 1966 Congress made it a National Historic Site. In the warm afternoon sun, the traveling students and their accompanying adults got a taste of military discipline. Marching according to army regulations meant that "left, right, halt, and attention" were a real experience. There they learned that it was Indians who actually taught some of the recruits how to approach and surround potential enemies.

Then it was off to find the Pawnee camp ground where we would set up

camp for the night. First, however, a rescue by Larned residents, Barbara Hammond and Ruth Searight, who supplied the keys after hours for the camp lodge and restroom facility. Meanwhile, circled by the group, Rachel Becker, a skilled cane user and a graduate of two Trail treks, and Aaron Conklin, a certified personal trainer and Eagle Scout, demonstrated and described each step of the process of setting up a tent, from placement to final anchoring. After their demonstration, pairs of students with staff companions followed the same routine: spreading the ground sheet, unfolding the tent and rain cover, and assembling the metal poles to full length. This was the first of nightly and early-morning routines related to setting up the identical green tents in the same order so to locate one's sleeping place without error.

The next day, June 7, we read about the 1864 Sand Creek Massacre, as we traveled into Colorado to the site. Soon listening to Craig Moore of the National Park Service, we realized how little we knew—a story that remains still not fully available. Looking across the serene expanse before us, visualizing where tipis had stood that night, we could almost see the Cheyennes and Arapahos who in the pre-dawn of November 24 were suddenly under attack by United States military. We were told about young Robert Bent who had been forced to show the military men where the encampment was, and about his brother and sisters who were present in the camp. We learned that some soldiers, unable to help the Indians, remained in silence refusing to participate. After speaking to us, Park Ranger Moore offered to escort those students who wished to go to the actual place of the attack. Several students made their way down through the heavy underbrush while others of us stayed above, waiting in silence. Then gradually we could hear the sounds of the young students' flutes below along the creek. They played in memory of those who had perished there so long ago. Sand Creek was perhaps the most touching experience to that point in our journey.

That night we camped at the John Martin Reservoir where we had ac-

cess to hot showers! A great treat, especially knowing that our 19th-century Santa Fe Trail forebears could not even have been imagined such an "oasis."

The next morning we drove to Bents' Fort, a replica of the original fort built by the Bent brothers sometime in 1834. That original fort was partially destroyed by fire in 1849. Exploring the present-day replica with its thick adobe walls and its watch tower made it possible for us and other visitors to look for miles across country as was possible two centuries ago. It was also our good fortune to arrive there for the last day of a week's training program for would-be reenactors. We visited the encampment of some who were learning the roles of U.S. army engineers who in 1846 had surveyed the area for the Army of the West under General Stephen W. Kearny. (Their "spring wagon," as the military men named it, looked very much like the caliches that Mother Magdalen Hayden and her three Loretto sister-companions rode in from Independence to Santa Fe in 1852.) The location where the reenactor-surveyors were working was U.S. territory then as now, but in 1826 the area just across the Arkansas River from Bents' Fort was Mexico. Talking with the reenactors dressed in their quaint uniforms and to the Lakota Indian couple, man and wife, in their marvelous buckskin and beaded attire was a real step back into history. The couple generously invited the students to feel and examine their garb and the skins and tools, which are still used today for creating authentic American Indian clothing.

The next stop was at Boggsville near Las Animas, Colorado, where we were greeted by Richard Carrillo, administrator of the original site, which is gradually being restored as a living museum. Boggsville was typical in the 19th century of the international meeting grounds between the U. S. and Mexico. According to the pamphlet, *The Women of Boggsville*, "teeming with buffalo, this valley was the Southern Cheyenne's favorite camping area. It was in this valley that Anglo, Spanish and American Indian cultures came to live side by side."

Andy Martinez and his grandson created an opportunity for the stu-

dents to make adobe bricks from traditional materials of soil, sand, dried vegetation, and water. In the midst of mixing the materials and before the full lesson could be completed, drops of rain fell. Our host Richard Carrillo suggested that we abandon the idea of setting up tents and use space in one of the renovated houses as sleeping quarters. Later after our guest John Carson arrived, we gathered on the porch of our domicile for a meal prepared by camp cook Gerald Wistance. A former agriculture teacher from southwest Missouri, Gerald was on his first trip with *Discovery Trails*. He could fix anything, including birthday cakes baked in his Dutch oven, as he did for three students who each celebrated a birthday during the trip.

Following supper, we gathered in the front room of the Prower house, for a presentation by John Carson, said to be a physical likeness of his great-grandfather Kit Carson. Eleanor had met John Carson on a stormy night in Trinidad, Colorado, last September at the SFTA Symposium, thus John Carson met with us in Boggsville. This was the place where in 1867-1868, Kit Carson and Josefa Jaramillo Carson settled with their six children. Shortly after locating in Boggsville, Josefa died of complications related to childbirth. Despondent over the loss of Josefa, the ailing Kit Carson died a month later.

June 9 found us passing through Trinidad, Colorado, en route to Colt Ranch where Dr. Jim and Darlene Colt were waiting to welcome us. On the students' schedule was the opportunity to prepare a Dutch oven supper for the rest of us under the guidance of Jim Colt.

Winding our way up to the ranch, suddenly we found ourselves parking our vans and the supply truck on a promontory that gave some of us a wide view of the surrounding mountain peaks. That was probably the time when the sighted among us most realized how blessed we are to have the gift of sight. That was where I realized that I had not heard one of the young people complain that they could not see. They celebrated being able to hear and to touch and to taste in ways many of us seldom seem to value. We had so much to learn from them about grati-

tude for life's gifts. The Colt Ranch with Jim and Darlene's array of 19th-century vehicles: a chuck wagon, a splendid stage coach, a buggy fit for a wedding carriage, and several large wheeled conveyances that required a boost to mount were their days' thrill as we noted how in imagination they became travelers in another time urging on the invisible animals that pulled them along the trail.

Dr. Jim Colt's lesson in Dutch oven cookery came next. "Who wants to prepare potatoes? for the stew? Who would make biscuits? Anyone interested in creating a dessert?" While the rest of us relaxed, the students went to work. After peeling the potatoes, Heather asked what size the potato slices should be. Handed a sample, she skillfully produced perfect squares of potato, all the same-size. Wondering how biscuit dough felt, one boy was handed the soft mixture. He beamed as he felt the softness that would be a biscuit. Could I crack an egg, another asked? "I've never cracked an egg." Imagine the thrill of cracking four eggs into a bowl as a first experience! The Dutch oven supper was a great success!!

June 10 and on to Taos, New Mexico. We arrived in late afternoon where Vernon Lujan introduced us to the Taos Pueblo. With the day's tours over, the pueblo seemed deserted and totally quiet except for the swift stream that courses from the mountains through the plaza as it has for the 1200 years that these indigenous people have lived on this sacred land. Having read about the long history of the pueblo, we touched the old adobe walls along our way and listened to the rushing stream. A lone woman selling the last of her oven-baked bread spoke with us, thanking us for coming. Before leaving we entered the coolness of the church with its thick adobe walls, and its vigas and santos, which we attempted to describe. While we had been exploring, Eleanor located Shawn Duran, the Education Director at the Red Willow Learning Center, where Shawn and her staff were prepared for us to tent for the night. Next to the school we placed our tents among the young fruit trees and flower plantings. That evening Shawn arranged for a flutist and storyteller to share the

evening with us.

The next day in Taos we again encountered John Carson. There he is in a film, playing the part of his gear-grandfather Kit Carson. The film narrated by Marc Simmons, writer of 40 plus books about the Santa Fe Trail, is a special feature of the Kit Carson House and Museum in Taos.

Later as we drove along the winding canyon road next to the Rio Grande from Taos, we searched for a place where the students could wade in the river; however, the swollen Rio Grande plummeting along toward Espanola provided no safe inlet that we could see. Finally leaving the main road at San Juan Pueblo, we found a dirt road that took us to a perfect location, shaded by tall trees. There we ate our lunch and the venturesome had their cold dip in the great river.

Staff took safety precautions by looping a bright orange and yellow rope around the waist of each student who wished to experience wading in the Rio Grande. With lunch over, the caravan of vans and truck headed for Pojoaque Pueblo where a grass-covered soccer field awaited us as an ideal campsite for the next four nights!

At Pojoaque Pueblo Don Christy, director of the Boys and Girls Club, and his staff, Gwen, Nicki, and Michelle, helped us in many ways, including access to the shower rooms at the very modern Pojoaque Community Center. At the Poeh Cultural Arts Center there, Porter Swentzell, member of a prominent family of Pueblo artists, directed our students and local pueblo students in making traditional gourd rattles. On the evening of June 12 our campfire evening was the scene of the "marriage" of Kit Carson and Josefa Jaramillo at which Candace Vargas and her parents and brother provided music and lessons in dance. Students John Hermes and Carmelita Stuart Allen were Kit and Josefa with Dylan Harris as the officiating priest. This was one of several enactments created by students who had taken on the role of historic characters they had come to know along the Trail. That night Koby Cox was so into the character of General Fremont that he repeatedly called out, "John C Fremont!" less anyone forget that Fremont had long known

Kit Carson.

The afternoon of June 13 included a group visit with Sculptor Michael Naranjo in Santa Fe. Naranjo is an artist born at Santa Clara Pueblo who lost his eyes and much of the use of his right hand from a grenade blast when he was a soldier in Vietnam. Even when he achieved international recognition as a sculptural artist, Naranjo had a very difficult time being allowed to touch figures at the National Gallery in Washington an experience which has made him a strong advocate for arts accessibility. Touching Beauty, his exhibit in the atrium gallery of the Bataan Memorial Building in Santa Fe, is especially arranged for touching, with descriptions in braille. The day concluded with a visit to the Loretto Chapel where the students examined the circular stairway with their hands. There Mother Magdalen Hayden (PJ Manion), who traveled the Santa Fe Trail in 1852, spoke about her journey and shared a conversation with Marion Sloan Russell (Ashley Tilton). Marion Russell had been an early student at the Loretto school. Afterward, the whole group had a pizza party on Old Santa Fe Trail.

On Saturday, Las Golondrinas, the living museum outside Santa Fe, with the help of docents Gordon and Elizabeth and staff members Michael and Jessica, came alive with introductions to the way flour was milled and horseshoes were made. The whole group experienced the traditional methods of treating animal skins for use as clothing. The high point of the Santa Fe visit was being entertained by Marc Simmons and some of his neighbors. As entertainment after the campfire supper, the students did a "radio" version of Marc's book *Jose's Buffalo Hunt* and then presented him with a copy in braille.

Before dawn on Sunday morning, the travelers pulled up stakes at Pojoaque's soccer field and headed for Philmont Boy Scout Ranch, where Bob Ricklefs and his staff, Andrea, Shelby and Becca, were burro guides for the students who learned to pack the burros and encourage them to walk with their burdens. Sometime at the camp a herd of antelope paraded through the area and although no one kept anything eatable in the

tents that night, bears apparently did not stop by to check.

The last three days on the return trip to Kansas City, Landowner Faye Gaines at Point of Rocks, with NPS staffer Steve Burns and SFTA Manager Harry Myers, generously shared stories and historical perspectives for the group. At Elkhart, the staff of the city swimming pool welcomed the troop for much needed showers. At Cimarron National Grassland, Superintendent Joe Hartman and his staff, especially Shari Butler and Nancy Brewer, shared information about flora and fauna of the grasslands.

June 19 was the last day of the trip. The family of our lead artist Mika Holtzinger provided a storm refuge for the last day's lunch. Weary and happy we returned to the Kansas State School for the Blind that evening where some stayed overnight in the school dorms and a few had to hurry off to catch transportation home. If by any chance, we have neglected to mention others who were also there for us along the way, we apologize.

There were so many kind and generous persons, including some in Kansas City, who made possible this special experience. Ross Marshall conducted a tour of Kansas City Trail sites for several of our staff the day before we began the journey to Santa Fe.

The Santa Fe Trail proved to be a wonderful adventure for these modern pioneers. They will long remember the places and people as well as the splendid experiences of a trip on the historic Trail.

CAMINO TOUR IN MEXICO OCTOBER 15-28

HAL Jackson, author of *Following the Royal Road: A Guide to the Historic Camino Real de Tierra Adentro*, will lead a tour of the southern portion of El Camino Real, the section known as Camino de la Plata, from Mexico City to Zacatecas, October 15-28. This is an outstanding tour, reasonably priced, safe, and informative. This particular tour may not be offered again. There will be an opportunity to spend more time in Mexico City if desired. For details, including registration information, go to <www.tourelcaminoreal.com>.

THE FAULTS OF MEMORY: J. L. SANDERSON, HIS FAMILY, AND THE SANTA FE TRAIL

by Amy L. Sanderson

[Amy Sanderson is the third great-grand niece of J. L. Sanderson. She is a native of southern New Hampshire and Maine and is a 2007 graduate of Gettysburg College. She is currently pursuing her Master's Degree in Library Science, with a specialty in Archives and Records Management, at the University of Maryland's iSchool. This article about her great uncle was originally written as her senior thesis for her history major at Gettysburg College. Amy generously agreed to offer her research project for publication in Wagon Tracks because the memoirs of J. L. Sanderson were printed in earlier issues and compiled into a booklet available from the Last Chance Store. Plans are to include her research with future printings of J. L. Sanderson's memoirs. Special thanks to Ms. Sanderson for sharing her senior thesis.]

MEMORY is a remarkable concept. It tells us who we are, what we have been, and can determine who we may become. Memory, however, is malleable. It can be altered by stories we hear others share or by what books conceal or expose. In turn, memories develop into "facts," and even if these memories are erroneous, for generations they remain as fact, until someone becomes curious, notices the inconsistencies, and tries to set the record straight. This work is yet another attempt to do this; trying to correct the facts that memories, though not intentionally, have changed about a portion of the Sanderson family, more specifically, "Colonel" J. L. Sanderson.

In 1880, a biographical sketch of "Colonel" Sanderson was published by Ramsay, Millet and Hudson of Kansas City, Missouri. The now unknown author stated that Colonel J. L. Sanderson's career had "been full of adventures, dangers, and hardships that [had] made the brave, industrious boy the wealthy, generous and successful man that he [was]."¹ But was this truly the case? The story of J. L. Sanderson is masked in a historical record based on altered memories, promulgated myths, and legends. "Colonel" Sanderson in actuality is an enigma. He is known to history as "Colonel" Jared L. Sanderson, one of the greatest stage-men of



his age. We will take a journey through his history, beginning with his father, Sanford, through his brother Harley, and down to the next generation, some of whom followed in J. L.'s path. This study does not attempt to tarnish the name of a man who was revered and respected by his contemporaries and his later admirers; it is merely an attempt to reveal the truth of this man and his identity, which for so many years has been lost to history.

The Sanderson Family can trace its roots back to Higham, England, in the early sixteenth century with few breaks. It was Robert Sanderson (1608?-1690), a silversmith, who brought his Sanderson line across the Atlantic when he immigrated to Boston in 1639. He became the partner of John Hull, the coiner of the colonial Pine Tree Shillings and father-in-law to Samuel Sewall, the famous Massachusetts magistrate who oversaw the Salem Witch Trials of 1692. Together Hull and Sanderson established the Boston silver industry, Robert being the more skilled of the two.² It is Robert's third great-grand nephew, Sanford, who starts our story.

Sanford was one of five children born to John and Lydia Jackson Sanderson of Chesterfield, Cheshire County, New Hampshire. He married Susanna Lincoln sometime prior to 1812 and continued to live in Cheshire County until about 1822.³ From what can be gathered from the 1810 and 1820 census records from Cheshire County, Sanford and his family of three lived in the town of Fitzwilliam in 1810 and moved back

to Chesterfield by 1820 with a family of five. None of the Sanderson children were born prior to 1810,⁴ so we can assume the third individual in the household is most likely a hired hand. Two of Sanford and Susanna's sons and their daughter appear on the 1820 census, Lydia Jackson, 8, Sanford, Jr., 7, and Jarib L. (J. L.), born on July 20, 1820.⁵ In 1822 Sanford decided to relocate, bringing his family to the town of Highgate, Franklin County, Vermont, situated in the northwestern corner of the state on Lake Champlain and the Canadian border. There he established himself as a farmer and a cloth fuller, as well as served as selectman in 1824/5. His third son, Harley, was born March 5, 1826.⁶

In the time that Sanford was raising his family the textile industry was advancing. During the 1820s the Industrial Revolution, a time when the manual labor for subsistence of the past was replaced by mechanization, allowed for mass production and the advent of market capitalism. Traditionally, the fulling of woolen cloth (fulling was not required in the production of cotton fabric) was done at home or in a small local mill. People who lived nearby would bring their woven fabric to the fulling mill where it was immersed in warm, soapy water and pounded by wooden hammers, called stocks, to clean the fabric. The fabric was then stretched on a tenter, a long wooden-frame on which the fabric was held in place by tenterhooks, in order to prevent shrinkage as it dried. The dried cloth was then brushed to raise the nap (the felted surface of the cloth), allowing the nap to be cropped with a pair of shears, making the surface of the fabric even. This process was cumbersome to do in one's household, and it is likely that Sanford ran a small fulling mill on either the Rock or Missisquoi Rivers, both of which flow through the Highgate area. The fulling process had been mechanized by Sanford's time, to a point where a mill could run a machine to move the pounding stocks, run a gig-mill (raises the nap), and move the blades of a shearing machine. This technology, however, had not reached the rural areas of the na-

tion, like Highgate. Many mills at this time also vertically integrated their manufacturing processes by carding, spinning, weaving, and finishing woolen fabric in one location.⁷

The growth that Sanford and his young family witnessed occurred not only in the textile industry but in their town as well. Highgate's population grew from 1,250 in 1820 to 2,038 by 1830, about 800 people, a significant number for such a small community.⁸ With the population being so small, however, Sanford probably did not make a decent living (\$6/week) to support his family from fulling alone. He would neither have the capital or funding to run a fully mechanized mill. This suggests that he may have supplemented his income by subsistence farming, still a common practice in rural parts of New England into the 1820s and 1830s.⁹

As a farmer in northern Vermont subsisting for himself and family, he most likely would have had at least 45 to 65 acres, "one cow, one or two swine, six to ten sheep and their wool, a pair of oxen or a horse, hay to sustain livestock through the winter, all standing crops, twenty to thirty bushels of corn and grain and ten to twelve cords of firewood," as all of these could not be taken away to relieve indebtedness.¹⁰ Sanford may have had more than this, especially in regards to sheep, as he could work the wool they produced in his mill and use it to clothe his family. Rowland Robinson, author of *Vermont: A Study of Independence*, wrote in 1900 that Vermonters were clothed in "homespun head to foot" and that "almost every farmer was more or less a shepherd," as Spanish merino sheep had been introduced to the region in 1809.¹¹

Sanford lived on the cusp of change. In the late 1820s, he would still be considered a subsistence farmer and fuller, but he was witnessing the beginning of transformation in his industries. Subsistence farming was losing ground to the pressures of market capitalism, and with the opening of the Champlain Canal in 1822, the year that Sanford arrived in Highgate, he most likely did not grow everything he needed, but was able to trade for some of his subsistence needs.

Sanford died in 1830, after the

census was taken. Prior to his death, Sanford listed himself as being between the ages of 40 and 50.¹² From further analysis of the 1810, 1820, and 1830 censuses, we can gather that Sanford was born between the years of 1779 and 1785, and died somewhere between the ages of 45 and 50. Sanford, Jr., being the oldest, lived the rest of his life in Vermont, continuing in his father's footsteps as a farmer. J. L. and Harley, on the other hand, moved out West, most likely because their father's farm could not be equitably split among the three sons as was New England tradition, as well as the shifting nature of Vermont farming to the raising of cattle and dairy production.

J. L. arrived in Highgate with his father at the age of two.¹³ According to newspapers in Boulder, Colorado, it was while growing up that "he developed [his] habits of frugality and industry" and despite the fact that his "parents were poor but honorable, [they] taught their son that industry and integrity which have ever been guiding stars of his life."¹⁴ J. L. was apprenticed to a carriage maker, and when he was 20, became a stable boy at a local livery stable. Here, he would have begun to learn the trade that would lead him through life, working his way up to being a stagecoach driver, eventually running routes between Burlington, Vermont, and Montreal, Québec, Canada.¹⁵

J. L. still lived with his mother and two brothers in 1840, but by 1850, Harley was the only child remaining in his 60-year-old mother's home.¹⁶ J. L. continued to climb his way up the ladder of the stage industry, "and then began to operate for himself in a limited manner."¹⁷ He and his brother Sanford were listed as members of the Washington Rifle Company of Highgate, Vermont, for a 19-day stint on the "northern frontier,"¹⁸ and in the years leading up to 1860, J. L. witnessed the birth of various nieces and nephews, three of whom would join him out West. His brother Sanford had three sons, one being Jarib Leonard, also known as J. L., born on May 16, 1844. His brother, Harley, had three children, including two sons, Frederick H. in 1858 and Leonard, who was born after J. L.'s departure, in 1861.¹⁹ Ac-

cording to the 1860 census, J. L. was married to Ann Eliza, approximately ten years his junior, and classified himself as a stage proprietor with \$10,000 in real estate and \$5,000 in his own estate.²⁰ He saw the arrival of the railroad to Vermont in 1848, and the construction of a rail hub in St. Albans, Vermont, near Highgate, may have been what induced him to emigrate west with his wife.

In 1860, J. L. moved to St. Louis, Missouri, where he joined in a stage coach venture with Mahlon Cottrill, Bradley Barlow, and others, securing many mail routes under the name, Cottrill, Vickroy and Company. Both Cottrill and Barlow were from Vermont and most likely worked with J. L. there.²¹

J. L. came into the western stage coach business at a time of great change in the industry. The Santa Fe Trail had been in operation since 1821, when it was traveled by Captain William Becknell and five companions from Missouri, who opened successful trade relations with New Mexico. While there, Captain Becknell discovered profitable trading opportunities with the newly-formed nation of Mexico at Santa Fe. Morris Taylor has argued that the Trail was, in effect, an extension of the National Pike, but that Congress did not want to spend money building a road into "unorganized territory."²² The federal government did survey a road to New Mexico, 1825-1827, and provided some military protection for wagon trains between 1829 and the outbreak of war with Mexico in 1846.

As use of the Santa Fe Trail expanded, Independence, Missouri, became the departure point of choice. There were no formal mail contracts to carry mail until 1848. These could be obtained through the Quartermaster's Department at Fort Leavenworth. On July 1, 1850, the first congressional four-year-contract to carry mail between Missouri and Santa Fe went into operation, administered by the firm of Waldo, Hall and Company. The 800-mile trek was not necessarily meant for passenger traffic at this point. The mail was carried in wagons, and any passengers traveled in wagons. Passenger coaches, such as those made by Abbott-Downing Company of Concord, New Hampshire, commonly

known as Concord coaches, were not used during those early years, and relief stations were at minimum, 375 miles apart. Teams of mules originally pulled the wagons on their trek, leaving Independence once every month. By 1857, the journey was undertaken semimonthly, and by 1858 there were weekly departures. Later, as railroads pushed farther westward, the mail contractors carried mail and passengers from the end of track. The railroad was the preferred contract mail carrier by the Post Office Department, its shorter period of time delivering the mail outweighing its higher cost.²³

From the Trail's inception there were multiple routes to be taken to Santa Fe that were collectively known as the Santa Fe Trail. Every four years, routes, old and new, would be advertised by the Post Office Department, identified by number. Bids would be submitted by various firms, stage and rail alike, with the lowest bidder winning the contract. As mentioned above, the route from Independence to Santa Fe was originally operated by Waldo, Hall and Company. Throughout the 1850s, as contracts expired and were renewed, the lines transferred to Hockaday and Hall, then to Hall and Porter, often with minor changes in the route made as post offices were added. During this time, the line was not noticed by the majority of the western area's public as it was overshadowed by the Butterfield Overland Mail Line making a name for itself contracting mail service on a more southern and risky route, and by the short-lived Pony Express.²⁴ By 1861 the Independence to Santa Fe Line was under the operation of the Missouri Stage Company, and by the time Cottrill, Vickroy and Company, the men with whom Sanderson worked, made their bid on Route No. 10547, they were taking the route away from Slemmons, Robert, and Company in 1862.²⁵

In the two years prior to securing the mail contract for the main Santa Fe line, the men of Cottrill, Vickroy and Company were already operating smaller routes throughout Missouri, between 13.5 to 70 miles long. Upon their acquisition of Route No. 10547 in 1862 "the members of the firm . . . were ambitious and confident as they prepared to furnish

mail, express, and passenger service from Kansas City to Santa Fe, Denver, and some of the Colorado mining camps, over routes having a combined distance of 2,700 miles."²⁶ Their first mail run on their new contract set out from Kansas City, Missouri, on July 5, 1862, with a goal of reducing the travel time from twelve to ten days.²⁷ In his memoirs, written in 1912, J. L. romanticized the prospect that he and his colleagues set out to accomplish: "The difficulties and dangers, the struggles, the hardships, were all part of the play. With courage and determination we moved along this pathway of desert, plain and mountain. The glare of the sun by day and the haunting stillness of the air by night, only broken by the rumble of the coach and the clatter of hoofs of horses. Ten days and ten nights from Kansas City to Santa Fe, without taking off ones' clothes, traveling over roads that have never seen spade nor plough; an unbroken prairie, over sandy desert land, with dangers and perils all around us, knowing that we were instruments in His hands to the work set before us. Never looking backward, but keeping our eye upon the trail; never for one moment faltering, never acknowledging there could be failure, we moved onward to the end of the journey. There were lives trusted to our care, there were large interests at stake, and back home anxious ones were waiting for the word from their loved ones and it was our object, our will to make good."²⁸

J. L. functioned as a silent partner for the first few years of Cottrill, Vickroy and Company's operation while he ran his own line from Kansas City and Fort Leavenworth to Fort Scott, Kansas, which began making daily trips on March 15, 1863.²⁹ During these years, he had to worry about the threats posed by Indians, the Confederate forces in the region, and partisans fighting on the Kansas-Missouri border to all of the stage lines he was involved with. He even went so far as to place an article in the *Kansas City Daily Journal of Commerce* on August 8, 1863, stating that his line was perfectly safe from bushwhackers after concerns were raised by the recent attack on Westport, Missouri, by partisan bushwhackers that June.³⁰

The Civil War did have an adverse effect on the operation of all the stage lines along the Santa Fe Trail. Troops were garrisoned at forts along the trail and would escort the caravans of wagons and coaches from fort to fort. The threat was mainly at the eastern end of the trail as Union and Confederate partisans would raid towns along the Kansas and Missouri border. Trade along the trail wisely "shifted to Fort Leavenworth and the safety of U.S. Army protection."³¹ The most famous of these partisan troops were those of William Clarke Quantrill, who raided Lawrence, Kansas, on August 21, 1863.³² J. L. relates an anecdote in his memoirs, claiming that Quantrill took a revolver and forty dollars from him, and then later informed J. L. that "his men had positive orders not to touch any of [J. L.'s company's] horses, and if they ever did to let [Quantrill] know and he would make it right with [him]."³³ The likelihood of such a story can be called into question, but the prospect itself is quite intriguing. Although J. L. claims that his lines were not harassed by Quantrill's raiders, the southwestern portions of the trail were threatened during the early portion of the national conflict.

Major Henry Hopkins Sibley had been stationed at Fort Union along the trail at the outbreak of the war. He resigned from his post and obtained a brigadier general commission from Confederate President Jefferson Davis with permission to open a western theatre of war for the invasion of New Mexico. Upon his arrival in that area with 2,500 men recruited from San Antonio, Texas, Sibley joined Colonel John R. Baylor and his 300 mounted men from Texas. These men had already taken Fort Bliss in El Paso, Texas, as well as the town of Mesilla and Fort Fillmore in what he had established as the Confederate Territory of Arizona (southern portion of present New Mexico and Arizona). Sibley's men marched onto Santa Fe, causing Union troops there to withdraw to Fort Union where men from the Colorado 1st Volunteer Regiment met them just in time to stand up to Sibley. On March 28, 1862, the Battle of Glorieta Pass, also known as "The Gettysburg of the West," ensued. By March 28 the battle was over, the Union

troops having successfully cut Sibley's supply lines, causing him to withdraw and effectively removing the Confederate threat from the area for the duration of the war.³⁴

Threats not only came from marching armies, but from Indians as well. On the western portions of the trail, threats from the Kiowa, Comanche, Cheyenne, and Arapaho tribes plagued the flourishing trade route. For much of the duration of the trail's use, Indians attacked and robbed coaches, wagon trains, and other travelers along it, causing significant losses of life, property, and capital. J. L. wrote, "[n]o one can ever know of . . . the dread of the savage that comes into the mind and heart of the traveler for the first time [riding the trail]. After awhile this all passes away, and fear disappears, courage grows, and we learn to take things as they are. . . ." ³⁵

During the war, the outcomes of Indian raids were worsened by regular troops being replaced by volunteers who did not have a basic knowledge in the fighting tactics required to fight the Indians taking advantage of the white man's conflict for their own gain. Eventually, in 1865, a mandatory escort system was established in which caravans of wagon trains and coaches could only leave forts on the first and fifteenth of each month. This reduced the quantity of Indian raids on the lines; however, the system only lasted two months due to the lack of troops.³⁶ Raids on the line were an aspect of trail life that could not be eliminated. J. L. put in a claim to the government for damages of at least twelve raids as related in his memoirs, money that he would never receive, but he also made a point to relate when Indian's saved a coach on his line (he claimed to be on it) on June 16, 1863. According to J. L., some highwaymen were in the process of robbing the coach (another common occurrence) when a band of Kiowas burst out and killed the highwaymen.³⁷

Raids on the stage lines almost always had a tragic end to them, but tragedy did not remain on the line; it hit at home as well. On October 20, 1864, Mahlon Cottrill, the senior partner of M. Cottrill and Company, died.³⁸ There was not an immediate reorganization of the firm, but one

can infer that Bradley Barlow and J. L. Sanderson continued to oversee the business: Barlow dealing with financial matters back in Vermont and J. L. dealing with the operation of the business, including personally buying mules and horses.³⁹ The western terminus of the United Pacific Eastern Division Railroad reached Lawrence, Kansas, in 1864 as well, which in turn became the eastern terminus of the mail route on the Santa Fe Trail.⁴⁰

Common stage practices on the line that would become Barlow and Sanderson comprised a coach with one driver who would change at stations along the route and one messenger/conductor who was in charge of the treasure box. The messenger remained on the coach for the entire trip and carried a Sharps rifle and two Colt revolvers at the expense of the stage company. The coach could hold nine passengers inside and another on the box with the driver and conductor, and were allowed one piece of luggage of 110 pounds each (they were charged a dollar per extra pound). Luggage was stored on the roof of the carriage as well as the front and rear boots, covered by leather aprons. Sometimes passengers could even ride on the roof of the coach if there was room. A typical passenger fare would cost anywhere from \$125 to \$200, about twenty-five cents per mile.⁴¹ According to one employee of the firm, A. L. Carpenter, the trip would take 13.25 days, and new horses were kept at stations along the route every 15 to 20 miles, except the stretch of the Long Route from Fort Larned to Fort Lyon, 230 miles apart through western Kansas and eastern Colorado Territory along the Arkansas River.⁴² New forts were constructed on the Long Route at the close of the Civil War. The weather, especially in the winter months, often posed a threat. Moreover, while riding on the trail, employees and passengers alike depended on the food they hunted for themselves for sustenance, especially buffalo. J. L. states that he always had employees who did their jobs well, though there were the few exceptions. He believed he paid them fairly; superintendents of the various divisions of the line could earn \$1,200 to \$1,500 dollars per annum, while station agents earned \$1,000.

All other employees earned \$100 per annum or less depending on their duties.⁴³

In 1865, M. Cottrill and Company became officially known as the Santa Fe Stage Company and advertised its routes and the military escorts it used. It was noted in another column of the same paper that "Mr. J. P. Sanderson, one of the most successful stage men in the west, has lately become connected with this company."⁴⁴ Morris Taylor, in his book *First Mail West*, concludes that one, J. L. was misidentified as J.P., and two, that it was only at this time that J. L. became more involved in the line, as he had already had a monetary interest in it since 1862. J. L. continued to operate his stage line from Kansas City to Fort Scott in his own interest.⁴⁵

The misidentification of J. L. as J. P. may have led to a further misconception about J. L. In many sources, including J. L.'s obituary, it is stated that sometime during the Civil War, J. L. was awarded with the rank of Colonel for his services in protecting government property and assets. For anyone to be given such a high rank for services rendered is highly unlikely, and Morris Taylor has made the connection that since J. L. was misidentified as J. P., he was further confused as being Colonel J. P. Sanderson, Provost Marshall of the Department of the Missouri, killed in 1864. We may never know why the rank remained attached to J. L. for the rest of his life. It may well have been as simple as friends promulgating the misidentification as a joke, or that the community used the title as a symbol of respect rather than rank.⁴⁶

Throughout his life, J. L. was known as a quiet, even-tempered man. He stood about five feet seven inches, wore long sideburns, and enjoyed the company of a small gathering rather than the entirety of local society. Despite not having a higher education he was "well informed" through experience. He had no time for those pastimes that may have been seen as immoral to some, such as playing cards or gambling, yet his one vice was smoking.⁴⁷

In addition to the interesting circumstances in which J. L. began to be known as the "Colonel" is the nature of his name in general. Accord-

ing to the Sanderson family genealogy, census records, and even city directories in St. Louis, Missouri, J. L. was Jarib L. Around the time that J. L. moved out West, his first name somehow changed to Jared. Perhaps he had his name changed to prevent the constant confusion and misspellings of his name. What is more likely, is that maybe one misunderstanding in the historical record back in the mid to late nineteenth century, when handwriting was still script and not always the most legible while rushing to enumerate the census, caused J. L.'s name to be read as Jared instead of Jarib. In some years of the St. Louis city directories, J. L. was listed as Javil, Jerub, and Gerald. Most of his official documentation, including his funeral record, referred to him as J. L., which does not clear up the mystery. His nephew, Jarib Leonard, the first son of his brother Sanford, Jr., and whose middle name may indicate the meaning of his uncle's second initial, also dealt with the confusion, as when he was six he was recorded as Jared on the census. He was also listed as J. L., Jr., in some St. Louis city directories. Is this how these two men wanted to be known, how the census enumerator heard their name, or how researchers have misread it?⁴⁸

After the conclusion of the Civil War, the Santa Fe Trail and the railroads continued in their dichotomous evolution, with one declining from use as the other rose to power. More forts were built along the trail to stave off the Indian threat, including Camp Nichols, established by Colonel Kit Carson, Fort Dodge, and Fort Aubrey. The Butterfield Overland Despatch began service in 1865 over the Smoky Hill Trail from the Missouri River to Denver. Ben Holladay purchased Butterfield's line in March of 1866, having a monopoly on the routes between St. Louis and Salt Lake City, but this new competition did not seem to hinder the Santa Fe Stage Company. J. L. made a successful bid on April 13, 1866, for the Lawrence to Santa Fe Line, which later ordered that Barlow be a partner in the venture, formalizing the operations of the partnership of the previous two years.⁴⁹

The first coach on the new four-year contract left from Junction City,

Kansas, however, as the Union Pacific Eastern Division terminus had arrived there. The trip to Santa Fe from Junction City was 805 miles.⁵⁰ J. L. kept his offices for his line to Fort Scott in Kansas City and his nephew, J. L., had come to live with him and worked as a mail agent for the stage company while in his twenties.⁵¹ He was often confused in the historical record as Jarib's son. According to most sources, J. L. and Ann Eliza did not have any children, hardly surprising as J. L. was away from home more than six months of the year and Ann is never mentioned in association with J. L. except at the time of her death. Even if J. L. the nephew, was J. L. the elder's son, Ann would have been only fifteen when he was born. What confirms the nature of J. L. the nephew's relation to J. L. the elder is J. L. Sanderson and Company's cashier, H. C. Griffin's reference to J. L. the nephew as such.⁵²

In November 1866, Barlow, Sanderson and Company (as the Santa Fe Stage was now known) established an office in Trinidad, Colorado, and "continued to serve the branch lines up the Arkansas [River] from Bent's Old Fort to Pueblo."⁵³ This was not a mail contract route, however, as J. L. had lost a bid for it. It served as an express route, which was eventually abandoned as Daniel Witter, who had won the bid, provided adequate service.⁵⁴ In the same month, Ben Holladay merged with Wells, Fargo and Company and other expresses. Under the name of Wells, Fargo and Company, he owned all the "important" lines except that of Barlow and Sanderson between the Missouri River and California.⁵⁵

Barlow and Sanderson controlled one of the two transcontinental mail routes, causing their compensation to increase from \$24,909 to \$44,091 per annum for their tri-weekly service. The company began to sublet contracts on the route past Santa Fe, under the name of the Southern Overland Mail and Express, reaching the destinations of El Paso, Texas, Yuma, Arizona, and San Diego, Los Angeles, San Francisco, and Sacramento, California.⁵⁶

Meanwhile, J. L.'s brother Harley was back in Vermont farming and raising his young family with his

wife Caroline (Carrie), while the cultural changes his father had begun to witness enveloped him. In 1866, Harley finally decided to relocate his family to Kansas City, Missouri, to join his brother and work as the general superintendent and paymaster for Barlow, Sanderson and Company's Colorado Division.

The year after Harley's arrival, the Post Office Department ordered that travel time on the trail be reduced from ten to seven days in the summer months and from twelve to eight days in the winter months. These orders came with a \$28,620 yearly increase in pay, making Barlow and Sanderson's government subsidy a total of \$85,860 per annum. Around the same time, on July 16, 1867, the terminus of the Santa Fe line was moved from Junction City, Kansas to Fort Harker, four miles from Ellsworth, Kansas, where Barlow, Sanderson and Company had moved their offices in anticipation of the rail terminus moving. This move reduced travel on the trail by 36 hours.⁵⁷

Interruption of service by Indians was still an issue, but in 1867 Postmaster General Alexander Randall made the claim in his annual report that the services of Barlow and Sanderson were less interrupted by Indian assaults than Wells, Fargo and Company. Whether this is due to the more northern tendencies of the Wells, Fargo and Company's routes or due to the better service of Barlow and Sanderson requires further study.⁵⁸ All in all, Barlow and Sanderson became one of the most successful stage companies in the late 1860s. Morris Taylor writes: "Although still dwarfed by the scale of the Wells Fargo operations to the north and west Barlow, Sanderson, and Company had developed a major communication and transportation system by the late 1860's. Their service covered about 2,000 miles, and its maintenance required about 1,200 animals and more than 200 regular employees as well as many others in incidental employment."⁵⁹

With the renewal by a successful bid on Route No. 14020 in 1866, Barlow, Sanderson and Company's subsidiary, the Southern Overland Mail and Express, moved their eastern terminus to Hays City on the Smoky Hill Trail, new terminus of the Un-

ion Pacific Eastern Division, and the following year to the town of Sheridan a few miles east of Fort Wallace, Kansas. They also provided daily service (except Sunday) to Santa Fe, the route now taking only three days to complete, though the Post Office Department required four to five days. The line extended to Taos, New Mexico, in order to serve the gold miners in the area, granting Barlow and Sanderson another \$85,860 per annum on Route No. 14020, which in total was now worth \$171,720.

On May 10, 1869, the "golden spike" was driven into the track connecting the Union Pacific Railroad with the Central Pacific Railroad at Promontory, Utah. This did not affect the Santa Fe line but in time, with other railroad construction, would spell the end for Barlow, Sanderson and Company. Yet, according to Morris Taylor, "The year 1869 may have been the best year for . . . [them]." In total, the firm received \$1.5 million in government mail subsidies, had a mail route from Phil Sheridan, Kansas, to Los Angeles, California, that spanned 1,700 miles, branch lines that constituted another 300 miles, and enough vehicles to bring the total travel distance of the firm to 18,000 miles per week, carrying 3,000 pounds. Twenty-nine military posts and approximately 200,000 people were dependent upon the operations of Barlow, Sanderson, and Company and its subsidiaries in Colorado, New Mexico, Arizona, and California.⁶⁰ The fees that Barlow, Sanderson and Company charged for passengers covered their expenses while the firm considered the money it received in government subsidies as profit.⁶¹

Barlow and Sanderson had also acquired the Smoky Hill Line from Wells, Fargo and Company, and with the acquisition of the Pueblo-Denver lines in 1870, Barlow and Sanderson had a monopoly of the northern and southern routes into Santa Fe.⁶² In March 1870, the terminus of the stage line was moved to Kit Carson, Colorado Territory. Service on the Barlow and Sanderson line "had the distinction of being the last major stage coach system in the country,"⁶³ and was still running smoothly in April 1870 when a Denver newsman, W. R. Thomas, wrote: "What Wells, Fargo & Co. has been, and Hughes &

Co. is to Colorado, this company has been and is to New Mexico. For the many favors of the company, as well as for the unceasing attention of their employes [sic], and most of all for the swift, safe and comfortable manner in which they have carried me for so many miles, I now return my thanks and praise."⁶⁴

As the 1870s passed by, Denver became the new central point of stagecoach travel. Lines were abandoned as the railroad continued its expansion west with its own branch lines. By 1872, the stagecoach line from Pueblo, Colorado, via Trinidad (where Barlow and Sanderson had set up an office in 1866) to Santa Fe was the main line, with the line from Kit Carson to Santa Fe considered a branch line.⁶⁵ That year, J. L. traveled the line to make sure everything was running smoothly, and in 1873 he caught what some might call an opportunity when Jay Cooke and Company, a Philadelphia banking firm, declared bankruptcy, becoming one of the causes of the Panic of 1873.

The depression that followed stemmed the tide of the railroad and allowed J. L. to establish more lines in the San Luis Valley of Colorado that ran to Del Norte in the San Juan Mountains from Pueblo to provide daily service to the mining communities west of the Rocky Mountains. He knew that inevitably the railroad would drive him out of business east of the mountain range, where his terminus had again been pushed west to West Las Animas, Colorado, where J. L. the nephew, operated as a stage agent for his uncle.⁶⁶ In 1874, J. L.'s brother, Harley, moved his family to Pueblo, Colorado, from Pleasant Hill, Missouri.⁶⁷ Here he would remain the rest of his life, raising his two sons to follow in his and their uncle's footsteps.

In the six years that had elapsed since the connection of the transcontinental railroad at Promontory, the mail subsidies received by Barlow and Sanderson had drastically declined. The firm only had two services in the region where they had been the most prominent, from Pueblo to Santa Fe and Trinidad to Las Animas, which paid a total of \$800. Even these lines were in danger as a railhead had been established at La Junta, Colorado, 20

miles west of Las Animas in December 1875.⁶⁸ Barlow and Sanderson continued to expand their services in the southwestern and south-central area of Colorado, with Harley acting as the general superintendent in the Pueblo office, directly involved in the development of a line from Cucharas and Lake City, Colorado, into the San Juan Mountain mining districts. J. L. also traveled to Las Animas in the spring of 1876 to confer with his brother in person to establish a daily service from Canon City, Colorado, to a silver mining camp in Rosita, beginning in April.⁶⁹

Throughout the rest of the year, more Barlow and Sanderson lines had to be abandoned. The last coach to leave south bound from Pueblo departed on May 3. Trinidad was the new northern terminus of the lines to Las Animas, but this line was closed by September, soon after Colorado was granted statehood. The Southern Overland service no longer held any mail contracts, but was still operated by subcontractors south of Santa Fe as a buck board service.⁷⁰

In the summer of 1877, the Denver and Rio Grande Railroad entered the San Luis Valley and threatened the lines that Barlow, Sanderson and Company had there. Their service extended to Lake City, Colorado, with "Sanderson, No. 2, nephew of 'the old man'" as the company agent, according to the *Pueblo Chieftain*, another confirmation that J. L. the nephew was not J. L. the elder's son.⁷¹ Earlier in the year Harley and J. L. had met with an agent of the Denver and Rio Grande Railroad to work out terms for a service to and from the railhead in Alamosa in the San Luis Valley, and their line from Trinidad to Santa Fe was still running.⁷²

In 1878, J. L. bought out Bradley Barlow's stock in their stage company for \$75,000, as Barlow had been elected to the 46th Congress as a National Republican in Vermont. The company was now known officially as J. L. Sanderson and Company, with Harley, J. L. the nephew, and his cashier, H. C. Griffin, now having interest in the company, with headquarters in Pueblo, Colorado. The company had 900 miles of routes in Colorado and New Mexico, and 800 miles in California and Oregon.⁷³ In the fall of that year the rail

line to Trinidad was completed. J. L. continued a "skeletal" service from Trinidad and Santa Fe to Alamosa.⁷⁴ He was able to counteract this setback by being able to extend his line from Pueblo to Leadville, Colorado, as silver was discovered there in October 1878.⁷⁵

In February 1879, J. L. bought more supplies for his Canon City-Leadville line and continued to expand his reach into the mining communities of Utah, Nevada, California, and Washington.⁷⁶ When the railroad finally reached Leadville, J. L. sold his stock in the area and removed to South Arkansas (Salida), Colorado, where he could still continue service into the San Juan region. Around the same time the Santa Fe Railroad reached Las Vegas, New Mexico, making Sanderson's stage line only 65 miles long to Santa Fe. On January 24, 1880, when J. L. sold his stock in the Santa Fe Line, the rail line was only 15 miles from Santa Fe.⁷⁷

In the 1880 census, J. L.'s brother Harley, who J. L. praised as giving "noble and unswerving devotion, to his most arduous duties, and . . . fidelity to my interests,"⁷⁸ specified his profession as a stage proprietor and his two sons, Fred, 23, and Leonard, 19, were working for him (and presumably their uncle J. L.) as a clerk and an agent, respectively.⁷⁹ For the next four years, the Sanderson family kept their stage lines running throughout Colorado, Nevada, California, Oregon, and Washington, but inevitably the railroad made them obsolete, and in 1884 J. L. shut the stage line down.⁸⁰

Silver had been found to be profitable in Colorado in the 1860s; the city of Boulder being founded in 1870 after a silver lode was discovered there in 1869.⁸¹ It was here that J. L. and his wife Ann moved, most likely sometime in 1884 for two reasons, the first being J. L.'s interest in mining and the second being Ann's health.⁸² J. L. had maintained a farm in Manchester, Missouri, outside of St. Louis up until that year. J. L. and Ann appear on the 1885 Colorado State Census, with their nephew J. L.⁸³ J. L. listed his profession as mining and his nephew still maintained staging as his profession.⁸⁴

After selling his interest in his stage company, J. L. bought into sil-

ver mining, first investing in the Bismarck Mine in Caribou, Colorado, and when that began to decline, he bought Slide Mine near Gold Hill, Colorado, which produced two million dollars worth of the metal.⁸⁵ The money he made was invested in trying to find more ore deposits.⁸⁶ All seemed to be going well, but on June 15, 1890, Ann Eliza died of lung and heart disease, 18 months after moving to Boulder, according to her burial record, supposedly bearing no children.⁸⁷

J. L. continued in his mining ventures for the next eight years in the Boulder County area. On May 5, 1898, he married the widow Mrs. Anne Wilkins Powell. She was wealthy with real estate interests based on connections with her brother-in-law, W. H. Nicholson, a wealthy mine owner in Boulder County, and so both Anne and J. L. were financially secure at the time of their union; he was 78, she was 39.⁸⁸ J. L. sold his interests in Slide Mine during the 1890s for \$750,000 but only received \$100,000 for himself as the other \$650,000 was committed to liens on the mine, left by a company which could not pay him.⁸⁹ He soon lost the rest of his fortune and tried to collect on claims he had made in the 1880s to the government regarding depredations by the Cheyennes on his stage line. He did not receive any money from these claims, as the government determined that the Cheyenne were not in amity with the United States when the depredations took place. Even up until 1934, Anne Powell Sanderson continued to apply for the \$47,000 she felt her husband had deserved.⁹⁰

After the early 1890s J. L. disappears from the historical record for the most part until nostalgic newspaper articles appear, detailing the great stories of the long, lost Santa Fe Trail. On the 1900 census, J. L. and his wife appear as boarding house keepers, but 10 years later, J. L. lists himself as being in the mining business again.⁹¹ J. L. wrote his memoirs in 1912, supposedly due to the demand of people wanting to hear his stories about his adventures with Indians on the plains. Like so many memoirs, they are rife with embellishment and exaggeration. He claims to have been intimately associated with President Abraham Lin-

coln and General Ulysses S. Grant when he visited Washington, D.C., on business, and, boarded Grant's "handsome grey charger, which had carried him safely through the war" at his farm outside of St. Louis, where Grant "pensioned him for life . . . in green pastures."⁹² He also made claims to know John Brown of Harper's Ferry fame when Brown was in Kansas Territory, which Leo E. Oliva notes in J. L.'s memoirs, is not possible as John Brown was executed in 1859, while J. L. arrived in St. Louis in late 1860.⁹³ Another interesting claim that J. L. makes is that he found a dinosaur fossil which now resides in the Smithsonian Institution. He also claims to have witnessed the failed movements of General Winfield Scott Hancock against the Plains Indians in 1867, and claimed to have known Kit Carson and Buffalo Bill Cody.⁹⁴ One should not to rush to judgment that all of these claims are untrue; they are simply unsubstantiated.

In all accounts, it seems that J. L. was enjoying his retirement and old age despite his lack of funding, and on May 10, 1915, he died, the death certificate citing cause of death as "senility and arterio sclerosis," a hardening of the arteries.⁹⁵ Some accounts noted that he died on the eve of his 95th birthday, but it was actually more than two months before that anniversary. He did have a long and remarkable life.⁹⁶ His wife Anne died in 1939 at the age of 90.⁹⁷

After J. L. closed the stage line in 1884, his brother Harley went into the cattle business, but retired five years later in 1890. He had 19 years of retirement to enjoy with Carrie before she died in May 1909, after which he lived with his daughter Alice and her husband George L. L. Gann, a local shopkeeper in Pueblo. On May 24, 1915, he died at the age of 89, only two weeks after his brother J. L.⁹⁸

The influence of J. L. and Harley and their stage days lived on in the next generation through J. L.'s three nephews, Sanford, Jr.'s son, J. L., and Harley's sons Fred and Leonard. At the age of 39 in 1900 Fred was still not married. He worked as a cigar merchant in Hotchkiss, Colorado, and wed Mary Seaton of Nebraska in 1907, 20 years his junior, welcoming their first child, Alice, in

1909. Their second daughter, Marion, was born in 1914. Upon his uncle's and father's deaths, Fred was living in Hotchkiss, Colorado, and worked as the local postmaster. His wife, Elizabeth, worked as a school teacher while they raised their two daughters. He was still working as the postmaster of Hotchkiss upon his sister's death in Pueblo in May 1933, after an eight-month illness, but had listed himself as a farmer on the 1930 census.⁹⁹ His brother, Leonard, who had helped out his father in 1880, disappeared from the historical record. Harley was survived by another son, A. L. Sanderson, who was a dentist in the Pueblo area; this may be Leonard under a different name.¹⁰⁰

Fred's cousin, and J. L. and Harley's nephew, J. L. had moved to Buena Vista, Colorado, with his wife Luella Bale of Salida by 1880. He listed himself as the superintendent of a stage company, as he was overseeing the Canon City-Leadville line of his uncle's company.¹⁰¹ He had a son, Sanford, who died in 1881 at the age of one and a half of scarlet fever.¹⁰² In 1885, it appears, as stated above, that J. L. was living with his uncle again, but by 1900, J. L. had moved to Los Angeles and was living there with his 15-year-old daughter, Irene, operating a livery stable with John D. Cooper under the name of Sanderson & Cooper.¹⁰³ In the city directories, he refers to himself as J. L. Sanderson, Jr., further complicating the matter of people thinking that he is J. L. the elder's son. Most likely he did this for name association for his company. J. L. the nephew died on February 26, 1922, and his daughter Irene died in 1967.¹⁰⁴

The memories of the Santa Fe Trail and the men who lived through its experiences have been romanticized by those who look back and believe in the concept of the good old days; when life was slower and men were still honorable. The way that history has remembered J. L. Sanderson and his family has previously been a part of this view. He was seen as the honorable "Colonel," who overcame the odds of growing up in middling circumstances on a New England farm to become one of the wealthiest men in the West, only to die destitute. As has been shown, his

life was exciting. To his peers, he was seen as a good man, yet he operated much the same as any other man did at the time; he wanted to be successful in life and be happy in his work. Though he had no children of his own, his influence extended down to his nephews who remained in a related industry to that of their uncle's for some time after J. L. Sanderson and Company went defunct. Yet, the influence of J. L.'s father, Sanford, is also seen in his grandson Fred's return to farming.

Today, the people of Colorado and Sanderson descendants like to remember J. L. Sanderson as he had wanted to be remembered; a man who led western expansion and knew the likes of Lincoln, Grant, and Kit Carson. The claims he made in his memoirs are those of a man who did not want to be forgotten to history due to his normalcy, so he embellished his life story to make it more fascinating to future generations. These future generations have gone along with these wishes, still calling J. L. "Colonel" and leaving the hard and confusing questions regarding the essence of his name and his relation to his nephew to others. Hopefully, some of the myths have been dispelled and J. L. Sanderson and his family can be seen as the people they really were.

NOTES

1. *Biographical Sketch of Col. J. L. Sanderson, of St. Louis MO*, Stephen H. Hart Library, Denver, Colo. (Kansas City, Mo.: Ramsey, Milleff & Hudson, 1880. Photostat), 1.
2. Mark Peterson, "Puritanism and Refinement in Early New England: Reflections on Communion Silver," *The William and Mary Quarterly*, 3d ser, 58, no. 2 (2001), 309, 329.
3. Edmund L. Sanderson and Lynn J. Sanderson, *Sanderson Genealogy* (1924 & 1984), 2.
4. In Bette Manos's history of the family she mentions another child who may be buried in Chesterfield, but it is the only reference to the child and there is no other evidence that can be found at this time to confirm where she got her information.
5. Sanderson and Sanderson, *Sanderson Genealogy*, 2; Ancestry.com. 1810 United States Federal Census. [Database online]. Provo, Utah: The Generations Network, Inc., 2004. Original Data: United States of America, Bureau of the Census. *Third Census of the United States, 1810* (Washington, D.C.: National Archives and Records Administration, 1810), roll 23, Page 40, Image 25.00; Ancestry.com. 1820 United States Federal Census. [Database online]. Provo, Utah:

The Generations Network, Inc., 2004. Original Data: United States of America, Bureau of the Census. *Fourth Census of the United States, 1820* (Washington, D.C.: National Archives and Records Administration, 1820), roll M33_59, page 26, image 261.

6. "Harley Sanderson Early Stage Line Operator is Dead," *Pueblo Chieftain* (Colo.), 25 May 1915, 1-2.
7. Paul E. Rivard, *A New Order of Things: How the Textile Industry Transformed New England* (Hanover, N.H.: University Press of New England, 2002), p. 26; Caroline F. Ware, *The Early New England Cotton Manufacture* (New York: Russell & Russell, 1966), 5; David J. Jeremy, *Transatlantic Industrial Revolution: The Diffusion of Textile Technologies Between Britain and America, 1790-1830's* (Cambridge, Mass.: The MIT Press, 1981), 6, 42, 218-9, 225, 288, 291, 293.
8. Jallanne C. Barnes, *Vermont Genealogy Resources* [database online] (Hosted by Roots Web, Accessed 16 April 2007) Available from <<http://freepages.genealogy.rootsweb.com/~vermontgenealogyresources/Franklin.htm#Highgate>>.
9. Christopher McGrory Klyza and Stephen C. Trombulak, *The Story of Vermont: A Natural and Cultural History* (Hanover, N.H.: Middlebury College Press and University Press of New England, 1999), 68.
10. *Ibid.*, 68-9.
11. Rowland E. Robinson, *Vermont: A Study of Independence*, American Commonwealths, ed. Horace E. Scudder (Boston: Houghton, Mifflin and Company, 1900), 293, 297.
12. Ancestry.com. 1830 United States Federal Census. [Database online]. Provo, Utah: The Generations Network, Inc., 2004. Original Data: United States of America, Bureau of the Census. *Fifth Census of the United States, 1830* (Washington, D.C.: National Archives and Records Administration, 1830), roll 183, page 120.
13. Most references to where J. L. was born state he was born in either St. Albans or Highgate, Vermont. After analysis of census records and taking into account what year most authors say he was born, (1820), he would have been born in Cheshire County, New Hampshire, as his obituary in the *Boulder Daily Camera*, May 10, 1915, states.
14. "Col. Sanderson Sleeps after Life's Fitful Fever," *Boulder Daily Camera*, May 15, 1915, 1; *Biographical Sketch of Col. Sanderson*, 1.
15. "Held Reins of Power over Backs of Horses," *Boulder Daily Camera*, 7 July 1911, 3; *Gunnison* (Colo.) *Democrat* circa 1880 in Jared L. Sanderson, *The Memoirs of Jared L. Sanderson, "Stagecoach King"*: Written in 1912, ed. Leo E. Oliva, with an introduction by Leo E. Oliva (Woodston: Kans.: Santa Fe Trail Association, 2007), viii.
16. 1840 census Ancestry.com. 1840 United States Federal Census. [Database online]. Provo, Utah: The Generations Network, Inc., 2004. Original Data: United States of America, Bureau of the Census. *Sixth Census of the United States, 1840* (Washington, D.C.: National Archives and Records Administration, 1840), roll

- 542, page 192; Ancestry.com. 1850 United States Federal Census. [Database online]. Provo, Utah: The Generations Network, Inc., 2005. Original Data: United States of America, Bureau of the Census. *Seventh Census of the United States, 1850* (Washington, D.C.: National Archives and Records Administration, 1850), roll M432_924, page 327, Image 644.
17. *Biographical Sketch of Col. Sanderson*, 2.
18. Abby Maria Hemenway, ed., *Franklin, Grand Isle, Lamoille and Orange Counties*, vol. 2, *The Vermont Historical Gazetteer: A Magazine Embracing a History of Each Town, Civil, Ecclesiastical, Biographical and Military* [book online] (Burlington, Vt.: Miss A.M. Hemenway, 1871, accessed 19 April 2007), 420; available from <http://books.google.com/books?vid=OCLC03851423&id=xkEOAA AIAAJ&pg=RA8-PA420&lpq=RA8-PA420&dq=%22Jared+Sanderson%22&as_brr=1>; Internet.
19. Ancestry.com. 1860 United States Federal Census. [Database online]. Provo, Utah: The Generations Network, Inc., 2004. Original Data: United States Bureau of the Census. *Eighth Census of the United States, 1860* (Washington, D.C.: National Archives and Records Administration, 1860), roll M653_1321, page 392, image 397; Ancestry.com and The Church of Jesus Christ of Latter-day Saints. 1880 United States Federal Census. [Database online]. Provo, Utah: The Generations Network, Inc., 2005. Original Data: United States Bureau of the Census. *Tenth Census of the United States, 1880* (Washington, D.C.: National Archives and Records Administration, 1880), roll T9_92, Family History Film, 1254092, page: 256.2000.
20. Ancestry.com. 1860 United States Federal Census. Original Data: United States Bureau of the Census. *Eighth Census of the United States, 1860*, Roll M653_1321, Page 560, Image 569.
21. Morris F. Taylor, *First Mail West: Stagecoach Lines on the Santa Fe Trail* (Albuquerque: University of New Mexico Press, 1971), 88.
22. *Ibid.*, 1.
23. *Ibid.*, 6-16.
24. *Ibid.*, 19.
25. *Ibid.*, 18-20.
26. *Ibid.*, 88, 90.
27. *Ibid.*, 90.
28. Sanderson, *Memoirs of Jared L. Sanderson*, viii.
29. Taylor, 94.
30. *Kansas City (Mo.) Daily Journal of Commerce*, 8 August 1863, 2-3 in Taylor, 98.
31. David Dary, *The Santa Fe Trail: Its History, Legends, and Lore* (New York: Alfred A. Knopf, 2000), 256.
32. Carl W. Breihan, *Quantrill and his Civil War Guerillas* (New York: Promontory Press, 1959), 119.
33. Sanderson, *Memoirs of Jared L. Sanderson*, 36.
34. Dary, 256-8; Alvin M. Josephy, Jr., *The Civil War in the American West* (New York: Alfred A. Knopf, 1991), 85.
35. Sanderson, *Memoirs of Jared L. Sanderson*, 5, 8, 47-8.
36. Taylor, 101-3, 107; Dary, 270-3.
37. Sanderson, *Memoirs of Jared L. Sanderson*, 9.
38. Vickroy had left the venture when the terminus of the lines was moved to Kansas City in June of 1863. See Taylor, 95.
39. *Ibid.*, 94-5, 104, 123; Sanderson, *Memoirs of Jared L. Sanderson*, ix.
40. Dary, 278.
41. Sanderson, *Memoirs of Jared L. Sanderson*, 41; A.J. Carpenter, "[Account of an adventure on the Santa Fe Trail]" in *Kansas City (Mo.) Star*, 23 September 1906. Photostat, 1; Taylor, 87.
42. Carpenter, 1; Taylor, 126-7; Sanderson, *Memoirs of Jared L. Sanderson*, 41; Leo E. Oliva, *Soldiers on the Santa Fe Trail* (Norman: University of Oklahoma Press, 1967), 162. Many stops were built along the route during the tenure of M. Cottrill and Company. See Taylor, 95.
43. Sanderson, *Memoirs of Jared L. Sanderson*, 10, 15, 18-20, 25.
44. *Kansas City (Mo.) Daily Journal of Commerce*, 21 January 1865, 1 in Taylor, 105.
45. Taylor, 105.
46. *Ibid.*, 124.
47. Sanderson, *Memoirs of Jared L. Sanderson*, viii-ix, 12-13; Forrest Crossen, Martin Parsons recalls incidents in career of Colonel Sanderson. This newspaper article is a Photostat from the collection of Lynn J. Sanderson with no information to cite from. A narrative of this account may be found in chapter eight of Forrest Crossen's *Western Yesterdays*. Vol. 5. A collection of authentic adventures related by old-time westerners, given to the author up and down the West from the Canadian Line to the Mexican Border (Boulder, Colorado: Boulder Publishing Inc., [1967]).
48. Betté Manos, "A History of the Sanderson Family (and the Berry Children)," (May, 1978), 2-3; Sanderson and Sanderson, *Sanderson Genealogy*, 2; City of Boulder Parks and Recreation, "Sanderson, Jarib L.: Biographical information for this person," comp. Mary McRoberts, Boulder Genealogical Society. Updated 2001. [photocopy/website] (Accessed 16 August 2006/1 April 2006); available from <http://gisweb.ci.boulder.co.us/website/parks/parks_columbia/columbia.htm?IDNUM=5289>; Edwards, Richard, ed., *Edwards Eleventh Annual Directory to the Inhabitants, Institutions, Incorporated Companies, Manufacturing Establishments, Business, Business Firms, Etc. Etc. in the City of St. Louis for 1869* (St. Louis, Mo.: Charles Publishing and Manufacturing Co., 1869), 680; Gould's *St. Louis Directory for 1874 Being a complete index to the residents of the entire city and a classified business directory* . . . (St. Louis, Mo.: David B Gould, 1874) 772; *St. Louis Directory for 1876* (St. Louis, Mo.: David B Gould, 1876) 767.
49. Taylor, 109, 113-4.
50. Taylor, 115; Carpenter, 1.
51. Ancestry.com. 1870 United States Federal Census. [Database online]. Provo, Utah: The Generations Network, Inc., 2003. Original Data: United States. *Ninth Census of the United States, 1870* (Washington, D.C.: National Archives and Records Administration, 1870), roll M593_813, page 316, image 32; Taylor, 116.
- Morris Taylor refers to J.[arib] L.[eonard] Sanderson as J. L.'s son, but as was and will be discussed is most likely a mistake.
52. *Gunnison (Colo.) Democrat* circa 1880 in Sanderson, *Memoirs of Jared L. Sanderson*, viii.
53. Taylor, 117.
54. *Ibid.*, 114, 117-8.
55. *Ibid.*, 119-20.
56. *Ibid.*, 125-6.
57. *Ibid.*, 121.
58. U.S. Congress, Senate, *Message of the President of the United States*, 40th Cong., 2d sess., Ex. Doc. No. 1, 5-6, in Taylor, 122.
59. Taylor, 126.
60. *Ibid.*, 136.
61. Sanderson, *Memoirs of Jared L. Sanderson*, 4.
62. Ralph Moody, *Stagecoach West* (New York: Thomas Y. Crowell Company, 1967), 297; Taylor, 146, 151.
63. Taylor, 152.
64. *Daily Rocky Mountain News*, 12 April 1870, 1, in Taylor, 150.
65. Taylor, 158.
66. *Ibid.*, 159, 163-4, 166.
67. "Harley Sanderson Early Stage Line Operator is Dead," *Pueblo Chieftain* (Colo.), 25 May 1915, 1-2.
68. Taylor, 170.
69. *Ibid.*, 171-2.
70. *Ibid.*, 172, 174.
71. *Daily Chieftain* (Pueblo, Colo.), 19 September 1877, 2; *Daily Chieftain* (Pueblo, Colo.), 14 October 1877, 2; *Daily Chieftain* (Pueblo, Colo.), 16 October 1877, 2 in Taylor, 176.
72. Taylor, 177.
73. Sanderson, *Memoirs of Jared L. Sanderson*, ix.
74. Taylor, 178-9, 184; "Mary Stranahan, niece, discovers relics," *Longmont (Colo.) Daily Times*, 4-5 December 1976, 25-28B.
75. Moody, 297, 299.
76. *Ibid.*, 300.
77. Taylor, 180, 182.
78. Sanderson, *Memoirs of Jared L. Sanderson*, 11.
79. Ancestry.com and The Church of Jesus Christ of Latter-day Saints. 1880 United States Federal Census. [Database online]. Provo, Utah: The Generations Network, Inc., 2005. Original Data: United States Bureau of the Census. *Tenth Census of the United States, 1880* (Washington, D.C.: National Archives and Records Administration, 1880), roll T9_92, Family History Film, 1254092, page: 256.2000.
80. "Harley Sanderson Early Stage Line Operator is Dead," *Pueblo (Colo.) Chieftain*, 25 May 1915, 1-2.
81. Taylor 138, 145.
82. City of Boulder Parks and Recreation available from <http://gisweb.ci.boulder.co.us/website/parks/parks_columbia/columbia.htm?IDNUM=5289>.
83. Another female with the initials J. E., identified as J. L. the elder's daughter, also lived in the household, a woman too young to be J. L., the nephew's wife, Luella, and too old to be a daughter of the nephew.
84. Gould's *St. Louis Directory*, for 1884 (St

- Louis, Mo.: Gould Directory CO; 1884), 959; Ancestry.com. Colorado State Census, 1885. [Database online]. Provo, Utah: The Generations Network, Inc., 2006. Original Data: National Archives and Records Administration, Schedules of the Colorado State Census, 1885 (Washington, D.C.: National Archives and Records Administration, 1810), M158, 8 rolls.
85. J. L. claims the amount as 1.5 million in his memoirs; see Sanderson, *Memoirs of Jared L. Sanderson*, 44.
86. "Held Reins of Power over Backs of Horses," *Boulder Daily Camera*, 7 July 1911, 3.
87. City of Boulder Parks and Recreation, available from <http://gisweb.ci.boulder.co.us/website/parks/parks_columbia/columbia.htm?IDNUM=5289>.
88. City of Boulder Parks and Recreation, available from <http://gisweb.ci.boulder.co.us/website/parks/parks_columbia/columbia.htm?IDNUM=5289>; "Mary Stranahan, niece, discovers relics," *Longmont (Colo.) Daily Times*, 4-5 December 1976, 25-28B.
89. Sanderson, *Memoirs of Jared L. Sanderson*, viii; "Mary Stranahan, niece, discovers relics," *Longmont (Colo.) Daily Times*, 4-5 December 1976, 27B.
90. "Mary Stranahan, niece, discovers relics," *Longmont (Colo.) Daily Times*, 4-5 December 1976, 25-28B; U.S. Congress. Senate. Committee on Claims. *Jarib L. Sanderson*. Report prepared by [Charles E.] Townsend. 62nd Cong., 2d sess., 1912. Report No. 418; U.S. Supreme Court, *Sanderson v. US*; 210 U.S. 168 (1908). Argued 22-3 April 1908. Decided 18 May 1908. Accessed 22 March 2007. Available from <<http://caselaw.lp.findlaw.com/>>.
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92. Sanderson, *Memoirs of Jared L. Sanderson*, 4.
93. *Ibid.*, 29.
94. *Ibid.*, 35.
95. City of Boulder Parks and Recreation, available from <http://gisweb.ci.boulder.co.us/website/parks/parks_columbia/columbia.htm?IDNUM=5289>.
96. "Mary Stranahan, niece, discovers relics," *Longmont (Colo.) Daily Times*, 4-5 December 1976, 25-28B; "Col. J. L. Sanderson sleeps after life's fitful fever," *Boulder Daily Camera*, 10 May 1915, 1.
97. "Mary Stranahan, niece, discovers relics," *Longmont (Colo.) Daily Times*, 4-5 December 1976, 25-28B.
98. "Harley Sanderson Early Stage Line Op-

- erator is Dead," *Pueblo (Colo.) Chieftain*, 25 May 1915, 1-2.
99. "Death overtakes Mrs. Alice Gann, pioneer of city," *Pueblo (Colo.) Chieftain*, 6 May 1933, 1; Ancestry.com. 1900 United States Federal Census. Original Data: United States of America, Bureau of the Census, *Twelfth Census of the United States, 1900*, roll T623 122, page 13A; Ancestry.com. 1910 United States Federal Census. Original Data: United States of America, Bureau of the Census, *Thirteenth Census of the United States, 1910*, roll T624_114, page 19A, image 137; Ancestry.com. 1920 United States Federal Census. Original Data: United States of America, Bureau of the Census, *Fourteenth Census of the United States, 1920*, roll T625, T625_157, page 13A, image 648; Ancestry.com. 1930 United States Federal Census. [Database online]. Provo, Utah: The Generations Network, Inc., 2002. Original Data: United States of America, Bureau of the Census, *Fourteenth Census of the United States, 1930* (Washington, D.C.: National Archives and Records Administration, 1930), roll 247, page 1B, image 414.0.
100. "Harley Sanderson Early Stage Line Operator is Dead," *Pueblo (Colo.) Chieftain*, 25 May 1915, 1-2.
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102. Manos, 2-3.
103. Ancestry.com. 1900 United States Federal Census. Original Data: United States of America, Bureau of the Census, *Twelfth Census of the United States, 1900*. Roll T623 89, Page 6A-B; Manos, 2-3; When searching for this record this information was under the name of James Sanderson, but looking at the image shows clearly that the record is of J. L., his daughter's name is not legible, but as the Manos family history refers to her as Irene, that is how she is referred to; Ancestry.com. *Los Angeles, California City Directories, 1888-90*. [database online]. Provo, Utah: The Generations Network, Inc., 2000. Original Data: *Los Angeles Directory for 1888*. Los Angeles, Calif.: n.p., 1888.
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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.

This poem (kindly sent by Mike

Olsen who perused many obscure magazines to discover it) was published in *Overland Monthly* (Vol. LV, No. 6, June 1910). The author supplied a commentary for readers of this California-based magazine. "The Santa Fe Trail originally extended from St. Louis, Missouri, to Santa Fe, N.M., and was the route used extensively by the emigrants and traders of the Southwest. The nature of the freight transported by the traders over this trail rendered their caravans constantly subject to harassment and attack by the hostile Indians. The bleaching bones of men and mules scattered along the route are to-day [1910] the only remaining evidences of many a fierce and bloody battle of the early days." —C. C. McIntyre. Little is known about the author, Carlyle Chathan McIntyre, who was born in 1881. He self-published one volume of poetry, *In Conclusion*, in Sierra Madre, California in 1919. Nonetheless, the poem captures with some equity (women and warriors red) the spirit of the Trail.

The Ghosts of the Santa Fe

by Carlyle C. McIntyre

Under the dome of the desert skies,
Watched by a legion of starry eyes,
Fading away to-night it lies—
The trail of the Santa Fe.

Fading away like the fires that threw
Flickering light when the West was
new,
Cheering the men and women, too,
Who camped on the Santa Fe.

Gone are the days of the long ago
Gone are the men that they used to
know.
Gone are the fires that used to throw
Their light on the Santa Fe.

Scattered the bleaching bones are
strewn

Under light of the silver moon,
Telling of those who died too soon—
The men of the Santa Fe.

Weirdly the roaming coyote's wail
Sounds like a ghost; through the moon
light pale,
Shadowy figures haunt the trail,
To-night on the Santa Fe.

Spirits of warriors red and white,
Slain in the heat of the reckless fight,
Wander in silent peace to-night
Along on the Santa Fe.

Wander and wait as the ages crawl,
Watching the tribes and the nations
fall,

Longing to hear the final call—
The ghosts of the Santa Fe.

JULIUS FROEBEL'S WESTERN TRAVELS, PART II

[Froebel's narrative of his trip over the Santa Fe Trail in 1852-1853 continues. For an introduction to this rare publication, see the May 2008 issue of WT.]

At Independence I made the acquaintance of a man who in his way is no less singular than Mr. Warder Cresson. Mr. —, who though known in the State of Missouri for his eccentricity, nevertheless holds a respected position, has, for a North-American, the most extravagant views of political life and interests. He regards the "American" as the "most ancient and primitive civilization of mankind," and laments that this is not acknowledged by the world at large. This culture he admits, has become degenerate in America itself; but in China it is still found in a pure state. Hence salvation must come to America from China, and this consists in the introduction of the "Chinese constitution," viz. the "patriarchal democracy of the Celestial Empire." The political life of the United States is, "through European influences," in a state of complete demoralization, and the Chinese constitution alone contains the elements of regeneration. For this reason a railroad to the Pacific is of such vast importance, since by its means the Chinese trade will be conducted straight across the North-American continent. This trade must bring in its train Chinese civilization. All that is usually alleged against China is mere calumny, spread purposely, just like those calumnies which are circulated in Europe about the United States. Mr. — belongs to the class of American malcontents, in whose character is mixed an immeasurable portion of national conceit with a general discontent at the state of things in the United States. This class of people is not rare, and belong to the better elements of the Know-nothing order. These characters, with their forced American nationality, represent the reverse of our former long-haired Teutonists. "We Germans," said the latter, "are the first people in the world: at present, it is true, matters stand very badly with us; but our descendants, they will be a people!" The former say, "We Americans are the first people in the world:

at present, it is true, matters stand very badly with us; but our descendants, they will be a people!" But as the sons of Arminius, proud of their past, understood that a past has no value if it has no future, and therefore prepared themselves for this future by their athletic exercises; so the sons of Uncle Sam, proud of their future, seem to opine that a future, without a past, is of no value, and therefore they attempt to found an American culture upon Indianism. "We want the prestige of antiquity," said Mr. —, to me; "but we have it! See the Indian mounds in our West!" It was upon this tendency of the American mind, which is not exclusively peculiar to the United States, but is also met with in the Spanish-American countries, that the cunning founder of the Mormon sect originally calculated, in making the American Indians play so prominent a part in the sacred history he invented. It is an endeavour, mentally and historically, as has been done politically, to emancipate themselves from Europe; and they imagine they can attain this object by denying their physical and mental origin. In the same manner the Mexicans, at the time of their separation from Spain, called themselves the sons of Montezuma—*hijos de Montezuma*. The history of how many a people may in the earliest times of mankind have been falsified in this manner!

Our waggons were loaded at Weyne City in the first week of August [1852], and drawn by hired teams of oxen on to the open prairie, where, in charge of Mexican lads, our mules had been out at grass. On the 17th of August, in company with Mr. Mayer and his wife, I followed the caravan, which, when we overtook it, had already passed the frontier of the State of Missouri, and entered the large tract which at that time still belonged to the Indians west of the United States, but is now opened to the colonization of the whites, under the name of the Kansas territory.

Before inviting the reader to accompany me on the long journey from Missouri to Chihuahua, I must endeavour to give him a general idea of the arrangement and locomotion

of a caravan on its journey through the western wildernesses of the North American continent.

The waggons generally carry from five to six thousand pounds weight, and are yoked with five pairs, if drawn, like ours, by mules. A single driver guides them, now seated on the saddled mule, now walking by the side. In difficult places the drivers assist one another, and sometimes the teams have to be doubled: that is to say, the three or four fore pairs of the one waggon are attached in a line to the other, in order to get the waggons over some height or through some deep morass. On these occasions sometimes eight or ten men are engaged about a single waggon. As the caravan must keep together, it can only proceed, under such circumstances, a few English miles in a day. I shall hereafter have occasion to speak of an effort that occupied a fortnight to get twenty-six waggons over the short distance of twelve English miles. In other parts, on the contrary, the roads across the prairies are so good that seventy to eighty miles can be travelled in four and twenty hours, if want of water (as is often the case in these parts) renders it necessary to travel so quickly. Of this likewise I shall have occasion to mention a few instances.

The waggons are very strongly built, and their durability is almost inconceivable. They suffer mostly from the dryness of the air on reaching the higher regions of the West, and for this reason the wheels must be watered whenever an opportunity offers. Without some unfortunate accident, however, a good teamster can take his waggon across the continent without incurring any breakage. Nevertheless, a caravan carries with it the most important articles of harness and parts of the waggon in extra quantities, so that a broken axle, a worn-out collar, or a broken chain, &c., can be instantly replaced.

A store of shoes for the mules, which are not always shod, and seldom completely, must likewise be taken; and wheelwrights' tools, shovels and hoes, windlasses, levers, crowbars, axes, and hatchets for cutting wood, are also indispensable articles.

The provender consists of flour,

bacon, dried beans, coffee, and sugar. Spirits are never given on these journeys, unless the master of conductor of the caravan is induced by great toil or especial privations to unlock his holy on holies, and to give his men a portion to refresh them. Brandy is only taken as medicine; but coffee, on the contrary, is an indispensable article, and is drunk twice a day in large quantities. The refreshing and strengthening effect of this drink, under great toils, in heat as well as cold, in rain and dry, is extraordinary. The dried beans form one chief article of food—the indispensable *frijoles* of the Mexicans and all the other Spanish Americans; but all depends on the kind of beans and the mode of preparing them. They are boiled in water till soft; a part of the water is then evaporated, and a pan, with some fat in it, is placed on the fire; the beans are poured into it, salt is added, they are left to stew for a moment, and the most savoury and nourishing food a hungry traveller can desire is prepared. It is well known that this dish is never wanting at the most luxurious Mexican table, where it invariably concludes the meal before the dessert is served; but to do full justice to it pure soft water is required. The broth, as is well-known, contains the most nutritious part, and, indeed, I have often taken it out of the kettle and drank it, when returning from my night-watch to the camp-fire, hungry, frozen, and exhausted, and have found it as good and as strengthening as a cup of broth. Bread is daily baked in the camp, and is generally eaten hot.

For the chief table of our caravan, to which I had the advantage to belong, we had a quantity of choice delicacies with us,—preserved meats and fine vegetables, cauliflowers, asparagus, oysters and lobsters, sardines in oil, delicate hams, pickles and preserved fruits, tea and chocolate, claret and champagne. For these luxuries we were indebted to the presence of a lady in our caravan; but the gentlemen of such a party of travellers are generally provided with some of these articles. Sardines are especial favourites, and their consumption in the prairies is so large that the track of tin boxes strewn along the route is alone a sufficient clue to mark the road from In-

dependence to Santa Fe.

The caravan has to be amply provided with arms and ammunition. Every driver and muleteer is called upon to furnish himself with a gun in good order, a rifle or musket,—which he must always have at hand,—and many carry pistols also. I had myself a brace of six-barrelled revolvers, of the army bore, with a double-barrelled gun, so that I had always fourteen shots at command. Mr. Mayer and our waggon-master were armed in the same manner.

The caravan is likewise furnished with a store of clothes, shoes, hats, knives, tobacco, and other articles of daily want; the proprietor or conductor generally undertaking the task of providing all the articles which the party require for their equipment. An account for these is opened with each driver and servant, to be repaid out of their future wages. The prices are fixed very high, and with reason, as losses are unavoidable; and as during the journey a great quantity of these articles is consumed, there remains to a man, at the end of it, out of his wages (twelve to twenty dollars a month), seldom more than the means of making himself merry a few days, like the sailor on shore; after which he is obliged to seek fresh service, either returning by the same road or proceeding on by another. Thus we find on the prairie-roads, and at the stations on their limits, a moving population of drivers and muleteers, which we can only compare to sailors at sea and in port; and everywhere in travelling in these parts—at Independence or Westport on the Missouri, at Santa Fe or El Paso on the Rio Grande, at Chihuahua in Northern Mexico, at San Antonio in Texas, at Los Angeles in California, or in the Mormon city on the great Salt Lake—the traveller will, from time to time, meet again the same fellows, lounging about like idle sailors on the landing-place of a harbour.

The commander of a caravan is the waggon-master: the Mexicans entitle him the *mayor-domo*. The proprietor, unless he himself takes the command, is to the waggon-master (if present on the journey) in the position of a supercargo to the captain of a ship. This was the case in our caravan; and Mr. Mayer, although dissatisfied with his waggon-

master, avoided any decided interference with the command. The waggon-master, on the contrary, often tried to throw the responsibility of a decision on the proprietor. The former was an Anglo-American by birth; I have never seen a more idle and effeminate man. Though he had made the journey several times, he would, towards the latter part, when we suffered much from the cold nights, creep forth in the morning from under his eight or ten blankets, whilst I had slept under a single pair; he had to be called at least three times ere he could be roused up to take the night-watch. There is, nevertheless, a common prejudice that only an Anglo-American is fitted for a waggon-master. The truth is, that if the crew consist of Anglo-Americans, scarcely a waggon-master of any other nation will know how to deal with them. If, on the contrary, they are Mexicans, a German who understands the language and his business as a driver will be able to take this office perfectly well. In a mixed body of Anglo-Americans and Mexicans discord will continually occur, and the latter seldom escape without maltreatment from the former, in whom the idea that a man of a darker complexion is thereby excluded from equal rights with them is with difficulty eradicated. "Shoot him!" "Hang him!" "Whip him!" are exclamations heard from the lips of his Anglo-American companions, when any small fault is committed by a Mexican; and "I never killed a white man," is usually considered by the latter as completely clearing their character from any unfavourable suspicion. Amongst Anglo-Americans, however, who have lived in Mexico any length of time, this prejudice of race is often found effaced, and a more humane feeling has taken its place; to this the intercourse with Mexican women is usually the first step. Thus the corrupt morals of the frontier towns of Mexico have their humanizing influence, and we observe how the civilization of the human race frequently follows strange channels.

The Anglo-Americans have unquestionably the superiority in driving the waggons, whereas the Mexicans are the only useful muleteers—*muleteros*. The business of the latter consists in bringing up the mules for

the relay; in catching the draught-cattle with the *laso* when required and handing them over to the driver, in keeping the herd together when unyoked, &c. Irish people, sometimes even Scotch and English, pass for Anglo-Americans; and even the Germans, when with Mexicans, pass for *Americanos*, although they are generally on more intimate terms with the Mexicans. As drivers, the Germans are not cool enough; they become irritated and morose under fatigues and privations, and often vent this on the cattle. The Mexican exhibits in danger the mere passive courage of the fatalist, although examples of distinguished heroism are not wanting among them. Toils and privations they bear with an almost incredible equanimity and even cheerfulness. Often have I observed our Mexicans, stretched in the mud under the waggons, hungry and wet, passing the time in songs and joking. They are cruel to the draught and saddle animals, because they expect from them what is impossible; but they understand their temper thoroughly, especially that of the mules, and know how to attain by cunning and coaxing what an Anglo-American fruitlessly attempts to effect by force. Whilst the latter vainly strives in every way to put the bit into the mouth of some obstinate mule, the Mexican looks on with compassion and contempt. "Estos hombres son bárbaros, no saben nada!"—these men are barbarians, they understand nothing!—said one of these men to me on such an occasion. For instance, a little spirited mule, which afterwards became the favourite of the whole party and went by the pet name of "*la Niña*," resisted all the attempts of a big, stout Kentuckian to tame it; when Pedro, unable longer to bear it, exclaimed, "Let me try!" and taking from his hand the end of the cord, which was tied in a noose round the animal's neck, he first let the mule, trembling with excitement, have a few minutes' rest; then he approached it slowly and gently, patted its back, tickled its neck and behind its ears, and soothed it with words of endearment: "O *Niña*! O *mulita*! *Mulita bonita*!"—O my child! O my little mule! My pretty little mule!—said he, in a soft tone. Meanwhile he drew the bridle over its head, and, unob-

served, put the bit into its mouth, the creature offering no resistance. I remember another mule, to which his Mexican muleteer gave the classical name of *Lais*. *Lais* was in the same favour with Leandro as *Niña* was with friend Pedro. Once, however, I saw him in an indescribable rage with the animal. Trembling with fury, he raised the butt-end of his whip against it: "O, si fueras *Mejicana*!"—Oh, were you but a Mexican!—he muttered, letting his arm fall again. The Mexican did not dare to lay hands on the Anglo-Saxon beast. The Mexican drivers and muleteers are not only superior to the Anglo-American in patience, frugality, and good-humour under fatigue and privation, but also in manner. They do not swear; for the occasional repetition of an improper word in the Spanish language cannot be compared to the innumerable curses of the Anglo-American driver.

From drivers and muleteers we may pass to mules, which are in many respects far more interesting than the former, and whose natural disposition is an attractive subject to the observer of nature. One of the most striking characteristics of the mule is his aversion to the ass, and the pride he takes in his relationship to the horse; which instincts are met, with obtrusiveness in the ass, and by indifference in the horse. If an ass at any time—urged by the vanity peculiar to its race as related to the mule—happens to fall in with a drove of mules, he will, in all probability, be kicked and lamed by his proud relatives. A horse, on the contrary, takes a distinguished position in a drove of mules. The latter crowd round him, and follow his movements, exhibiting a violent jealousy, each striving to stand nearest to their high-bred relative; this instinct is employed to keep together the droves of mules, on a journey or at pasture, by putting a mare to the drove, with a bell round her neck, and called the "*Bell-mare*,"—by the Mexicans, "*la yegua madre*" (Mother-mare). This animal is led day and night by a cord; and the whole drove is thus kept under control, and will not leave their queen. It is therefore very difficult to separate the drove. The man who leads the mare is instructed, in case of an attack from the Indians, to leap instantly upon the back of his animal,

and take refuge in the waggon-encampment, whither the drove is sure to follow him. Even if the Indians succeed in separating any from the drove, they find it difficult to carry them off. The animals incessantly attempt to turn back, and the travellers are thus enabled to overtake the robbers and recover the stolen animals. The Indians, in consequence, use every means to get possession of the mare; and, if they succeed in this, the whole drove is lost to their owners. If several horses are in a drove of mules, the danger is that the latter becomes dispersed; and this is the reason that, in these journeys, saddle-horses are not allowed to go loose, but are led by a cord.

A large drove of mules, however, generally contains one or another democratic individual, which has attained to the consciousness of its natural animal dignity and native rights, and therefore asserts a kind of independence. We had, for instance, in our drove, a white mule which regularly separated from the others at the time of harnessing. When the mules were driven from the pasture into the waggon-encampment, where they are caught by the *laso*, the white mule accompanied the rest up to the entrance; but here it made a sudden leap aside, ran off to the distance of half-a-mile, and from this point watched the camp with fixed attention, until the caravan was in motion. It then returned quietly, and joined the relay. Sometimes, to show who was master, two Mexicans were sent out to catch the fugitive; and the animal was then, of course, harnessed for the day. The loss of time, however, and the fatigue of the saddle-horses, prevented a repetition of these measures. The animal had its own way, and, whilst its brethren were hard worked, it made simply a journey of pleasure from the Missouri to Chihuahua.

An educated Mexican told me a counterpart to this. In a certain convent, six mules were kept, each of which was employed daily by turns: one of these animals knew its own day in the week so well that, on that morning, it regularly endeavoured to keep the yard-door closed, by planting itself against it, and thus preventing the servant's coming to fetch it to work.

It is impossible to describe the

scene of the first harnessing of some hundred mules, until then quite wild, and which have never had a bit in their mouths, nor a saddle on their backs. The waggon are drawn up, so as to form three-fourths of a circle, whilst the space left open is the entrance to the court-yard of this encampment. In the intervals between them the waggon are connected by a cord tied from wheel to wheel. The mules are driven into the court, when the entrance is also closed by a cord drawn across it. Two men, armed with whips, are placed at this entrance, in order to drive back any of the mules which may attempt to leap over the cord or creep under it. The Mexicans call this wagon-encampment, which serves both for catching the animals and as a place of protection against the Indians, a "corral,"—a word which signifies any yard or enclosed place where cattle are kept. The Anglo-Americans have changed the word into "carrel."

The reader may picture to himself two to three hundred wild mules crowded together in this space, with ten to fifteen men among them, each endeavouring to fling the laso over the heads of the animals, one after another, to force the bit into their mouths, and to lead each to its place before the wagon to which it has to be harnessed. In a caravan of twenty to thirty waggon, this first attempt occupies the greater part of the day, leaving no time to get the waggon in motion. The mules well know the laso, and strive to escape it in every way possible: they crowd closely together, first on one side then on another of the corral, their heads turned to the centre, and hidden as much as possible; others thrust their heads under the waggon or between the wheels, to prevent the laso reaching their necks; while, again, others are even more cunning: they stand stock-still, as if they were actually holding their necks patiently for the noose; but the expression of their eye, fixedly watching at the same time the man with the laso, betrays their cunning. The man now whirls the cord, in serpentine coils, round and round over his head; the noose flies hissing, with the precision of an arrow, to its object; whilst the animal stands as if rooted to the spot, but making a small side-motion of its head, and the laso misses.

All these stratagems, however, are useless. Whilst the drove rush from side to side of the corral, one mule after another feels the laso twisted round its neck. Then it tears away madly into the midst of its companions, dragging the man who holds the cord from one side of the corral to the other. A second and a third now come to his aid. The hard breathing of the half-strangled animal is heard amidst all the uproar and confusion of the scene. At length the men succeed in drawing the end of the cord between the spokes of a wheel, and the animal is gradually brought nearer and nearer to this point. As soon as it is close to the wheel, the cord is drawn round its body, and again pulled through the spokes, so that the whole body is now brought into a noose. Thereupon the men endeavour to force the bit between its teeth, and, just as they seem to have accomplished this, the animal in despair makes a last effort; it throws itself on the ground, frees its legs from the cord by rolling over, jumps up, and, with the noose still tightly drawn round its neck, disappears in the thickest of the drove.

(continued next issue)

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 December through February. To be included, send information to Paula Manini at the Trinidad History Museum (see below) by October 15, 2008. Also, please keep sending any changes regarding e-mail addresses, contact information, news, and changes of hours open.

Arthur Roy Mitchell Memorial Museum of Western Art

150 East Main St
Trinidad CO 81082

Telephone: 719-846-4224

E-mail: mitchellmuseum@qwest.net

- Enjoy artwork of Trinidad native A. R. Mitchell, Harvey Dunn, and other Western artists. The museum also features historic photographs, Hispanic folk art, Indian

artifacts, and cowboy gear.

- October-April: available only for large groups with reservations.
- Admission charged; members and children 12 and under free.

Arrow Rock State Historic Site

PO Box 124

Arrow Rock MO 65320

Telephone: 660-837-3231 or 3330

E-mail: kborgman@iland.net

Websites: www.arrowrock.org;

www.mostateparks.com/arrowrock.htm

- Open 9:00-5:00 Monday-Saturday; Sunday by chance.

Barton County Museum & Village

PO Box 1091

Great Bend KS 67530

Telephone: 620-793-5125

Website: www.bartoncountymuseum.org

- Open Tuesday-Friday, 10 a.m.-5 p.m.; Saturday & Sunday, 1-5 p.m. Closed Monday. 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

- Call for off-season hours and to schedule group tours.

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 tours and activities.

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

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 hours and activities or visit the web site.

Citizens Committee for Historic Preservation

127 Bridge Street
PO Box 728
Las Vegas NM 87701
Telephone: 505-425-8802
E-mail: historic@cybermesa.com
Website: www.lasvegasnmcchp.com

- Call for off-season activities.

Cleveland Roller Mill Museum
Historic Mora Valley Foundation
PO Box 287

Cleveland NM 87715
Telephone: 505-387-2645
E-mail: dancas@nnmt.net
Website: www.angelfire.com/folk/roller_mill

- Open 10-3 weekends from Memorial Day to Labor Day
- Permanent exhibit "Valley of the Mills" which provides information on the mill's history as well as an overview of the history of western Mora County.

Coronado Quivira Museum
Rice County Historical Society

105 West Lyon
Lyons KS 67554
Telephone: 620-257-3941
E-mail: cqmuseum@hotmail.com
 • Open Monday-Saturday 9:00-5:00, Sunday 1:00 to 5:00, closed major holidays.

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 hours and events.

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.

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 autumn scenery, historic communities, museums, and resorts along the Highway of Legends (Highway 12). Stop at Marion and Richard Russell's beloved Stonewall, located at the base of a sandstone dike.
- From Cordova Pass trailhead, hike in the Spanish Peaks Wilderness Area and experience a Trail landmark 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 off-season hours and activities.

Historic Trinidad, Colorado
City of Trinidad Tourism Board
PO Box 880

Trinidad, CO 81082
Website: www.historictrinidad.com

- Trinidad's Main Street evolved from the Trail and is on the Santa Fe National Historic Trail Auto Route.
- *True West Magazine* designated Trinidad as the nation's third best western town to visit in 2008.
- Enjoy Colorado's beautiful autumn weather in Trinidad's acclaimed national historic district, along the Purgatoire River Walk, or golfing at Cougar Canyon or the city course.
- Fisher's Peak, the Trail landmark looming over Trinidad and Raton, is now a conservation landmark, thanks to the Rocky Mountain Elk Foundation and private landowners. Along with easements in the upper Purgatoire River Valley,

Colorado's second largest elk herd can roam on protected land.

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 the 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.
- All ranger-led and special museum programs are free of charge. Fees charged for the tram ride to the top of the Gateway Arch and films shown in the visitor center.

Koshare Museum
Otero State Junior College

115 West 18th Street
La Junta, CO 81050
Telephone: 719-385-4411
Website: www.koshare.org

- Call for information.
- Trading Post: online at koshare.org.

Las Vegas Museum

727 Grand Ave
Las Vegas NM 87701
Telephone: 505-454-1401, ext. 248
E-mail: lgegick@desertgate.com

- Call for information.

Morton County Hist. Society Museum
370 E Highway 56 (PO Box 1248)
Elkhart KS 67950

Telephone: 620-697-2833 or 4390
E-mail: mtcomuseum@elkhart.com
Website: www.mtcoks.com/museum
 • The museum is a Santa Fe National Historic Trail official interpretive facility. Call for hours.

Otero Museum

706 W. Third St.
La Junta, CO 81050
Telephone: 719-384-7500
Cell phone: 719-980-3193
E-mail: oteromuseum@centurytel.net

- October 11: 16th Annual Chuck Wagon Bean Supper and Dance, 5:30-9:00 p.m. Beans and beef stew, corn bread, cabbage slaw, and homemade pies, \$6 per person.

Santa Fe Trail Center Museum & Library
1349 K-156 Hwy
Larned, KS 67550

Telephone: 620-285-2054
E-mail: museum@santafetrailcenter.org
Website: www.santafetrailcenter.org

- Call for hours and events.

Santa Fe Trail Scenic & Historic Byway

PO Box 118
Trinidad CO 81082
Telephone: 719-846-2396
E-mail: Wyvonne@hughes.net
Website: www.santafetrailco.com

- Follow the Mountain Route from Lamar to the summit of Raton Pass with historic sites, communities, museums, and beautiful scenery. The State Byway Center is at the Trinidad History Museum, 312 E. Main Street.

South Platte Valley Historical Society
PO Box 633
Fort Lupton CO 80621
Telephone: 303-857-2123
Website: www.spvhs.org

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

Trinidad History Museum
(Colorado Historical Society)
312 E Main (PO Box 377)
Trinidad CO 81082
Telephone: 719-846-7217

E-mail: paula.manini@chs.state.co.us
Website: www.coloradohistory.org

- The historic complex features the Baca House and Santa Fe Trail Museum, official sites on the national historic trail. Plus the Bloom Mansion, Heritage Gardens, Bookstore, and the Trinidad, Santa Fe Trail, and State Byways Information Center.
- Through September 30: Open Monday-Saturday, except for state holidays. Gardens open at 9 a.m., buildings at 10 a.m., and the last tour leaves at 4 p.m. Reservations needed for groups of 12 or more people.
- October-April: Open for group tours with reservations. Bookstore open in December.

CAMP TALES

—CHAPTER REPORTS—

Cimarron Cutoff

President Leon Ellis
 PO Box 668
 Elkhart KS 67950
 (620) 697-2517 (home), -4321 (work)
 <leonellis@elkhart.com>

Several chapter members visited the Bent's Fort Chapter at Boggsville on July 19. Chapter members will visit the Hoot Owl Ranch and Kenton Museum August 16.

Wagon Bed Spring

President Edward Dowell
 HC 1 Box 3B

Hugoton KS 67951
 (620) 544-2383
 <wagonbeded@netscape.com>

No report.

Heart of the Flint Hills

President Carol L. Retzer
 4215 E 245th St
 Lyndon KS 66451
 (785) 828-3739
 <carolretzer@direcway.com>

No report.

End of the Trail

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

No report.

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 chapter met June 22 at Bob and Rosie Rein's lake home, rural Sylvia, Kansas. Following a fine meal and short business meeting, the program was presented by SFTA Manager Harry Myers.

Dodge City/Fort Dodge/Cimarron

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

The chapter met at Boot Hill Museum on June 22, 2008, with 12 people present. The business meeting included planning for the 2011 symposium. After the business meeting, most the group drove to the Boot Hill Museum Rut Site west of town.

Missouri River Outfitters

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

The chapter will celebrate the renovation of Gardner Junction Park the evening of August 21 at Gardner City Hall on Hwy 56 in Gardner. Awards will be presented to individuals instrumental in the renovations. A visit to the renovated park

will conclude the gathering.

Quivira

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

On July 19 the chapter sponsored a road trip to Abilene to visit the Eisenhower Museum, have lunch at the Brookville Hotel, tour Heritage Center of Dickinson County, and stop at Elm Springs on the Chisholm Trail.

Cottonwood Crossing

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

No report.

Bent's Fort

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

It has been a busy time for our chapter. Bonnie Ratliff, tour chairman, has lined up great tours. In April we enjoyed a trip to the northeast end of the Granada-Fort Union Military Freight Route led by Lolly Ming and Angelo Passini. The mission of our chapter in 2008 is to begin work on obtaining official Santa Fe Trail designation for the Granada-Fort Union Military Freight Route. Two more trips are planned to cover the rest of the route.

The month of May brought a cleaning project at Boggsville and included a chapter meeting at Boggsville the day of Bent on Birding, Bent County Birding and Heritage of Bent County Festival, bringing people from quite a distance. On June 7 the Chapter visited Sand Creek Massacre Site. Led by Park Ranger Craig Moore, it was quite interesting. Some of the executive board met with Colorado Preservation, Inc. to talk about what the Association could do to help stop the take over of Piñon Canyon.

On June 18 Richard Loudon died. He will be missed by friends and family. As Harry Myers said, "Kit Carson, Uncle Dick Wootton, Charles and William Bent, Richard Fisher and many others will now have a companion of their equal and of their stature. To the chronicles of Santa Fe Trail will now be added an-

other name, that of Richard Loudon who joins the pantheon of heroes of the American West."

July 19th was the day set for Historic Heritage Cuisine Council at Boggsville. We hosted a free buffalo burger dinner for all area historical association members and anyone interested in regional history. Purpose of hosting the dinner is to allow each association to have the opportunity to speak about their activities and promote membership in their specific historical organization. It was a great success.

Over 2100 new chapter brochures featuring descriptions of the Santa Fe Trail, Bent's Old Fort, Bent's New Fort, Boggsville, and Las Animas City have been distributed to travel folder displays, museums, National Parks, Chambers of Commerce, and RV parks in southeastern Colorado. Every Welcome Center in Colorado also received them.

The Trail marking chairman has landowners ready to sign the paperwork for marking of the Trail. A GPS unit has been obtained by the chapter. Work on the Water Spring in La Junta continues.

The chapter is involved in a monumental project in partnership with the National Trails Association to make our #1 focus the preservation of the stretch of the Santa Fe Trail endangered by the proposed Army expansion of the Piñon Canyon Maneuver Site. A sizable grant to document historic sites on private property in the endangered area has been obtained. Then the sites will be nominated for the National Register of Historic Places.

The executive board met with Santa Fe Trail Scenic and Historic Byway manager, Yvonne Phillips-Graham. Two of our members volunteered to be on her board of directors.

Tours planned are an August 23 visit to Folsom and Trinchera museums; September 13: Granada-Fort Union Military Freight Route, and October 11: Bent's Old Fort Fur Trade Encampment.

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.

INSTITUTIONAL MEMBERSHIPS

Beineke Library, Yale University,
New Haven CT 06520
Haskell County Historical Society,
PO Box 101, Sublette KS 67877
Missouri History Museum Library,
PO Box 11940, St Louis MO 63112
The State Historical Society of Missouri,
1020 Lowry St, Columbia MO 65201

FAMILY MEMBERSHIPS

Jim & Sally Cope, 29201 CR 18,
Rocky Ford CO 81067
Dennis B. Martin Family, 8208 Interlochen,
Nixa MO 65714
Tim & Jackie Matz, PO Box 342, Divide CO 800814

INDIVIDUAL MEMBERSHIPS

Janel Cook, 815 S St John, Lyons KS 67554

Kevin Hall, 5720 W Blackhawk Dr,
Glendale AZ 85308
Kiah Harris, 750 Goodlet Circle,
Weston MO 64098
Hampton Sides, 72 Double Arrow Rd,
Santa Fe NM 87505
Dawn A. Youngblood, 9957 Boat Club Rd,
Fort Worth TX 76179

TRAIL CALENDAR

Everyone is invited to send notices for this section; provide location, date, time, and activity. This is a quarterly. The next issue should appear in November, so send information for December and later to arrive by **October 1, 2008**. Other events are listed in articles and chapter reports. Thank you.

Sept. 13-14, 2008: Voices of the Wind People pageant, Council Grove, KS.

Sept. 18-20, 2008: Santa Fe Trail Rendezvous, Larned, KS.

Oct. 11, 2008: Fort Larned NHS candlelight tour, reservations required after Oct. 1, 620-285-6911.

Oct. 17-19, 2008: Smoky Hill Trail Association Conference, Salina, KS.

FROM THE EDITOR

Some readers may have noticed that the last issue was printed on blue rather than green paper (until now each volume of WT has appeared on a separate color each year). We apologize for the error. Those who are colorblind may not have noticed.

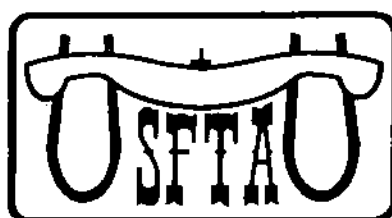
We hope to see you at Rendezvous in Larned.

Happy Trails!

—Leo E. Oliva

Santa Fe Trail Association
PO Box 31
Woodston, KS 67675

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