

# Wagon Tracks

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Volume 22

Issue 3 *Wagon Tracks* Volume 22, Issue 3 (May 2008)

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Article 1

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## Wagon Tracks. Volume 22, Issue 3 (May, 2008)

Santa Fe Trail Association

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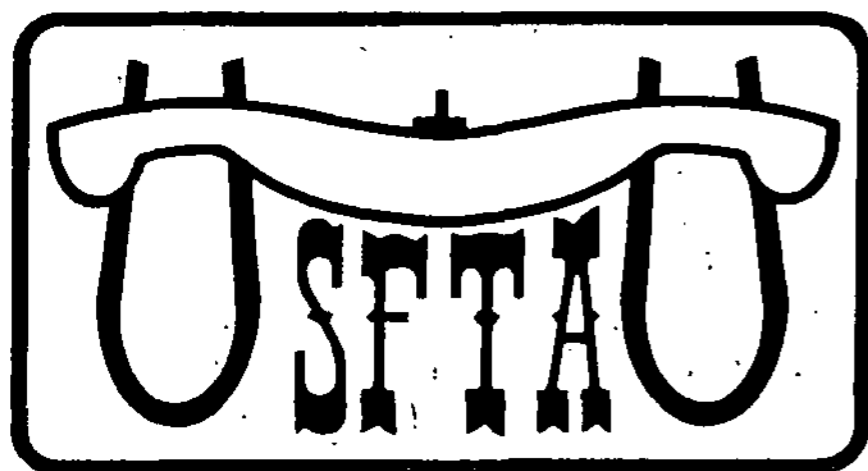
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# WAGON TRACKS

**SANTA FE TRAIL ASSOCIATION QUARTERLY**

VOLUME 22

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## TRAIL RENDEZVOUS 2008 SEPTEMBER 18-20

by Ruth Olson Peters

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

WITH primary funding for Rendezvous 2008 secured through the Kansas Humanities Council, we are now off and running to provide one of the most interesting programs on one of the most basic of topics related to Santa Fe Trail history, "The Evolution of Freightage on the Santa Fe Trail." The program will be held in Larned, Kansas, September 18-20.

Before the formal presentations begin, a casual atmosphere will prevail at the opening event on Thursday evening, September 18, at the Santa Fe Trail Center. The SFTA's board will have met at the museum earlier in the day (everyone welcome) with the first of the Rendezvous opening presentations beginning at 4:30 p.m. Former SFTA board member Dr. Alice Anne Thompson of Golden, Colorado, will discuss her new book, *American Caravan*. This book deals with Santa Fe Trail travel in 1867, Bishop Jean Baptiste Lamy's caravan, and the death of Sister Alphonsa Thompson, Sisters of Loretto.

At 5:30 p.m. on Thursday, Alice Clapsaddle of Larned will give a cooking demonstration near the museum's sod house, showing how to bake biscuits in a Dutch oven. Afterward, dinner will be served on the museum's west grounds and feature old-fashioned beef stew and biscuits, followed by a program by *Wagon Tracks* editor, Leo E. Oliva, "Food on the Santa Fe Trail," looking at what was consumed and how it was prepared, as presented in the diaries, journals, and letters of men and women who traveled the historic Trail.

Friday's activities will take place at the Larned Community Center

(continued on page 7)

## NATIONAL TRAILS DAY

JUNE 7, 2008

SFT RENDEZVOUS

LARNED, KANSAS

SEPTEMBER 18-20, 2008

## NEW COLUMN SPOTLIGHTS TWO SFTA AMBASSADORS

**WAGON TRACKS** inaugurates a new column in this issue, called "Living Links" and edited by Alice Anne Thompson. The column will focus on SFTA members whose ancestors were connected in some way with the historic Santa Fe Trail.

The first edition highlights SFTA Ambassadors Faye Gaines of New Mexico and Jane Mallinson of Missouri. Both are longtime members of SFTA, and each has contributed much to the Association.

If you have ancestors with Trail connections, please contact Dr. Thompson (see the column for details). Each article will include information on the ancestor and the present "living link." Special thanks to Alice Thompson for developing this new column.

## SFTA WELCOMES NEW DOUGLAS COUNTY CHAPTER

THE March SFTA board meeting at Council Grove approved and welcomed a new chapter. The Douglas County Chapter fills a gap between the Missouri River Outfitters Chapter and the Heart of the Flint Hills Chapter in eastern Kansas. Headquartered in historic Baldwin City, the chapter will oversee a number of Trail sites within the county.

Douglas County was the home of the late Amelia J. Betts and Katharine B. Kelley, both of whom recorded, maintained, and marked Trail locations within the county, including DAR marker sites and town sites. It is wonderful to have a chapter there now to carry on this important work. On behalf of all members of SFTA, we welcome the chapter to the fold.



## PIKE HISTORIC TRAIL ASSOCIATION ORGANIZED

THE Pike National Historic Trail Association has been organized with the following officers: President Harv Hisgen, First Vice-President Zebulon Montgomery Pike, Jr., Vice-President for Governmental Affairs John Patrick Michael Murphy, Secretary Dorothy Urban, Treasurer James Billingsley, and Board Members Mike Bandera, Jill Ghnassia, Don Headlee, Will Kerns, Norm Meyer, Roy Pike, Rex Rideout, and Clive Siegle. The new association's immediate goal is to nominate the route of Pike's Southwest Expedition, 1806-1807, as a National Historic Trail.

Because Pike's journals and reports were invaluable in the opening of the Santa Fe Trail, SFTA members are encouraged to support this new organization. Memberships are now being accepted at Pike NHTA, 10060 Blue Sky Trail, Conifer CO 80433. Annual dues and classes are student \$15, individual \$25, family \$35, nonprofit organization \$50, small business \$75, corporation \$200 and up, and benefactor \$500. Life membership is \$1,000. For more information, please contact President Hisgen at <harv.pike@gmail.com>. The SFTA governing board is considering a request from the Pike NHTA to take over the web site created for the commemoration of the Pike Bicentennial.

## PRESIDENT'S COLUMN

**ALTHOUGH** SFTA has been in existence since 1986, the excitement, enthusiasm, and energy for projects involving the Santa Fe Trail has not disappeared and, in fact, is still very high. This was most evident at our recent meetings held in Council Grove, March 27-29.

The meetings began on Thursday evening when SFTA's chapter presidents and/or representatives met at the Kaw Mission (see Association Manager's column for more details on this meeting). In my opinion, three things have had a positive impact on the relationship between the chapters and the national SFTA.

1. The implementation of the chapters presidents' meeting mentioned above.

2. The inclusion of chapter reports to the SFTA board at every board meeting. This has opened lines of communication between the chapters and the board, allowed chapters to inform the board about projects and/or concerns, and to share ideas that can be used by the board and/or other chapters. It is evident from these reports that our chapters are very active with projects, educational programs, and wonderful field trips to local SFT sites.

3. The dedication of John Atkinson in fulfilling his role as SFTA vice-president. Upon taking office as vice-president, John let the chapters know that he wanted to be the vital link between the chapters and SFTA. He not only has made a concentrated effort to visit the chapters, he has also informed them about the Strategic Plan of SFTA and in some cases has put on his program about William Bent. SFTA thanks John for his dedication.

### *Spring Board Meeting*

The annual spring meeting of the SFTA board was held on Friday, March 28. Along with chapter reports and committee reports, we had several items of new business. One of the most exciting items was an application received from President John Jackson of the Santa Fe Trail Historic Society of Douglas County asking for affiliation with the SFTA as a new chapter. Affiliation was granted and the new chapter will be known as the Douglas County Chapter of SFTA. This chapter will cover the

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area between the Missouri River Outfitters Chapter and the Heart of the Flint Hills Chapter and includes Santa Fe Trail ruts at the Ivan Boyd Prairie Preserve, the Black Jack Battlefield, as well as Santa Fe Trail related artifacts owned by the Historical Society. The Douglas County Chapter is the first new SFTA chapter to form since 1994 when SFTA Vice-President Mark Gardner reported that two new chapters had been formed—Bent's Fort Chapter and Cottonwood Crossing Chapter.

Another item of new business was the endorsement of a proposed project for the Lost Springs site by the Cottonwood Crossing Chapter, presented by Chapter President Steve Schmidt. The project has already received the endorsement of the landowners, the Shields family, and the county. Included in the project will be relocation of the present monument, installation of interpretive markers to discuss the history, an off-road parking area, and access to the site itself.

The SFTA has been receiving requests to use some of SFTA's images for advertising purposes—primarily the paintings of Doug Holdread. An image use policy was adopted by SFTA to allow for this. If you happen to visit the new Bass Pro Shop in Independence, Missouri, be sure to look for these images featuring the Santa Fe Trail as well as images of the Pony Express.

On January 2, 2008, the Federal Highway Administration (FHWA) issued its Notice of Proposed Amend-

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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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ments to the Manual on Uniform Traffic Control Devices (MUTCD). (See <http://www.tfhrc.gov/pubrds/jan00/mutcd.htm>). It includes a proposed change that could prohibit the use of trail signs on freeways or expressways. For example, that would mean the National Historic Oregon Trail auto tour route signs on I-84 would no longer be allowed as well as Lewis & Clark signs. Many states would be affected along the California Trail, Mormon Pioneer Trail, Pony Express Trail, Santa Fe Trail, and other historic trails. The board approved a letter of opposition to be sent to the Federal Highway Administration concerning these changes that could affect historic trail signs along freeways and expressways.

In other new business, the SFTA board approved a letter of support for the Smoky Hill Trail Association's efforts to achieve status as a National Historic Trail. We heard about a new column for *Wagon Tracks* proposed by Alice Anne Thompson called "Living Links," featuring stories about descendants of Santa Fe Trail travelers (see column in this issue). There was a discussion about the possibility of repeating a printing of the placemats that were recently given out by SFTA to restaurants along the Trail. Clint Chambers reported on efforts to reactivate the Texas Panhandle Chapter.

It was announced that the Partnership for National Trails, of which SFTA is a member, will conduct a preservation workshop, May 6-8, in Phoenix, AZ. Attending on behalf of SFTA will be Harry Myers, Association Manager; Ross Marshall, SFTA's Representative to PNTS; Faye Gaines, Preservation Committee Chair; and Jeff Trotman, Mapping/Marking Committee Chair.

This Historic Trail Preservation Workshop is an important step in an ongoing initiative to develop the capacity within trail organizations and federal agencies 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 provide inspiring experiences for visitors. This workshop will focus on strategies, means, and methods to preserve these critical resources. Dave Welch, the Oregon-California

Trails Association's National Preservation Officer, will present the successful strategy they use to map, assess, and monitor trail resources on private and public land. He will demonstrate the techniques in the classroom and in the field.

The workshop will also address the Visual Resource Management system used by the BLM and similar methods the Forest Service and Park Service use to protect viewsheds around significant resources. Also included in the workshop will be ways to work with local and national land trusts to preserve trail resources on private land and how to use various funds provided through SAFETEA-LU (the five-year Federal transportation program) and National Park Service and BLM Challenge Cost-Share Programs. The workshop will be held at the Bureau of Land Management Training Center in Phoenix, with two full days of "classroom work" and a field trip to practice the techniques explained during the workshop.

The board also received a report about the Mormon Battalion Trek that will be taking place later this year. The Battalion Trek, is a non-profit group formed to bring attention to the trails followed by the Mormon Battalion, a 500-man volunteer group recruited as part of the Army of the West in 1846. The reenactment of the march will begin in Iowa in July and end in Los Angeles in February 2009. To learn more about their project, visit <[www.battaliontrek.com](http://www.battaliontrek.com)>. They should be on the Santa Fe Trail between August and October 2008.

#### *Strategic Plan/Committee Workshop*

An enthusiastic group returned Saturday, March 29, to hold our annual review of SFTA's Strategic Plan. The original Strategic Plan was created in 2003 and was intended to serve as a guide for the Association for 5-10 years. The Strategic Plan was looked at again in 2006 to determine if our goals were still the same and in 2007 to determine priority objectives for the near future. At this year's meeting, we revisited the priority objectives as defined in 2007 and determined what progress was being made in each area: Education, Preservation, Information/Interpretation, Resources/Budget, and Marketing. Very spe-

cific tasks were outlined, with a defined timeline and requests for results to be reported to the SFTA board at their next meeting, September 18, 2008. In addition, we examined each of SFTA's committees to see how they are functioning and how they fit into fulfilling the goals of the Strategic Plan.

The priority objective for the area of Education is develop a Junior Wagonmaster program. This initiative will develop four educational activity booklets to be distributed at sites throughout the length of the Santa Fe Trail. The purpose of this program is to encourage families to become more knowledgeable about the Santa Fe Trail and more actively study the historic sites related to it. Participants who complete a specific number of activities will be rewarded with a Wagonmaster's badge appropriate to the level achieved. The primary lead on this project will be the Education Committee.

Preservation came up with six specific actions: (1) complete the rediscovery inventory project by September 1, 2008, and send to chapters for further review, (2) establish a SFT database with GPS readings from data gathered by the rediscovery project, (3) develop proposed preservation strategies/policies concerning cell towers, pipelines, wind farms, etc., (4) find/accumulate previous GLO maps and USGS quads, (5) develop a mapping survey form and make available to chapters by April 12, 2008, and (6) revise the 1995 mapping and marking plan and present proposal to the board in September. Working together to achieve these goals will be the Preservation Committee and the Mapping/Marking Committee, with help from Harry Myers, Clive Siegle, and the NPS office in Santa Fe.

Three specific areas were identified under the Information/Interpretation area. Area one is the possibility of placement of additional kiosks along the Santa Fe Trail—similar in design to the one recently completed at Gardner. A newly-formed Kiosk Task Force will look at various aspects of this project and make a report at the next board meeting. They will receive input and advice from the Mapping/Marking and Preservation committees. Area two is the development of site specific material.

The placemats were printed and passed out along the Trail starting in August of 2007. Rack cards have been printed for the Gardner Kiosk and Lower Cimarron Springs. It was determined that the projects of site bulletins, auto tour routes, and tour guides are best handled at the chapter level. Many chapters already have these in place or are making plans to do so. Area three is the replacement of signs, auto tour route signs and/or wayside exhibits. NPS is presently working with the Kansas Dept. of Transportation on a plan to replace the faded auto tour route signs. Chapters and SFTA members are asked to notify the mapping/marketing chair of any signs or wayside exhibits that are in need of attention. Association Manager Harry Myers will work as liaison with the NPS.

The top priority objective of Resource-Budget area is to increase revenue. Articles have been published in *Wagon Tracks* to inform the membership about memorial gifts to SFTA and/or planned giving as part of estate planning. The special appeals campaign that was implemented by the funding/special appeals campaign has helped raise revenue for SFTA projects the past few years. That committee, as well as the membership committee, will evaluate this process and report suggestions to the board. The Budget Committee continues to evaluate expenditures annually, and also offers input to the Association Manager when preparing the annual NPS funding request.

The final area of the Strategic Plan that we evaluated was Marketing. The main priority objective in this area is to increase organizational image, its strength and growth through increases in SFTA and chapter membership. Providing the lead for this area will be the Membership Committee, headed by Linda Colle. It was also noted during the discussion phase that all areas of the Strategic Plan, as well as most committees, are involved with marketing at some level.

If the recent meetings held in Council Grove can be used as a

measure of enthusiasm for future SFTA projects and events, then SFTA is in store for some very exciting happenings. Our next big Association get-together, Rendezvous, is scheduled for September 18-20 at Larned, and another fun and educational program has been put together. Make plans now to attend.

—Joanne VanCoevern

## MANAGER'S REPORT

**Y**OU missed a very good meeting if you weren't at Council Grove March 27-29 of this year. It was cool and rainy but the meetings were good, the food warm, and the accomplishments many. We held a chapter president's meeting, a SFTA Board meeting, and we updated our strategic plan and committees. Joanne has reported on the board meeting and I will fill you in on the president's meeting.

We had nine of eleven active chapters represented, an excellent turnout. Mary Honeyman, Superintendent of the Kaw Mission State Historic Site was recognized and thanked for hosting this evening meeting. The host chapter, Heart of the Flint Hills, was recognized for all the interpretive and directional signs they have erected. Later in the meeting Don and Doris Cress, founders of the chapter, arrived and were recognized for their great work with the chapter and signage.

The first order of business was the SFTA website. Steve Schmidt asked the proper procedure for getting material on the web. The stated procedure is to send the material to me, the association manager, and I will put it in the proper format and send it on to the webmaster Holly Nelson. I asked the chapters to check the website and see what changes we need to make to correct or improve it. Future plans include putting up the entire run of *Wagon Tracks*, more historical information, and historical articles related to chapters. The issue of privacy was raised and it was decided that, if anyone is uncomfortable with having their name on the website, they can use the association manager's address who will then forward information to the appropriate person.

Groups traveling the Santa Fe Trail were discussed. There are two

groups which would appreciate assistance from chapters. The Kansas School for the Blind is taking a group of high school students on the Trail in June. Several sites and chapters are offering assistance. If you would like to help, contact Eleanor Craig <ecraig@accessiblearts.org>. The Mormon Battalion Trek, led by Kevin Hanson, welcomes help from chapters during August-October. For more information, see <www.battaliontrek.com>.

Promotional grants were discussed. Last year each chapter received \$500 to be used for promotional projects. Each chapter told what they did with the grant money. The money from those chapters which did not use their grant was used to purchase the Santa Fe Trail placemats that were distributed this past fall. There was mixed reaction to the placemats with the consensus being that if we would do placemats again, some way of measuring reaction and effectiveness of the message should be designed.

We then discussed the strategic plan and the marketing strategy. Currently there is no one responsible for marketing. If marketing is a priority, then we need someone to step up and become chair of that committee.

Funding of National Park Service (NPS) cost-share programs and grants was discussed. Most chapters do not carry a large reserve in their treasury. Often, projects require a large cash infusion at the start which is reimbursed later by the NPS. There is a problem of putting up the cash and then waiting for the reimbursement, which is the law we and the NPS have to follow. It was noted that SFTA is using its entire budget at times, lending chapters those up front funds. Nonetheless it was requested that the finance committee look at this situation and see if improvements can be made.

Signage was a big topic. SFTA has requested at least \$10,000 from the NPS in the FY2009 budget for signs. If we get it, SFTA needs to decide how to allocate that to chapters and what requirements must be met. Many chapters have an interest in signage. Additionally the Federal Highway Administration is revising its sign manual and is proposing to remove trail signage from express

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and freeways. SFTA is sending a letter of protest, but that action has stopped some work with Kansas Department of Transportation on signage. This is an issue we will continue to work on and have a report to the chapter presidents at the September meeting in Larned. In the meantime chapters need to be documenting what signage they need and want to erect in cooperation with the local highway departments. Joy Poole, president of the End of the Trail Chapter, proposed developing special plaques to place on properties denoting Santa Fe Trail ruts or remains. Her concern is that many properties change hands without the new owners being made aware that the Trail runs through their property. The marker committee was asked to work with her on this.

Several chapters next shared successes in fund raising. Items mentioned were receiving a part of the county lodging tax, doing successful bus tours, chuck wagon meals with donated food, and doing a good job of running the symposium so as to have money left over.

The Rediscovery Project was taken up next. Essentially the project was to revisit all of the sites noted in the original NPS Santa Fe Trail Management Plan, assess those sites, and make recommendations about them. With a site form and camera the Rediscovery Team visited those sites and many others. The idea now is to put that data in the NPS Geographic Information Systems (GIS) database that will be on the web and accessible by all, excluding sensitive sites. Clive Siegle, who was a part of the team and the one who filled out the survey forms, is now under contract to convert those forms into an Excel program that will be put in the GIS database. Clive should be done by June. SFTA will also have that information. The site form will be revised and placed on the website and sent to chapter presidents so that chapters can continue to record sites and have them placed into the database.

Chapter dues and how chapters collect dues was discussed. Some chapters are very creative in their collections. It was also suggested that the dues rates and to whom payment should be sent be listed in each chapter report in *Wagon Tracks*. A

survey revealed that most chapters charge \$10.00 for individuals and \$15.00 for families. The low was \$2.00 for individuals and \$5.00 for families.

Improvement of attendance at chapter meetings was talked about and one suggestion was to make awards in student contests at chapter meetings. That not only brings in the students but the parents as well. It was suggested that awards are always in order and promote good public relations for the chapter.

—Harry C. Myers

*Editor's Note:* The meeting concluded with Steve Schmidt recognizing President Joanne VanCoevern, Vice-President John Atkinson, and Association Manager Harry Myers for the outstanding work they have been doing. They received a well-deserved round of applause.

### PAT MARSHALL

Patricia Marshall, a life member of SFTA, died February 12, 2008. She was 68 years old. She was a nursing home administrator for 30 years and received many awards. After retirement she married Ross Marshall in 2004, and they traveled and worked for historic trails, including the Santa Fe Trail. She was membership chair of the Partnership for National Trails System, served on the board of the Missouri River Outfitters Chapter, and was active in numerous trail organizations. She is sadly missed by all who knew her pleasant character, wonderful sense of humor, and willingness to serve. Condolences are extended to Ross and their families.

### RESEARCH AWARDS ANNOUNCED

by Stephen Whitmore

[Steve Whitmore is chair of the SFTA research committee.]

THE SFTA Research Committee announces three awards in 2008 to support scholarly research on the Trail. The awards went to Maryellen H. McVicker of Boonville, MO, Doyle Daves of Las Vegas, NM, and Pat Traffas of Merriam, KS. The total monetary value is \$2850. None of the recipients is currently a member of SFTA.

Dr. McVicker has been a college

professor for 30 years, and currently teaches at the Columbia Campus of Moberly Area Community College in Columbia, Missouri. Her research project, entitled "Don't Forget the Boonslick," will focus on some early residents of Boonslick with important ties to the Trail, whose lives are not well known.

Examples are Mrs. William Becknell, who stayed home to run the store when her husband went west, and Kit Carson's childhood family, who stayed in the Boonslick and reared Kit's daughter after his first wife died. Dr. McVicker intends to present results from her study at the 2009 symposium in Arrow Rock, MO.

Dr. Daves is a retired academic chemist and university administrator with a distinguished record of scientific research. He grew up on a ranch in New Mexico near the Santa Fe Trail and, since his retirement to Las Vegas, has taken a scholarly interest in local history. Many early travelers on the Santa Fe Trail settled in New Mexico and married Hispanic women. Their children grew up in families of mixed language and religion, and in time often created an extended Hispanic family with a non-Hispanic surname. In New Mexico there are many examples alive today. Dr. Daves will interview descendants of some of these early couples to learn how their families dealt with issues of language and religion, and he plans to publish articles and a booklet about his study.

Ms. Traffas is the State Regents' Project Coordinator for the Kansas Society of Daughters of the American Project with long-standing interest in the Santa Fe Trail. The Kansas DAR was the first organization to mark the Trail, starting in 1906. It conducted a 90th anniversary survey of the markers in 1996-1997 and plans to update the survey for a centennial anniversary publication in 2009. All 96 markers will be located with GPS readings, photographed, restored, and returned to their original 1906-1912 locations if necessary. The publication will be a valuable asset to modern travelers of the Trail in Kansas.

Congratulations to these recipients. We look forward to the results of their research. These grants deplete the research funds appropriated by SFTA.

## BLIND AND VISUALLY IMPAIRED TEENS TO TREK SANTA FE TRAIL IN JUNE

by Eleanor Craig

*[SFTA member Sister Eleanor Craig, Sisters of Loretto, will lead and direct this special venture on the Trail. Everyone along the route is encouraged to meet these young travelers when they are nearby. A report on the trip will appear in the next issue.]*

**T**HE eleventh annual Trail Trek, organized by Accessible Arts in collaboration with the Kansas State School for the Blind, will be the first time the group has focused on the caravans, cultures, characters, and geography of the Santa Fe Trail, 1821-1867.

Designed for teenagers who are blind or visually impaired, the program engages the teens in summer camping along the westering trails, followed by a fall weekend of artistic explorations of trail themes, and a day of using the arts to teach Trail topics in elementary school classrooms.

Eighteen teens, ages 14-20, and a comparable number of adult companions, will set out by minivan from the Kansas State School for the Blind on June 4 to travel the Mountain Route of the Santa Fe Trail westward and return from Santa Fe on the Cimarron Route, arriving back on June 19. The goal is to introduce the teens to Trail history through physical activity, imaginative reenactment, and accurate first-person stories. The arts are the primary tools: the music, dance, and songs of the era; the drama of historical characters amid high adventure; the handcrafts and ritual artifacts of cultures—all help the caravan of teens and adults live as Santa Fe Trail travelers once lived.

**Itinerary:** June 4-19, 2008:

**June 4, WED** Gathering: 18 teens and 18 staff will gather at Kansas State School for the Blind for orientation and gear check; supply truck is loaded with tents, gear, food, stoves, arts supplies, coolers, water. The "spirits of Trail travelers" may appear to give a firsthand idea of what the caravan will encounter.

**June 5, THURS** Kansas City to Durham KS: The physical Trail is investigated at the crossing of Cottonwood River. First night's camp in Marion County, Kansas, on private property

on the Santa Fe Trail, focused on introductions to setting up tents and organizing camp. Santa Fe traders who circled their wagons in the area may be heard around our campfire.

**June 6, FRI** Durham to Larned KS: Introduction to the earliest Trail travelers—Coronado's troops, Santa Fe trader Chávez, and Saint Louis fur traders William and Charles Bent and Ceran St. Vrain. Camp at Pawnee Camp on outskirts of Larned. David Clapsaddle will introduce us to George Bent at our campfire.

**June 7, SAT** Fort Larned KS to Fort Lyon CO (John Martin Reservoir): The US soldiers and the American Indians, stories of uneasiness, violence, regrets, and revenge. We will stop at the site of the Sand Creek Massacre, then camp at Big Timbers (John Martin Reservoir) where the evening will include a reconciliation ceremony designed by the teens.

**June 8, SUN** JM Reservoir to Bent's Old Fort and Kit Carson home at Boggsville CO: The better part of the day will be spent at Bent's Old Fort, then camp at the Carson memorial. Kit Carson's great-great-grandson, John Carson, will bring Kit to life at our camp fire.

**June 9, MON** Boggsville to Trinidad CO: Focus on Marion Sloan Russell (visit to family home, grave) and other women on the Trail—Susan Magoffin, Loretto Sisters and Sisters of Charity, and wives of soldiers. Camping and cooking with Dutch oven specialists at the Colt Ranch.

**June 10, TUES** Trinidad to Taos NM: Bask in the hospitality of the Taos Pueblo. We may camp on tribal lands.

**June 11, WED** Taos to Pojoaque Pueblo, Santa Fe NM: more of the world and times of Kit Carson: visit Carson Home Museum in Taos; then follow the Rio Grande valley southward (with a short wade or dip along the way). Camping for this and next three nights on soccer field on Pojoaque Pueblo northwest of Santa Fe.

**June 12, THURS** Pojoaque Pueblo: elders teach trail teens and local teens to make traditional drums and gourd rattles. Evening around the campfire may include traditional so-

cial dancing—Anglo contra dances and Pueblo community dances—with Pojoaque Pueblo teens.

**June 13, FRI** Santa Clara and San Ildefonso Pueblos: San Antonio feast day dances and opportunities to meet and eat with Pueblo families. Display of dance regalia at old Boys and Girls clubhouse at our campsite. Evening tours of Old Santa Fe.

**June 14, SAT** Las Golondrinas Living History Museum: day-long activities. Evening with a genuine cowboy, blacksmith, historian, author, friend of the Trail.

**June 15, SUN** Santa Fe to Rayado, NM: leaving Santa Fe, catch up with a pack of mules and learn to load and drive them, on the Trail at the Carson Ranch on the lands of Philmont Boy Scout Ranch. Camping at Philmont.

**June 16, MON** Philmont to Point of Rocks NM: climbing and exploring the streambed, and graves near Point of Rocks. Ghost stories around the campfire.

**June 17, TUES** Point of Rocks to Elkhart KS: stops at Trail sites and activities recalling Spanish and Mexican traders and trail hands (and maybe a dinosaur or two). Campsite at National Grasslands near Elkhart with activities jointly planned with National Grasslands personnel.

**June 18, WED** Grasslands to Lower Cimarron Springs: afternoon and evening with Jeff Trotman as "Jedediah Smith." Last campfire, with ceremonial leave-takings.

**June 19, THURS** Ulysses KS to Kansas City: one day's drive, with lunch stop. Activities in the vans emphasize skills for sharing stories with family and friends. Arrival at Kansas State School for the Blind about 8 p.m.

The teens are expected to return to with stories of the Trail, enthusiasm for the geography and adventures along the way, and confidence to share these stories. With the support and continued direction of the trail staff, the teens will share their enthusiasm for the Trail to classrooms of children and to gatherings of adults, especially Lions Clubs and senior centers.

## RENDEZVOUS 2008

(continued from page 1)

and will begin with Association Manager Harry Myers giving an overview of this year's Rendezvous theme. His presentation, "As the Wheel Turns," will show the evolution of freighting, spanning the years 1821-1880. Myers will discuss the different methods of freighting used and the factors that led to the change in freighting techniques.

Dr. Michael Olsen, retired professor of history at Pikes Peak Community College, Colorado Springs, and professor emeritus of history at New Mexico Highlands University in Las Vegas, will lead off with "Do You Know The Way To Santa Fe? The First 25 Years of Freighting on the Santa Fe Trail, 1821-1846." He will discuss the era of freighting when it was in the hands of independent businessmen, both American and Hispanic.

Olsen will later provide scholarly introduction for the 1931 Hollywood movie, *Fighting Caravans*. This film, with a Santa Fe Trail setting, is based on a novel by Zane Grey. It will be shown in the afternoon with discussion afterward. Dr. Olsen will do the same after dinner for the showing of the 1954 Hollywood movie *Jubilee Trail*, which is based on a novel by Gwen Bristow.

Dr. Leo E. Oliva, author, historian, and *Wagon Tracks* editor, will take on the next evolutionary period with "The Army's Attempts at Freighting during the Mexican War, 1846-1848." He will discuss how military freighting developed and with what success, the effects of Indian resistance, and the importance of this experiment by the military in the overall evolution of Santa Fe Trail freighting.

Dr. Susan Calafate Boyle, historian with the National Park Service, Santa Fe, New Mexico, will present "Hispano Culture and Transportation," explaining the crucial role that mules and muleteers played not only in the western United States but also in the development of transportation in the western hemisphere. Packing equipment will be of particular focus in this presentation.

Craig Crease, historian from Shawnee, Kansas, and consultant to the National Park Service will ad-

dress the "Boom Times for Freighting on the Santa Fe Trail: 1848-1866." He will discuss the social and cultural implications of the big freighting firms during their heyday as well as consider the business aspects and successes of these big companies.

Dr. David Clapsaddle, historian from Larned, Kansas, will address the final era of Trail freighting with "The End of the Trail: Railroads, Commission Houses, and Independent Freighters, 1866-1880." He will discuss the inevitable shortening of the Trail as the railroads expanded westward.

An exciting afternoon will be spent at Fort Larned National Historic Site on Saturday, September 20, with demonstrations showing the skills and crafts associated with freighting on the old Trail. Demonstrations will include horseshoeing, wagon wheel construction, blacksmithing, period cooking, and mule packing. The Fort staff also hopes to have available the various types of draft animals used on the Trail. Discussed will be the pros and cons of using horses, mules, or oxen. Several styles of freight wagons will also be available to view. Rendezvous 2008 will conclude with a retreat ceremony at the Fort and dinner in the Quartermaster Storehouse.

A new activity of the Santa Fe Trail Association to be held after dinner on Friday evening is a ceremony to induct notable historical figures into the newly-formed Santa Fe Trail Hall of Fame. The ceremony will be conducted by Dr. Michael Olsen, chairman of the Association's Hall of Fame Committee.

All SFTA members will receive registration materials for Rendezvous 2008 this summer. The target date for mailing is the first week of August. You may also register online, beginning in early August. For any questions regarding this year's Rendezvous, please contact the Santa Fe Trail Center at 620-285-2054 or <museum@santafetrailcenter.org>. We hope to see you there.

### SANTA FE HISTORY SOUGHT

A History Task Force Committee in Santa Fe is planning for the commemoration of the 400th anniver-

sary of the founding of the city. They are seeking manuscripts for a publication to be called "All Trails Lead to Santa Fe." An award of \$2,500 will be given to each author whose manuscript is selected for this anthology.

The following are some of the suggested topics for articles: American Indians and Santa Fe, Euro-American exploration and settlement, the Mexican period of 1821-1846, U.S. occupation and development, 20th century developments, key individuals in Santa Fe history, the many trails (El Camino Real de Tierra Adentro, Santa Fe Trail, Old Spanish Trail), the railroad, "Syncretism: Religion, Culture, Ethnicity, Beliefs," gender, and agriculture.

Essays are limited to 30 pages, must be original scholarly research based on primary sources, and must not have been previously published. Details for format, illustrations, maps, documentation, and preparation for printing if accepted may be obtained by contacting the committee at 505-986-1610.

### NEW WET ROUTE TOUR GUIDE

THE Wet/Dry Routes Chapter has prepared *A Self Guided Auto Tour of the Santa Fe Trail's Wet Route*. The tour which begins at the Zebulon Pike Plaza in Larned, Kansas, follows the Wet Route along the north bank of the Arkansas River to its south bend near present Ford, then northwest through Dodge City, and finally westward to the Caches where the Wet and Dry Routes merged early in the early historic period. The chapter has placed numerous markers along the Wet Route, 15 of which are included in the 73-mile tour. The modern-day traveler will be pleased to know that the entire tour is on hard-surfaced roads and that all of the markers are easily accessed from the roadside.

To obtain a copy of the Tour Guide, go to <www.santafetrailresearch.com> and link to "Wet Route AutoTour."

### MORMON BATTALION COMMEMORATION TREK

A commemorative reenactment of the march of the Mormon Battalion during the War with Mexico, 1846-1847, is being planned to march the same route from Iowa to California,

beginning July 2008 and ending February 2009. Volunteers are needed to assist in various ways. SFTA chapters and members along the route are encouraged to participate any way they desire. For detailed information, including an itinerary, visit [www.battaliontrek.com](http://www.battaliontrek.com)

## POST OFFICE OAK

### —LETTERS—

Editor:

I was flattered by the remarks made in the keynote address delivered by Dr. Marc Simmons in the February issue of *Wagon Tracks*. However, I beg to differ on a couple of points. First, no way was he suffering from "ineptitude" during our visit to Congressmen and Senators, pursuant to passage of our National Historic Trail legislation. He was just plain bashful. I would bring the delegation into the office of the representative, and in introducing my colleagues I would find Dr. Simmons out in the hallway. But when we arrived at the office of New Mexico's new Congressman, I went out into the hall and dragged our reluctant dragon into the inner sanctum. "Simmons? MARC Simmions?" asked the representative. And that's all he could talk about—how wonderful Marc Simmons is. The rest of us—chopped liver. But the slender young Congressman took the bait and ran with it, and I have always felt that it was because of the towering reputation of one Marc Simmons and the intercession of the interested Congressman that the bill passed so quickly. The young Congressman? Rep. Bill Richardson.

And there was an error of omission. Simmons and I share an admiration of Marion Russell. He once told me he would drive some 35 miles west of Trinidad on Colorado Highway 12, drive across a ditch and through a copse of woods to a little cemetery. There is Marion's grave. "Hi Marion," he would say, and proceed to bore her with details about the Santa Fe Trail. Several years after I had been doing the same thing, I learned that he had been doing it long before I started. It takes a special kind of nut to enjoy our wonderful old Santa Fe Trail.

Gregory M. Franzwa  
319 Nottingham Dr  
Tooele UT 84074

## LIVING LINKS

### —TRAIL CONNECTIONS—

Alice Anne Thompson, Editor

This column features current Santa Fe Trail Association members with ancestors who traveled, worked, and/or lived along the historic Santa Fe Trail. The purpose is to identify and highlight the stories of these members as well as their ancestors associated with the Trail, helping connect the Trail's past with the living present and celebrate the SFTA watchword, "The Santa Fe Trail Lives On!"

All members of SFTA who have ancestors associated with the old Trail are invited to contribute to the column and to share the stories of their ancestors and an update on the lives of their descendants. We hope to feature two "living links" in each issue.

Please consider the following format when submitting articles for "Living Links." Provide a few concise sentences to identify the history of your ancestor. This introductory section of the article should be based on the "who, what, when, where" formula. The main text of your article should provide a biographical sketch of the current member or family who are descendants of the Santa Fe Trail's historical characters. Follow a basic biographical or family story formula. Include a brief description of the member's current participation and special interests associated with the Santa Fe Trail. Be sure to include a current photo, which will be incorporated into the article when space allows.

Articles will be edited for style and available space. Please submit suggestions, articles, and photos to Alice Anne Thompson, 23714 Pondview Place, Golden CO 80401 or e-mail at [aatwest@comcast.net](mailto:aatwest@comcast.net). The deadline for the next issue is July 1.

The first column features two well-known SFTA ambassadors, Faye Gaines from New Mexico and Jane Mallinson from Missouri.

#### FAYE GAINES

SFTA Ambassador Faye Gaines of Point of Rocks Ranch on the Santa Fe Trail near Springer, New Mexico, is president of the Corazón de los Caminos Chapter of the Santa Fe Trail Association. She served many



years on the SFTA governing board as a director from New Mexico.

Faye is the granddaughter of Isaac Griffith who owned a ranch near the "Military Route" of the old Santa Fe Trail. Isaac, of Welsh descent, was born in 1883 in Chillicothe, Missouri. In 1913, after having traveled and worked through Kansas, Nebraska, and Oklahoma, he became a homesteader in the Kiowa Valley in Colfax County, New Mexico. Isaac married Eunice Ellwood from Highland County, Illinois. Together they produced cash crops, usually hay and beans, and also raised cattle.

Isaac loved the land and the history of his property and transferred that love of the land to his descendants. Faye remembers her early childhood when she walked barefoot over the swales of the old Santa Fe Trail while visiting her grandparents on their property. She heard many tales about the Santa Fe Trail and inherited a love of history and the land that remains to this day.

Isaac and Eunice had a son, Charlie, born April 14, 1900. He later married Pearl Sever (b. 1906) from Cupid, Oklahoma. They had two girls, Faye who was born April 8, 1927, in Raton, New Mexico, and June who was born in 1930.

Faye attended grammar school in the Kiowa Valley and Springer High School. She loved her teachers, but recess even more. At the age of 17 she met and married Garrett (Pete) Gaines who was from Texas. Their marriage was interrupted for 18 months because of World War II. Pete was a "tanker" during the horrific times of the Battle of the Bulge in Belgium. After the war, Pete and Faye purchased the Gaines family



**Faye & Pete Gaines at the dedication of the Isaac Allen marker at Point of Rocks Ranch, 1992.**

property located near Springer, New Mexico. This property also holds Santa Fe Trail ruts and the famous New Mexico "Point of Rocks," a well-known geological marker for freighters heading for Santa Fe over the Cimarron Route of the Santa Fe Trail. It is also considered by many historians to be the vicinity of the infamous White Family massacre, which took place in 1849.

Pete loved the land and its history. He enjoyed reading and being with his family. Faye and Pete were blessed with a marriage that lasted 54 years. They are parents of two wonderful children, Gary, born April 28, 1946, and daughter Letha, born July 26, 1950.

Son Gary, was a typical cowboy, who thrived living the simple life on the land. He also valued a good pair of boots and a reliable truck. Gary helped work his parents' ranch while his father was in failing health. Pete died March 23, 1999.

Since the death of her husband, Faye has continued the family tradition of stewardship of the land and its history. With the help of her son Gary, she managed the ranch, protected the Trail swales, and guarded over eleven unmarked graves that line the path of the old Santa Fe



**Entrance gate at Point of Rocks Ranch.**

Trail. Unfortunately, Gary died in 2007. Since then she has partnered with her daughter Letha, family friends, and her grandchildren to continue the tradition of stewardship.

She remains an active member of the Santa Fe Trail Association and is serving her third term as President of the Corazón de los Caminos Chapter. She is also interested in genealogy and recently earned membership in the DAR. She discovered that one of her ancestors was a drummer boy during the American Revolutionary War.

Faye is dedicated to the Santa Fe Trail Association's goals to "promote, protect, and educate" people about the land and its history. She has welcomed many researchers, school groups, and interested visitors to see her ranch, the Trail ruts and swales, and to view "Point of Rocks." She encourages all visitors to walk directly in the tracks made by thousands of wagons that passed through the area. She wishes more school groups and locals would visit the ranch which always has the gates open. She also hopes that more SFTA members and residents of Springer will take a more active role in preserving and promoting the history of the area.

Faye enjoys her grandchildren. Letha's daughter Tami and her husband Eric Clay live in Clayton, New Mexico, and travel twice a month to visit and help out. Letha's other child, Shawn, lives in Socorro, and frequently comes to help Faye conquer her computer issues. Gary's daughter, Victoria, serves in the US Air Force and is stationed in Germany. Gary's son, Troy (Garrett Gaines III), has three children, which makes Faye a great-grandmother. The values fostered by her grandfather Isaac Griffith, father Charlie Griffith, and husband "Pete" Gaines are well and alive

through the dedication of Faye Gaines. Many thanks and congratulations to the Griffith-Gaines families of New Mexico, living links to the Santa Fe Trail.

#### **JANE MALLINSON**

*[Special thanks to Anne Mallinson for providing portions of the following information.]*

SFTA Ambassador Sarah Jane Short Mallinson has devoted a lifetime working to preserve and promote the history of Missouri, westward expansion, and frontier trails (including the Oregon, California, and Santa Fe trails). Jane, like many others, inherited her interest in history.

As a child growing up in Independence, Missouri, Jane loved hearing the stories of early Missouri, the American West, and the Short family. Her great-grandfather, Charles Washington Short, was a freighter who hauled goods across the Santa Fe Trail from Independence to New Mexico. Sometimes he was awarded contracts that involved hauling military supplies to the forts along the western sections of the Trail. He also delivered wagon loads of peach tree bundles that were planted in Santa Fe and Albuquerque. The peach orchards could still be located decades later when his grandchildren visited the cities.

The Civil War interrupted Short's freighting business. In August 1863 he witnessed flames and smoke coming from the town of Lawrence, Kansas. He refused to allow his men to leave their camp and return to Lawrence. He knew that the men working with his wagon train lacked the resources and military experience to stop the 400 "bushwhackers" led by William Quantrill, who were burning and looting the town. He moved his men to a safer camp. Charles Washington Short survived the Civil War and continued trailing freight for several years.

After the Civil War, Ellis Short (Sr.), the son of Charles Washington Short was eager to follow in the paths traveled by his father. He began a brief but adventurous career carrying mail for the Pony Express. He was terrified of the Indians who chased him and reported that he thought his young age was the primary reason they spared his life.

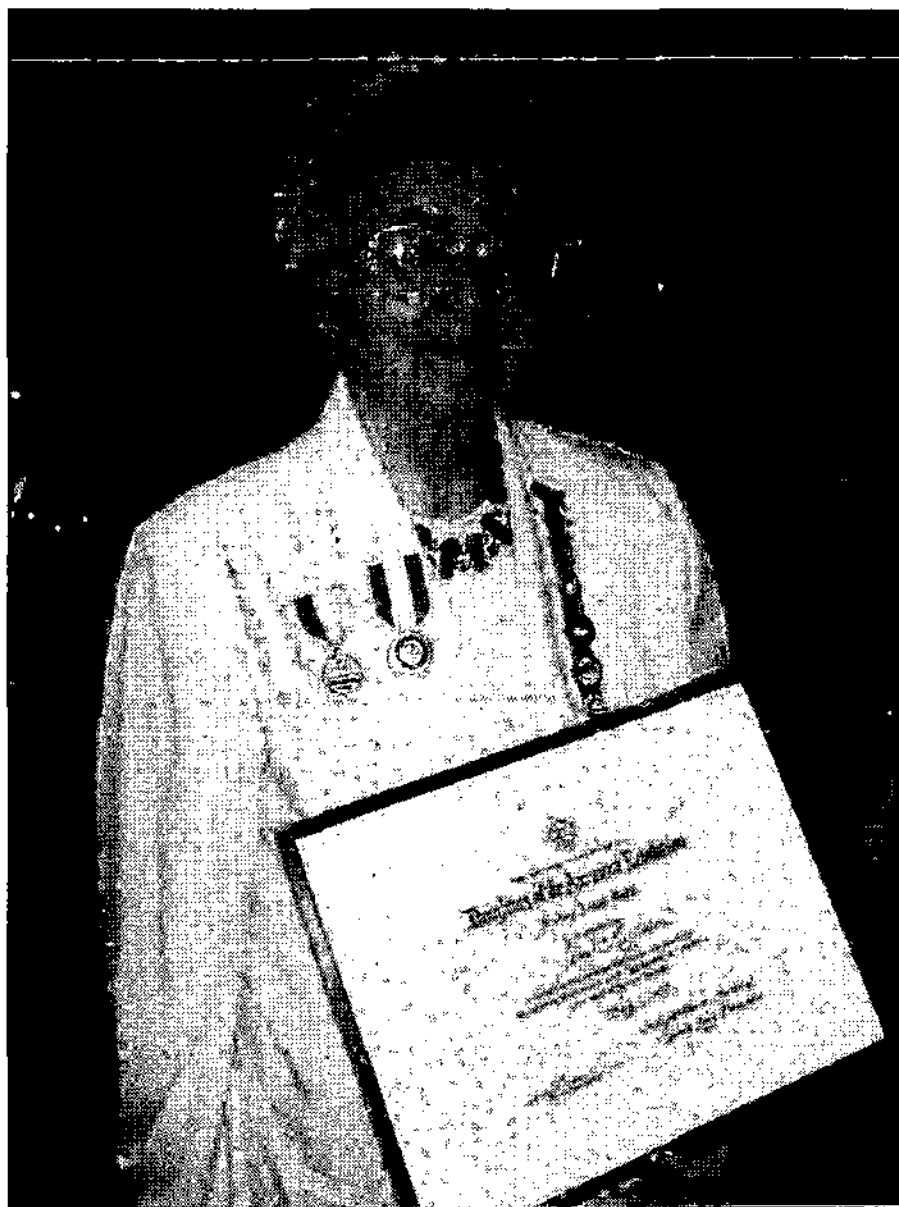
Later, Ellis Short (Sr.) founded a lumber company with Englishman William Russell Pickering. The lumber company stretched from Missouri to Texas and provided rail ties for the Atchison, Topeka and Santa Fe Railroad. Later, Short sold his interest to Pickering. He married four times and Ellis Short (Jr.) was the last born from his fourth marriage.

Meanwhile, another Short family member was also making history as a professional surveyor of Kansas. Captain Oliver Francis Short practiced his profession for the Union during the Civil War. Afterward, Captain Oliver Short was awarded several contracts by the state of Kansas to survey the state's southwestern counties. In 1874 state contract number 382 assigned him and his team the responsibility of surveying the section and townships of present Meade County. He took his teenage sons, Truman and Harold, with him so that they could learn to handle the survey compass.

On Monday, August 24, 1874, Harold was left in camp to help placate rivalries between different work crews. He was very lucky. That afternoon, Captain Oliver and his son Truman, along with four other members of the survey team, were working the section lines in Township 33 South, Range 28 West of the Sixth Prime Meridian. They were near the site known as Lone Tree, along Crooked Creek. They were ambushed by a band of renegade American Indians, later thought to be Cheyenne. Despite the valiant efforts of Captain Oliver to save his men and his son, no one of the survey party with Oliver Short survived. Those in camp were not harmed. Later, soldiers from Fort Dodge buried the men in a mass grave. In December, a deployment of soldiers from Fort Leavenworth came with metal caskets and moved the remains to cemeteries in Lawrence, Kansas.

In 1924, 50 years after the "Lone Tree Massacre," a memorial service was held at the site. Harold and his sisters were present. A marker was placed at the site and can be seen one mile west of the present town of Meade on Highways 54 and 160.

The stories about the Short family were passed down to Jane by her father, Ellis Short, Jr. But young Jane,



**Jane Mallinson receiving one of her many awards, this from the DAR.**

the second of three children from the marriage of Ellis, Jr. and Mabel Oleda, was not only learning about history, she was also living it.

One of her neighborhood friends was Margaret Truman whose father was, then, Missouri Senator Harry S. Truman, who was just beginning to gain national prominence. When Senator Truman became vice-president and, later, president, Jane's small-town home of Independence, became central to world-changing developments. Jane began collecting newspaper clippings to preserve a record of the events and personalities that impacted her home town. To the present, Jane has continued the practice of preserving newspaper clippings reporting on historical events and personalities, especially those related to the history of Jackson County, Missouri, and westward trails. Her house has developed into an archive that she generously shares with those interested in primary source documents.

While Jane was attending Metropolitan Community College in Kansas City, Missouri, World War II erupted. She recalls the day after the attack on Pearl Harbor when young men began cleaning out their lockers. Later many of those young men enlisted in the military and went off to war in Europe, the Pacific, or both. It was during the war years that Jane married her high school sweetheart, John William Mallinson, Jr. They lived on land that was first a

dairy and later a cattle farm. They have been married 63 years and have six children: Dana, Anne, Laura, John III, Matt, and Donald.

Marriage to John Mallinson brought another branch of family history into Jane's life. John's grandfather was Abraham Mallinson. During the Civil War, Abraham was with the 6th Kansas Cavalry and ranged through Kansas, Oklahoma, and Missouri. Following the Civil War, Abraham led herds of horses and mules across Kansas into Colorado. He never abandoned his love of horses and his descendants carried forward the legacy. In 1988, for example, his great-granddaughter, Anne, traveled horseback much of the Trail from Arrow Rock to Santa Fe (see her book, *Mulberries and Prickly Pear*, available from the Last Chance Store).

In addition to raising and herding horses and mules, Abraham Mallinson bought bottom land downriver from the Wayne City Landing site, an early port where goods were hauled up the banks and placed in wagons bound for the West. After flooding, the Mallinson family moved to land closer to Independence where the family lives still. It is a Missouri Century Farm.

Jane and John Mallinson live in an area surrounded by rich history. Jane is in great measure responsible for the preservation and promotion of much of that history. In Jackson County, Missouri, historians researching the American West, are advised to just "ask Jane," and she will provide the material. Historians can use her lectures, articles, or the educational video, "Petticoat Pioneers," one of the first documentaries related to women of the West. Her accomplishments are well known and greatly appreciated. She has been recognized for her efforts to preserve and share American history from President George W. Bush and the DAR, at the national level, to being named Board Member of the Year by the Missouri River Outfitters Chapter of the Santa Fe Trail Association of which she is a charter member. Thanks to citizens like Jane Short Mallinson, the history of Jackson County, Missouri, and the stories of the men and women who headed westward along the Santa Fe Trail, "live on."

## THE MEMOIR OF JUAN CRISOSTO ROMERO, 1838-1912

Introduction by Mike Olsen

IT is not every day that you meet someone whose grandfather was born in 1838 – and fought in the Civil War, serving under Kit Carson! And accompanied George A. Custer to the Black Hills! Such is the case, though, with my neighbor in Colorado Springs, Carol Romero Matson.

The grandfather in question was Juan Crisosto Romero, born in Seboyeta, New Mexico. Did I mention that Mr. Romero also traveled the Santa Fe Trail, in 1864? Fortunately for us, he dictated the following short memoir in 1909. It is printed with the permission of his grandson, Mr. Ralph Harrity.

Mr. Harrity has extensively edited this memoir and privately printed his study, a model of genealogical research in which he exhausts all pertinent church records, local and state vital statistics, military documents, and important secondary sources. He provides context for Juan Crisosto Romero's varied experiences, such as his enlistment in the New Mexico Volunteers and engagement in the Battle of Valverde, his employment with a Santa Fe Trail "bull outfit" from Fort Union to Kansas City, his timber and cattle contracts with the U.S. Army in Nebraska and Wyoming, and his railroad, mining, and hotel ventures in the Black Hills. Juan Crisosto eventually married, in 1891. He and his wife had ten children, the last born in 1911. He died in 1912.

This memoir will not change our understanding of the history of the Santa Fe Trail, U.S. Army relations with American Indians, or of any major developments or personalities of the era. In some ways, that is what makes it attractive. It is the record of a life lived. It reveals how a young man from New Mexico made his choices and experienced the opportunities offered him in the last half of the nineteenth century on the Great Plains. Not to put too fine a point on it, Mr. Romero is an "everyman" for his time and his place.

The Santa Fe Trail Association thanks Mr. Ralph Harrity and Ms. Carol Romero Matson for the chance to publish this memoir. There are factual errors in the memoir, espe-

cially dates, not noted here but which Mr. Harrity has addressed.

### Juan Crisosto Romero His Spoken Memoir

I was born February 13, 1838, at Cebolleta, currently known as Seboyeta, Valencia County, Department of New Mexico. I joined the United States Army for service in the Civil War, September 11, 1861, being then 21 years of age. I received an honorable discharge on March 11, 1862, after slight service. I then went to my home in Seboyeta, New Mexico, and stayed there two years. In 1864 I went to fight the Apache Indians in Arizona, General Nelson Miles being my commander. Coming back from this expedition we went to Fort Wingate, New Mexico, and thence to Fort Union.

I then hired out to a bull outfit en route to Kansas City, Kansas. Arriving there I left the outfit and went to Lexington, Missouri, and worked in the timber for a while. Quitting this job, I walked up the Missouri River to Fort Leavenworth and stayed there all winter. In the spring I took passage on a steamboat to Nebraska City, Nebraska, and hired out to a freighting outfit to Fort Laramie, Wyoming. We had lots of trouble with the Indians on the road. Before we got to Fort Julesburg, four men had been killed. We arrived at Fort Laramie in August, 1866. Here I hired out to a trading company owned by Bullock and Ward.

While I was working for this company, some Sioux Indians came to the Fort and stole two yoke of cattle belonging to John Lee who was cutting telephone poles for the government. Lee came to the Fort and called for help. I and a Frenchman named Barrett went out with a company of cavalry. We caught up with the Indians fourteen miles from the Fort. They were at Rawhide Buttes, a piece of country called Government Farm. They were camped and roasting the meat of the stolen oxen.

We surrounded them and had quite a fight for three hours. Four Indians were killed and two soldiers

wounded. During the fight I was standing near a sergeant and I noticed him drop an Indian amongst a patch of willows. When it was over we went to where the Indian lay. The bullet that killed him lodged in a cottonwood tree nearby. I took the bullet and the Indian's hunting knife and kept them.

That fall I went to work for Line, Fletcher and Co., who furnished beef to the soldiers at Fort Laramie. One morning, Charles Herman and I were driving a herd of cattle to the Fort when we were surrounded by Indians. We fought all day until dark. They killed Charlie and both our saddle horses. I was wounded in five places: twice in the left arm, twice in the right leg below the knee, and once in the right chest. They didn't get me because I lay between two dead horses. Every time they closed in I raised up on my good arm and kept them off with my six-shooter.

The Indians left sometime during the night. When all was still, I started to Bates Fork, a small stream about two and a half miles away, where a ranch house was being built. I reached the house early in the morning. No one was there. The people had gone to Cheyenne, I learned afterward. About five hundred yards from the house was the road between Fort Russell and Fort Laramie. When I reached this road I could go no farther. I didn't expect to live much longer.

I lay in the road until nine o'clock, when the paymaster from Fort Russell, along with an escort of cavalry, picked me up. They took me to the Fort Laramie Hospital. The doctors said my chances were pretty slim. But I pulled through in fine shape.

On getting well, I hired out to the quartermaster and went with a mule outfit to Fort Phil Kearny, arriving there on Christmas Eve. The day before, 94 soldiers had been massacred near the fort. Our company gathered up the dead, a doctor's dog was the only survivor, and hauled them to the Fort and buried them in a long trench. This was in 1868. I stayed at Fort Phil Kearny one month and went back to Fort

Laramie, and again went back to Fort Kearny taking goods to the Crow Indians.

That fall I bought a horse and pack mule and spent the winter killing game and selling it in Cheyenne. Late in the winter I took sick and lay in my cabin at the head of a creek called Chog for three months. Getting well, I went to Fort Laramie, bought some horses, and went to work putting up wood for the government. Two days before New Year's, the Indians stole my horses (nine). I then went to Fort Fetterman and stayed there until spring. I stayed at Fort Laramie until 1873.

That fall I went placer mining in the Sweetwater country. I got my supplies from two sisters who owned a road ranch on Little Portage Creek. The last time I went there I met their hired man a half mile from the ranch. He said the house was surrounded by Sioux Indians. We went back, fired a few shots at them and they left. Going into the house we found one of the women dead and the other nearly so. She died in a few minutes. I rode to Fort Washadee and reported what had taken place. A company went in pursuit of the Indians. I stayed at the Fort and made hay for the government.

In the fall I went back to the Sweetwater mines, and then went down the river to Fort Fetterman. On this trip I slept in the daytime and traveled at night. The Indians were very numerous and hostile. This was in 1875. From Fort Fetterman I went to Camp Sheridan and joined General Custer's expedition going to the Black Hills. We started from Spotted Tail Agency and crossed the Cheyenne River at the head of the Bad Lands and followed Elk Creek to the Hills. We traveled southwest across the Hills crossing many little streams, on one of which there was a placer mine operated by a Frenchman. He was one of the first miners in the Hills. The steam was named French Creek after him. We followed French Creek to the present site of Custer City and camped there two weeks. From there I went to Fort Robinson. Clar Deer, an Indian trader, hired me to take a dispatch to Fort Laramie, 95 miles from Fort Robinson.

From Fort Laramie I went with General Crook driving a team to Fort Reno on the Powder River. I went back to Fort Laramie and contracted chopping wood for the government. This was the spring of 1877. For a time I hauled freight from Sidney, Nebraska, to the Pine Ridge Agency with my own team. After this I freighted for a year between the North Platte River and Fort Robinson. In 1878, I helped Lieutenant Robinson move the Indians from the Red Cloud Agency to the forks of the White River. After this I camped near Fort Sheridan, working at odd jobs until 1879.

I then went to Sidney, Nebraska, and happened to be there when President Garfield passed through on a trip to California. For a while I freighted with my team for the government, hauling sawmill machinery from Sidney to the Pine Ridge Agency. In 1881, I went to Fort Pierre and hauled freight continuously to the Black Hills. In the spring of 1887, I went to Douglas, Wyoming, and tried railroad contracting, building grade. In starting, I had ten mules and horses. At the finish, I sold all to pay the men. I then went to the Black Hills and worked on the railroad being built into Deadwood.

I located in Whitewood, South Dakota, in 1891 and married Edith Sheets. We tried the hotel business unsuccessfully. I placer mined for several years on Whitewood Creek.

I am now 71 years of age and father of nine children, the oldest, Mildred, being dead. This is just a summary of what I can remember of my life. I have forgotten most of the incidents and dates.

## 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.

When I was a student at Doane

College, I studied with Stanley J. Solomon as an English major. I came to own *Kansas Renaissance*, edited by Solomon and Warren Kliever (Coronado Publications, 1961). Not too long ago I took the book off the shelf and began reading to discover this poem by May Williams Ward.

May Williams Ward edited *The Harp*, a poetry magazine which began in 1925. She was also the poetry editor of *Kansas Magazine* and the book editor of the *Wellington Daily News*. She wrote many books, among them, *No Two Years Alike* (1960); her poetry volume, *Double Rhythm*, was assembled by her own hand for *Poetry* magazine editor Harriet Monroe in 1929, complete with woodblock prints of her own construction. Thus, it seems certain that she was part of the American poetry renaissance begun by Harriet Monroe in 1912.

The current Kansas Poet Laureate (2007-2009), Denise Low, is writing a book about Ward. *WT* readers can read more poems by Ward by using Blue Skyways, a service of the Kansas State Library <<http://skyways.lib.ks.us/poetry/seesaw/index.html>>. Her papers are held at the Wichita State University Library, and The Kenneth Spencer Library at the University of Kansas in Lawrence holds some correspondence and manuscripts. Washburn University's Center for Kansas studies also presents her in its Historical Bibliography. She won the Poetry Society of America Award for a series of poems entitled "Dust Bowl" which was then published in the *New York Times*.

In this poem she celebrates water on the prairie, crossing time to the present moment, the real experience of trail travelers, captured in words.

### Old Spring at Independence

by May Williams Ward

No living man remembers when  
This was not cherished.

Perhaps Harahey scooped it up  
In coppery palms, or his squaws  
dipped in

A thick clay pot or a mussel shell  
Brought here from the river.

French furtraders drank here too  
When they parleyed with the Indians.

Rim of the spring was dust and  
mud

When the Santa Fe trail passed by  
it;

When cedar pails and dippers of  
gourd  
And fine china cups from Boston  
Took turns with canteens filled by  
troops  
Who guarded the covered wag-  
ons.  
The spring still wells up cold and  
clear.  
Today as it was in the old days,  
We dip in our picnic paper cups.

## PAWNEE RIVER, A DIFFICULT CROSSING

by David K. Clapsaddle

[SFTA Ambassador Clapsaddle is president of the Wet/Dry Routes Chapter, which has placed many markers along the chapter's section of the Trail.]

THESE quotations were gathered for the interpretive markers placed on the Pawnee River.

1.  
The records are replete with refer-  
ences to difficult crossings on the  
Pawnee River, often known as  
Pawnee Fork.

One such fording occurred in 1844  
when a Bent-St. Vrain caravan was  
held up by high water for nearly a  
month. Detained at the same time  
was Rufus Sage who wrote,

*On April 23, having arrived at  
Pawnee Fork, we were obliged to re-  
main some four weeks before a ford  
could be effected, but the dense herds  
of buffaloes that thronged the vicinity  
abated somewhat the annoyance of  
delay.*

Rufus Sage  
May 21, 1844

Later in the same year, a caravan  
captained by Samuel Owens experi-  
enced a troublesome crossing.

*The second day after, we arrived at  
Pawnee Fork, and, as the crossing  
was very difficult, we concluded to  
turn out, repair the road, and pre-  
pare for crossing the next morning.  
The east bank must be from twenty to  
thirty feet above the water and very  
steep - so much so, that we were com-  
pelled to lock both hind wheels, hitch  
a yoke of good wheelers to the hind  
axle, and all the men that can be used  
to advantage to assist in holding  
back and prevent the wagon from  
turning over. Even with all these pre-  
cautions, accidents frequently hap-  
pen, and the descent is so rapid the  
teams get doubled up and oxen run*

over.

*The next morning we began cross-  
ing; and when the wagons were about  
half across, one of Wethered's wagons  
turned over into the stream. The west  
bank was steep but not so high as the  
east one. Yet we had to double teams  
to get out and make a short and very  
difficult turn up the stream; so the  
wagon fell into deep water, and bot-  
tom up. All hands took to the water  
and in two or three hours succeeded  
in getting dry goods and wagon to  
camp on the opposite bank. The next  
two days were spent in opening the  
goods, and spreading them on the  
ground to dry, repacking, and load-  
ing up.*

James J. Webb  
September 1844

2.

In the summer of 1846, several de-  
tachments associated with Colonel  
Stephen W. Kearny's Army of the  
West arrived at the Pawnee River en  
route to Santa Fe at the onset of the  
Mexican War. Kearny's main force,  
Lieutenant William H. Emory's to-  
pographical engineers, and the Mor-  
mon Battalion all experienced diffi-  
cult crossings.

### Kearny's Main Force

*The river, swollen by recent show-  
ers, was impassable. Col. Kearney,  
however, with his accustomed en-  
ergy, determined not to delay. He  
therefore, caused trees to be felled  
across the deep, rapid current. This  
was the labor of a day. On the trunks  
of these trees the men passed over,  
carrying with them their sick, arms,  
accoutrements, tents, and baggage.  
In this manner the principal loading  
of the wagons was also transported.  
Our animals were forced to swim the  
stream. The wagons, the bodies be-  
ing made fast to the running gear,  
were next floated across by means or  
ropes attached to them and hauled  
up the hill by manual power. This  
immense labor having been accom-  
plished without serious accident or  
loss, on the 17th Col. Kearney put  
his whole column in motion.*

John Taylor Hughes  
July 17, 1846

### The Topographical Engineers

3.

*Today we commenced crossing our  
camp and before 11 (o'clock) every-  
thing was safe on the south side of the  
river. Although our raft had lost*

*much of its buoyancy by its becoming  
waterlogged, it had been built of the  
driest timber that we could find, for  
the elm and box elder, the only wood  
here, has when green a specific grav-  
ity but little less than that of water.  
Our wagon body was used as a deck  
to distribute the weight more equa-  
bly. A rope was stretched across on  
which a noose could slide; this noose,  
being attached raft, prevented our  
craft being swept away in case the  
stretched cable should break. This  
precaution proved most wise, as the  
rope did break, but the knots upon it  
prevented the bridge from sliding off  
and our craft swung round into an  
eddy comparatively calm.*

Lt. James W. Abert  
July 16, 1846

### The Mormon Battalion

*On the evening of the 9th we en-  
camped on a stream known as  
Pawnee Fork, the crossing of which  
was very difficult and occupied some  
time. Each wagon had to be let down  
the bank with ropes, while on the op-  
posite bank from twenty to thirty men  
with ropes aided the teams in pulling  
the wagons up. The water was  
muddy, very much like that of the  
Missouri River.*

Sgt. Daniel Tyler  
September 9, 1846

### FREMONT AND THE PAWNEE RIVER

4.

In July, 1845, Captain John C. Fré-  
mont crossed the Pawnee River near  
this point. Leaving the Santa Fe  
Trail, he led his company westward  
along the Pawnee to its headwaters.  
There, he turned northwest to the  
Smoky Hill River and continued  
west following his 1844 route  
(though in reverse) to the Arkansas  
River twenty-five miles below Bent's  
Fort.

The route west along the Pawnee  
was used at an earlier time as de-  
scribed by Joseph Brown, surveyor  
with the 1825-1827 U. S. Surveying  
Expedition.

*From this point some travelers  
prefer to continue up on the south  
side of this creek for some distance  
then crossing it several times, con-  
tinue westward crossing the head wa-  
ters over to the Arkansas.*

This brings the number of inter-  
pretive markers placed by the chap-  
ter to 33.

## JULIUS FROEBEL'S WESTERN TRAVELS, PART I

**J**ULIUS Froebel, 1805-1893, was a German geographer, geologist, professor, and politician (a nationalist and socialist). He was the nephew of philosopher Friedrich Froebel who developed the idea and established the first kindergarten in 1837.

Julius was a leader in the revolutionary movement of 1848 and was a representative to the national assembly that met in Frankfurt. After the revolution was crushed, Julius escaped execution and came to America. From 1850-1856 he traveled extensively in Central America and portions of western North America. He returned to Germany in 1857 under terms of amnesty and published a book of his travels, *Seven Years' Travel in Central America, Northern Mexico, and the Far West of the United States*. This book was translated into English and published in London in 1859. So far as can be determined, it has not been reprinted.

The volume is divided into three parts: Book I, Rambles in Nicaragua, Upper Mosquitia, and on the Shores of the Gulf of Honduras; Book II, Journey from New York by Missouri to the North of Mexico; Stay at Chihuahua, and Return Through Texas; (including a trip over the Santa Fe Trail), and Book III, Journey from the Coast of Texas, and Through the District of the Gila and Colorado, to San Francisco, Residence There, and Return.

Froebel's account of travel over the Santa Fe Trail and into Chihuahua in 1852-1853 is a rare item today. Prices for copies of the English edition range up to \$2,000. His observations, commentaries, views of American society, and travel experiences deserve a wide audience. The contents of Book II are reprinted here and in following issues to make his story available to interested readers.

### Book II

In the spring of 1852 I made the acquaintance of Mr. Samuel Kaufmann, of the firm of Messrs. Mayer and Co., trading with Chihuahua, who invited me to accompany one of the transports of the Firm from Missouri to Chihuahua. The back wilds of the North American Continent, still traversed by Indians, are

even at the present day so unsafe and inhospitable for travelling that it is impossible to cross them except in parties; and a person who has not the means to equip an expedition himself is obliged to join some other caravan. I here met with an opportunity of this kind, with pleasant companions, and readily joined the party. Our caravan, which was to start from Independence, on the Missouri, consisted of eighteen or twenty waggons, each drawn by ten mules, with the requisite number for relays, and the complement of drivers, muleteers, &c. The whole party was under the conduct of a second partner of the Firm, Mr. H. Mayer.

The State of Chihuahua, which is the farthest one in Mexico from any sea-port, has for a long time received the chief part of the merchandize connected with its trade by route through the interior of the United States – the so-called Santa-Fé road. On a first glance at the distances upon the map, this appears scarcely conceivable; but the fact is explained when the attending circumstances are known. The extraordinary facility of the transport by railways, canals, and steamers on the rivers in the United States from New York to the Missouri – the natural facilities of the roads through the prairies west of that river – the cheapness of journeying in this country, where the feed of the draught cattle costs little or nothing – the bold spirit of enterprise, and the skilful management of the transport in the United States – lastly, the origin of this intercourse from the pedlar-trade on the frontiers and the traffic with the Indians – have for some time given to this route, although about six times the length of the distance of Chihuahua from the nearest Mexican port, a preference to the transport on beasts of burden over the difficult passes of the mountains of Mexico, with the indolence and timidity of the Mexicans. Of late years, however, these commercial relations have undergone a change. The North Americans have begun to prefer the much shorter journey by Texas to the Missouri route, as the rapid advance of the colonization of Western Texas enables the traders to provide them-

selves here with draught-cattle and provisions for the journey to Northern Mexico; and the Mexican Government under Santa Ana, by raising the import dues, and enforcing them strictly on the United States frontier, while facilitating the importations through the sea-ports of the country, enabled the merchandize brought to Chihuahua from the south by the interior to be sold cheaper than that carried to El Paso across the frontiers, either from the Missouri or Texas. At the time, however, to which my narrative refers, this change had not yet been effected; and the caravan with which I travelled still preferred the longest of all possible routes. The merchandize sent by railway and steamboat to the Missouri, was loaded on waggons at Weyne [Wayne] City (near Independence), and was thus conveyed to New Mexico, and down the Rio Grande to El Paso, where it passed the frontier, and thence to the town of Chihuahua. El Paso was at that time the only place of entry on the Chihuahua frontier. The Presidio del Norte, further south on the Rio Grande, has since been added as a second, and the road through Texas has thus acquired a decided preference.

These commercial expeditions through the interior of the Continent are attended by considerable danger to life as well as property, and great personal courage and perseverance are required to bear the fatigue and privations attending them. It is the more surprising to find German Jews taking a prominent part in this commerce, and exhibiting a fearless courage rarely attributed to the Jewish nation.

In company with Mr. H. Mayer I started from New York on the morning of the 16th of June; the steam-ferry conveyed us over the North River to Jersey City, where we took the train for Dunkerke on Lake Erie. The railway is constructed in the bold and careless manner peculiar to the North Americans. We were swept along on rails laid down upon the edge of steep mountain declivities, or round projecting rocks, through the wooded and mountainous country. The air was close, and the rocking and shaking motion of

the carriage, together with the dust and heat, extremely fatiguing. The country, however, offered a refreshing aspect; for some distance the railway runs at a considerable height along a mountain ridge, with views alternating right and left into the wooded valleys. From the Delaware to Lake Erie the country increases in beauty: the railway runs through green valleys, richly watered by rivulets, between beautifully wooded hills. The pine forests prevailing on the Delaware give way to a different class of trees, and only a hemlock-fir or white pine, here and there, stands amidst oaks, maples, locusts, and other trees of foliage. On the meadows and clearings stand new houses, singly or in groups, indicating the first lines of streets in towns still to be built. Everywhere the natural wealth of the country and the active industry of man were to be seen. We travelled over the last portion of this road in the night, and embarked at Dunkerke on Lake Erie for Cleveland.

The night on the lake was tranquil and pleasantly cool. In the morning we coasted the shore, which is flat, covered with wood, but cleared in many places. Here and there stands a single house. Most of the farms of this country are situated somewhat inland, and are not visible from the water. Early in the morning we reached Cleveland.

The site of this town on the high bank of Lake Erie is uncommonly fine; but we were not allowed to stop there. On landing from the steamboat, we immediately entered the railway carriages; in a few minutes we were out of sight of the town, and proceeded without stop through the forests of Ohio.

In this section the traveller has an opportunity of seeing the whole beauty of North American forest scenery. The grouping of the masses, and the varieties of form and colouring, are endless, and often present the most beautiful effects, in which the tall and slender elms, with their thick and yet light foliage, are prominent features.

An accident deprived me of even a passing view of a great part of the State of Ohio. Between La Grange and Wellington, shortly before our arrival, a collision of two trains had happened. The wreck presented a

picture of the fearful effects of velocity, — an immense heap of *débris* of smashed carriages. Whether any lives were lost I could not ascertain, and the passengers in our train talked of nothing but the disagreeable delay caused by the accident; — this seemed to be their only care. It was impossible to wait for a clearance of the track; we had therefore to get out and walk to Wellington, at no great distance, and there await a train from Cincinnati, to exchange its passengers with our train, and take us to that place. Meanwhile a great storm came on. The rain poured down in streams, and compelled the passengers, three to four hundred in number, to remain crowded together until eight o'clock in the evening in a small room, — the only one in which we could obtain shelter. The rest of the route was travelled in the night, and during incessant torrents of rain we reached Cincinnati at daybreak.

We were obliged to remain four days in this city. Various matters of business connected with our journey had to be transacted, and Mr. M. intended to be married here. In the United States this ceremony, with all its preparations, can be performed in half an hour, and to devote a whole day to it would be a waste of time. But the lady was to accompany her husband on the long and arduous journey to Chihuahua, and might therefore claim a few days. The stoppage gave me an opportunity to see the city and its environs. The hill at the foot of which Cincinnati is built commands a splendid view over the city, over the valley of the Ohio, and the surrounding hills. It reminds me somewhat of the valley of the Neckar; but the country around Cincinnati is on a much larger scale, and the more luxuriant trees of this region give it a more southern character. The tall elms on the other side of the Ohio give the town of Covington quite an aristocratic appearance. On this side Cincinnati branches inland, into all the little valleys or defiles between the hills which enclose the chief valley; while at the same time the city rises on the side of them, and — with some detached houses in the finest situations — even reaches the top of the elevation. The hills on this side are more considerable than those on the Kentucky side; and,

while the latter are wooded, groups of trees are scattered over the former on a kind of lawn, or around the country-houses, commanding the most beautiful points of view. These hills seem formed for the growth of the vine, and the vineyards here and there complete a certain European aspect, which appears to me to distinguish Cincinnati from other American towns.

In the afternoon of the 23rd we left Cincinnati. The rainy weather obliged us to remain in the cabin of the steamboat, in which we had taken a passage to Louisville. In the evening I went on deck for a moment. The boat, like all the western steamers, was one of those large and elegant, but unsolid edifices, in which the motion of the machine and of the water is felt throughout the whole structure. The planks of the deck bent under my footsteps, and the whole woodwork of the vessel shared the motion and trembling of the river waves. It seemed as if it must have gone to pieces every instant.

Early the next morning we reached Louisville, and on the following day embarked for St. Louis. It was the 25th of June, and it may not be uninteresting to mention that in the morning we breakfasted in the saloon with a fire. The sun's rays were hot, but the air was chilly in the shade. Our voyage lay the whole day between wooded hills, horizontal limestone strata cropping out here and there. Alternately right and left lay a beautiful plain on the concave side of the river bends. We occasionally passed some commencement of a village, consisting of a few houses, or a single house, with a small plot of cultivated land. The shores were generally wooded. Oaks and elms, with occasionally pines, appeared to be the predominant trees. The next morning we had before us flat shores, with groves of poplars, succeeded on the left side, below the mouth of the Wabash, by hills, which continued as far as Paduca, toward the mouth of the Tennessee. On the Ohio I observed no other animals than a large dark-grey heron, some carrion vultures, and numerous small white gulls. In the evening, after sunset, we reached Cairo, and ran into the Mississippi.

I was interested by a conversation I overheard between two of my trav-

elling companions, a Kentucky farmer, and a methodist preacher from Indiana. It began with the subject of steamboats, and passed on to that of flying machines; which led the farmer – a shrewd little old man, with a bald pate and white curls behind his ears – to speak of the flight of angels and spirits. The preacher said he had heard of the invention of a machine which was propelled “by electricity, like the flight of the eagle.”

“What is your idea, sir, or the spirits of men after death?” asked the little farmer. “Do you think they will be able to move with extraordinary velocity from one place to another?”

“Unquestionably,” answered the preacher.

“Well,” continued the farmer, “but as to the angels there’s a difficulty I can’t get over, and I am curious, sir, to know your opinion on the subject. You will allow that even a spirit cannot be in two places at the same time. Now, when God sends the angels upon earth for the service of man, and gives them a commission, they will have to convey information and receive fresh instructions; and the question is, how quickly they are able to do this: for if they are to help man, and have first to fly away and fetch instructions, this might take too much time, and the help come too late.”

The minister sought to remove these scruples by observing that spirits can receive instructions in any place, since they are everywhere “in that spiritual atmosphere which unites them with the Lord.” The farmer, however, seemed to take a peculiar pleasure in his casuistry, and to be little satisfied with this reasoning.

The conversation here took a turn, and passed to the rapping spirits and the Misses Fox of Rochester, when a third gentleman joined the party. All three were entirely opposed to the theory. The farmer said he would believe the ladies if they did not take money; but, as it was, he considered the rapping of their spirits a mere money speculation. “And the chief speculation is still to come,” added the minister, who had evidently some experience in such matters. “A book will be written, containing a collection of the revelations of spir-

its; the book will be declared a sacred one, and much money will be obtained by its sale.” He appeared to have a prejudice against unorthodox spirits, but at the same time made this scientific observation, – that whenever a sound was made, like the spirit-rapping, it could only be in accordance with natural laws. “The matter,” observed the farmer, “is the cause of much unhappiness;” adding, that “in the lunatic asylum of the State of Kentucky there were fifteen ladies who had gone insane from these spiritual tricks. A young lady received a letter pretending to be written by a spirit, in which she was called on to write to her deceased parents: if they had been received among the blessed they would reply immediately. The girl did as she was directed, and, receiving no answer, concluded that her parents were amongst the condemned. This conviction affected her so much that she lost her reason.” “I cannot say whether the spirits really exist or not,” observed the third gentleman; “but, even if they do, I see no practical utility in it.” In this all agreed, and so the conversation dropped.

The next day we passed some beautiful parts of the valley of the Mississippi. The hills (or bluffs, as they are called) occasionally approached close to the river, and their steep, often rocky, acclivities imparted a peculiar character to this otherwise monotonous landscape of wood and water.

At night we reached St. Louis, where we stopped two days for business connected with the objects of our journey. I had only a few hours free, to pay a visit to some friends resident in this town and to make some new and valuable acquaintances. Of the town and its environs I saw too little to add anything to what is already known of St. Louis.

On the 30th we embarked for Weyne City, a small place, consisting of a few houses, which may be called the harbour of Independence. We left St. Louis at noon, and in the afternoon reached the mouth of the Missouri, whose thick and yellow water contrasts strongly with the clear stream of the Upper Mississippi. This difference is perceptible even far below St. Louis, after the confluence, on the two sides of the united stream – nay, in fact, as far down as

the mouth of the Ohio, until the whole Mississippi gradually becomes one and the same clayey stream. On entering the Missouri our steamer had to struggle against a strong current. At the confluence of these two rivers their outer shores are high and form flat hills.

Towards evening, the western shore of the Missouri was formed by a fine wooded highland, at the foot of which extends a long low bank of horizontal limestone strata. Oaks, locust-trees, lime-trees, elms, sycamores, with every description of underwood, shade this rocky bank, and numerous springs gush forth at its base. Here and there stands some miserable log-house, inhabited by Frenchmen of the old Missouri population, whose cultivated land probably lies at the back of the hills, no trace of cultivation being visible near the river.

A thunderstorm obliged us to lay to for the night. As we proceeded next morning, the shores of the river rose on each side, high and wooded; in some clearing was occasionally seen a house, surrounded by a patch of meadow. The bottom-land near the river is overgrown with poplars, sycamores, and willows. The river washes away the shores here and there on each side, carrying the old trees into the water. At these spots, on the opposite side, sandbanks are formed – a new shore – which is soon so thickly covered by a young growth of poplars, plane-trees, and willows, that at a distance it has more the appearance of a luxuriant cornfield than of a young forest. The forests on the banks of the river thus being composed of portions of a different age, give an agreeable variation to the landscape.

Jefferson City, the capital of Missouri, which we passed at noon on July 2nd, is a small place, consisting mostly of scattered houses, built on a high bank cleared of trees and furrowed by ravines. The Capitol, a large stone building, with a semicircular portico and a tower with a cupola in the centre, stands on a green hill, just above the river, surmounting a rocky bank. In the night we passed Boonville, in the morning Glasgow, and later in the day Brunswick. Of all the places I have seen on this river, Miami is the most beautifully situated, on a steep grassy hill,

crowned with oaks and rising somewhat abruptly from the river. Before reaching Lexington, the next day, I saw, upon a sandbank in the river, a long line of wild geese, which kept up a comical race with our steamer. It was indeed laughable to see the efforts the stupid animals made to prevent our passing them, whilst our boat was moving slowly against the strong current. Lexington is situated partly upon a height, partly at its foot, on the bank of the river, every house having immediately in the rear its own coal-pit. The entire hill, on the side of which a coal stratum crops out, is perforated in this manner. On the shore were lying the remains of a steamboat, which had been blown up here a few months before. In the middle of the hill-side stood some elm-trees, upon one of which the body of the captain had been flung. Several hundred persons lost their lives by this accident. Were it the custom here—as it is in Mexico, in places where murders have been committed—to erect memorials at places where these accidents by steam have occurred, such *mementos mori* would never be out of sight, either on the steamboats or in the railway carriages of the United States.

The Missouri here makes a great bend—a rapid and impetuous river, difficult to navigate. Its current, on the side of the convex shore, is impeded by large sandbanks; and on the side of the concave bank it is so choked by sunken trees (snags) that it is difficult to steer a boat between these obstructions. A few miles from the mouth of the Fishing river, below Sibley, formerly Fort Osage, we actually ran upon one of these snags, in which one wheel of our boat was caught. The steamer cracked and fell on her side, the water rushed over the lower deck and extinguished the fire. Boxes, casks, and a quantity of furniture which formed part of the freight, fell from the lower, middle, and upper decks in to the water, and floated down the river sideways, and ran the risk of drifting upon other snags and being broken in two. However, we succeeded in reaching the shore, and lay to. At the moment the boat fell on one side supper had just been served: the tables were upset; plates and dishes, jugs, cups and saucers, and all the good things prepared for us, lay scattered on the

floor, and we had to wait until eleven o'clock before a fresh supper could be prepared. The coolness of the Americans—even of the female sex—on such occurrences is exemplary, and compensates in a great measure for their carelessness. The visible danger in which on this occasion we were placed did not at all interrupt the cheerful conversation of the ladies, who were gathered on the stern of the vessel. After six hours' labour the boat was free to continue her voyage by moonlight, but we had still to work our way for four or five miles through a dangerous passage, beset with innumerable snags, before getting into safe navigable water, which we reached at one o'clock in the morning.

The next morning, under a clear sky, such a fresh west wind met us that the steamer, which had great difficulty in making head against the stream, was almost stopped in her course. At noon, however, we reached Weyne City, where we disembarked.

The air had been agreeably cool on the river; on shore the heat was oppressive, for which this place is noted. In the evening a carriage arrived from Independence, which conveyed us to this first station of our journey. The distance is about four miles inland. The ascent from the river to the higher country is by a steep hill and very bad, but a tolerable road leads from hence to the town. Upon this road I now saw before me a journey of about *fifteen hundred* English miles.

Independence is a small town, with the character of a frontier place engaged in an extensive carrying trade. At a distance of ten to twelve miles from it, on the road to Santa Fé, were the last farms, on the edge of the great Prairie, and at a few days' journey further the road to Oregon separates from that to New Mexico and Chihuahua. The town is surrounded by wheelwrights' shops, large premises filled with new waggons, painted red, green, or blue, and the whole trade of the place consists in supplying the wants of trading and emigrant caravans, which start from this and from a few other stations on the Missouri for New Mexico, Utah, California, and Oregon. At certain times of the year the intercourse with these distant

countries imparts great animation to this small town. During the last spring the number of emigrants to California collected here had been very large, and the place is said to have resembled a fair, although those people generally live encamped outside the town. The season for these trains was now too far advanced, it being no longer possible to pass the Salt Lake before the winter. Some emigrants, however, who intended to winter among the Mormons, had still time for their journey, and the communication with Santa Fé and Mexico is not entirely stopped in winter, although a journey across the prairies at that season is always dangerous and fatiguing. Formerly Independence had the exclusive benefit of this communication "over the plains," as this far western region is designated; but at the time of my visit Westport, lying twelve miles higher up the Missouri, disputed the monopoly. Still higher up succeed Fort Leavenworth, Weston, St. Joseph, and Council Bluffs—all starting-points for emigrants to California, Utah, and Oregon. Beside these, the Mormons have Kaneshville, opposite St. Joseph, whence their caravans usually depart for the New Jerusalem on the Salt Lake. I cannot say what changes may have taken place since. From the extensive region west of Missouri, which, at that time, was still belonging to the Indians, the two territories of Kansas and Nebraska have since been formed, and many a new town has since risen into existence in the last few years. The whole first part of my journey passed through what is now called Kansas, a region become famous in the history of the struggles between the enemies and advocates of slavery.

Then we here were in one of those towns which, situated on the limits of a desert, may be compared to a harbour; and perhaps, in spite of the new settlements of Kansas, Independence may have maintained this character. The camel has been called the ship of the desert; but until the camels introduced of late into Texas by the Government of the United States shall have increased sufficiently to play a similar part in the New World, the trader's waggon

must be called the ship of the prairie: and indeed the waggon drawn by mules stands in the same relation to that drawn by oxen as the steamboat to the sailing-vessel. Formerly oxen were here used in preference as draught-cattle for the journeys across the prairies; but mules have gradually superseded them. Teams of mules are quicker than yokes of oxen, and the mule is also better able to endure heat and want of water. Mules, however, cost three times as much as oxen, and in the Indian territory they are a property far more in danger. Oxen are seldom stolen by the Indians, whereas the stealing of mules is regarded by them as a great and honourable exploit. The large demand for draught-cattle of both kinds for the numerous caravans travelling west, has naturally given a considerable stimulus to cattle-breeding in the State of Missouri. The mules reared here are noted for their beauty, size, and strength, and although inferior to the small Mexican mules in briskness and endurance, they readily find purchasers even in Mexico, where they are sought for chiefly for carriage teams: the trading caravans, therefore, passing between the Missouri frontier and Northern Mexico generally bring back only part of their mules. From California, Oregon, and Utah, draught-cattle very rarely return to the east: a part of them die on the road - a much larger proportion of oxen than mules - which is partly owing to the former having much less power of endurance, and partly to their not being treated with the same care, being a less valuable property. In this manner the caravans across the prairies cause a very considerable traffic in animals, independent of the exportation of cattle to California and Oregon.

I remained at Independence from July 5 to August 17, our caravan being detained for the arrival of merchandize from New York and by the purchase of the necessary mules. During my stay here I witnessed the stupid and brutal treatment to which draught-cattle are sometimes exposed. It is perhaps natural: wagoners are in no country noted for their refinement, and least of all can we expect to find this in a system of transport, in which the labour of the teamster almost equals that of his

beasts. The worst instances of such cruelty I imagined I had witnessed in Nicaragua with the ox-carts; but what I saw in this town far exceeded the goading practised with lances by the Nicaraguan *carreteros*, although the animals are often covered with blood. In front of a house in which I was staying, an ox, one of a team of eight pairs, fell down from exhaustion, after toiling up the four miles of bad road from the Missouri, and, in spite of beating, kicking, and other drivers' resources, the poor creature was quite unable to recover its legs, strangled as it was by the yoke. The men twisted its tail and pulled it until it almost gave way. Vain ingenuity! Then, in order to rouse him, they trod on the nostrils of the half-strangled beast, which was lying with its muzzle on the ground, panting heavily, and alternately snorting and inhaling the dust. All was in vain, and severer means were now resorted to: a small quantity of gunpowder was placed under the animal's nostrils and fired. The effect was magical; but it showed itself in the other beast under the same yoke, which made the most extraordinary bounds, stamped with its fore-legs on the body of its fellow-ox, twisting the head of the latter with the yoke, and threatening to break its neck. Not until after exhausting all these efforts and torments was the poor creature released from the yoke, and a pailful of cold water poured over it. The animal with difficulty now raised itself on its tottering legs, and as soon as it succeeded it made a fierce rush on the nearest of its tormentors, who, I am sorry to say, escaped. The ox was now removed, and died the next day.

Independence, with its environs, then contained four thousand inhabitants and seven churches. There were both northern and southern Methodists resident here—the former appealing to the authority of the Bible against, and the latter in favour of, slavery. The northern Methodists admit amongst them none who keep slaves; but the slaves themselves, of course, belong to the southern Methodists. "It is the will of God that the blacks are to be slaves," said a negro, who was preaching during my stay here; "we must bear our fate; but in a future world we shall be white men and free." A German whom I met

here told me that the blacks believe the damned among the negroes to become monkeys; but if in this shape they behave well, they are advanced to the state of a negro again, and bliss is eventually possible to them, consisting in their turning white, becoming winged, and so on. Whether such ideas are fostered by the Christian clergy I do not know, but I am almost inclined to this opinion; nor am I able to say what position in Missouri a sect may at the present time hold who exclude from their church every slaveholder: the struggles in and about Kansas must, however, render this position somewhat critical. At Independence I heard much said about the strict discipline observed by the Methodists with regard to morality and manners. A young lady was expelled from their church for having danced on a Sunday, and a young man had received a warning for having attended a circus. But it is a remarkable fact, as I have been assured, that the church grants a furlough for sinning—that is to say, she permits a temporary separation from the community, which permission is taken advantage of by those who wish to seek the amusements of the world. This is evidently analogous to an indulgence granted by the Roman Catholic Church, and it is an interesting proof, in an historical point of view, that endeavours to establish principles with excessive severity render a compromise with their opposite inevitable.

Now that I am on the subject of religion, I will here mention a singular book which fell into my hands at Independence, and which I perused for want of another. It contains the confessions, religious opinions, and justifications of Mr. Warder Cresson, of Philadelphia, who was first a Quaker, then a Shaker, then a Millerite, and lastly made a pilgrimage to Jerusalem and there became a Jew. On his return his family took steps to get him declared insane and have him sent to an asylum: Mr. Cresson, however, instituted a desperate lawsuit, which he won. The characteristic part in this man's state of mind is the combination of the wildest fanaticism with the most prosaic realism. He insists on interpreting every sentence in the Old Testament according to the letter:

the passage "Blessed are they who walk on the ways of Jerusalem" is, in his view, a command to him to leave his family and all his interests in Philadelphia, and to repair to Jerusalem by the shortest route. He advises every one to do the same, and, for the convenience of all who are willing to follow his advice, he gives the following information at the end of his book: "From Philadelphia to Jerusalem 21 days and a quarter: First class, 190 dollars 75 cents.; second class, 135 dollars 50 cents." In the year 1854, according to Mr. Cresson's interpretation, the kingdom of God was to commence, when every one judged worthy was to receive his portion of the inheritance at Jerusalem; and the fear of receiving less than others appears to have been a principal motive for his journey thither—a trait which depicts clearly the realistic character of the course of ideas that urged this strange man to embrace Judaism.

(continued next issue)



## CONVERSE OF THE PRAIRIES —BOOK NOTICES—

Katherine Burke Graziano, *Baker Lands: The Struggle to Start a School and a Town on the Santa Fe Trail*. Newton, KS: Mennonite Press, 2008. Pp. xvi + 112. Maps, illustrations, notes, bibliography, index. Paper, \$13.95 + shipping. Available from Last Chance Store.

This finely-crafted book, based on extensive research and fully documented, tells the difficult story of the establishment of the town of Baldwin City, Kansas, and the founding of Baker University there. Located on the Santa Fe Trail, the land was claimed by Jacob Hall, mail contractor, who clearly acquired the claim in order to charge an exorbitant fee to the Methodist founders of the university. He apparently tried similar tactics at other points along the Trail, including Council Grove.

Kathie Graziano has produced a model of scholarship, ferreting out the minute details of the story, including mystery and intrigue, and presenting it all in an interesting and readable format, including maps and illustrations (one of which comes

from James Brice's *Reminiscences of Ten Years Experience on the Western Plains*—see the next review).

Baker University, the oldest institution of higher learning in Kansas, and Baldwin City have important Trail connections, located in Douglas County where the newest SFTA chapter was recently formed. This book is highly recommended to anyone interested in the broader and enduring aspects of Trail history.

James Brice, *Reminiscences of Ten Years Experience on the Western Plains*. 1905; Reprint, Larned: Wet/Dry Routes Chapter SFTA, 2008. Pp. 24. Paper, \$3.00 postpaid, available from Last Chance Store.

The Wet/Dry Routes Chapter has reprinted another booklet about the Santa Fe Trail. James Brice was born in Donegal, Ireland, and immigrated to the United States in 1857 at age 18. The following year he arrived at Independence, Missouri, where he was employed by the Hall and Porter Mail Company as a driver on its mail route to Santa Fe, New Mexico. Two years later, he was hired by Hall and Porter's successor, the Missouri Stage Company, to manage the Pawnee Fork Mail Station near Fort Larned, Kansas.

He remained in that position, employed by a series of mail companies, until 1867 when the mail station was closed. In the following year, he contracted with the Southern Overland Mail and Express Company to supply three of its mail stations in Colorado with hay. On September 12, 1868, Kiowa warriors under Chief Little Raven raided Brice's camp east of Fort Lyon, driving off 45 mules. Resultantly, Brice was only able to fulfill part of the contract and that after a delay of two and one-half months. Brice appealed to the Indian Bureau of the Interior Department to be reimbursed for his losses totaling \$18,150. He received only \$9,000 of the claim.

Brice returned to Jackson County, Missouri, in the 1880s, where he served as Kansas City's street commissioner for a number of years. He published *Reminiscences of Ten Years Experience on the Western Plains* in 1905. He died on December 8, 1908, and was buried next to his wife in St. Mary's Cemetery, Independence, Missouri.

The reader will be well served to remember that within the decade described by Brice, three major Indian engagements transpired: the 1864 attack upon the Cheyenne/Arapaho village at Sand Creek, the 1867 destruction of the Cheyenne/Sioux village west of Fort Larned, and the 1868 decimation of the Cheyenne village on the Washita River. People on the frontier took a favorable view of these incidents, and it is from that milieu that Brice extrapolated his account. Such was the premise for his sensationalized, if not bogus, reports of Indian engagements. No effort has been made to edit his writing. For better or for worse, this is his story told the way he intended.

The Wet/Dry Routes Chapter of the Santa Fe Trail Association is pleased to reissue Brice's memoirs and to recommend them as an archetype of frontier experience written in the twentieth century with regard to a time long past.

—David Clapsaddle  
President, Wet/Dry Routes Chapter



## HOOOF PRINTS

### —TRAIL TIDBITS—

National Trails Day is June 7. Please contact <[www.americanhiking.org](http://www.americanhiking.org)> for details. Plan an event to celebrate the day.

The annual Symphony in the Flint Hills will be performed near Council Grove, KS, June 14. Afternoon programs, prior to the evening performance, include Santa Fe Trail presentations.

A special exhibit, "Samuel Colt: Arms, Art, and Invention," is at the Panhandle Plains Historical Museum in Canyon, TX, May 24-Sept. 1 2008.

One of the porcelain Trail signs placed on school buildings in 1948 was recently offered on e-Bay. The bid was more than \$900, but the reserve was not met and it did not sell.

Arrow Rock, MO, has been named a Preserve America Community, recognition for historic preservation and economic development. Congratulations Arrow Rock!

## SLIDING YOKE ERROR FIXED

by David K. Clapsaddle

**M**Y article in the February 2008 *Wagon Tracks*, "Old Dan and His Traveling Companions: Oxen on the Santa Fe Trail," contains a significant error. It was reported that sliding (adjustable) yokes were employed to train young steers and were used to accommodate the animals' growth. Such I have since learned from an expert in New Hampshire was not the case. Rather, sliding yokes were used to accommodate the spacing of the oxen. By way of example in a logging operation, when a yoke of oxen had to move close together to pass between two trees, the bows would slide toward the middle of the yoke. When the oxen pulled a heavy load and moved farther apart to gain traction, the bows would automatically slide toward the end of the yoke. I am happy to make this correction and express thanks to my New Hampshire friend.

## THE CACHES

### —MUSEUM NEWS—

Paula Manini, editor

This column lists events and news from Trail sites, museums, and related organizations. Please send information following the format below. Be sure to include your address, phone number, and e-mail. The next column will list hours and activities scheduled for September through November. To be included, send information to Paula Manini at the Trinidad History Museum (see below) by July 1, 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.
- The Museum and Gift Shop will open Tuesday-Sunday, 10:00 a.m.-4:00 p.m. through the summer.

- Admission: \$3 for adults; 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](http://www.arrowrock.org);

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

- Open Wednesday-Friday, 10 a.m.-5 p.m.; Saturday, 1-5 p.m. Group tours available by reservation.

### Bent's Old Fort National Historic Site

35110 Highway 194 East

La Junta CO 81050

Telephone: 719-383-5010

E-mail: rick\_wallner@nps.gov

Website: [www.nps.gov.beol](http://www.nps.gov/beol)

- Open 9 a.m. To 4 p.m. daily with guided tours offered at 10:30 a.m. and 1:00 p.m. To schedule group tours, call 719-383-5026.
- May 5 - September 2: Trails and Rails Trips narrated excursions aboard Amtrak's Southwest Chief depart La Junta, CO, on Mondays and Fridays for overnight trips to Albuquerque, NM. Follow the Mountain Route of the Trail over Raton Pass while learning stories of people, plants, and animals along the way. For more information, call 719-383-5024.

### 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](http://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](http://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](mailto:museum@ptsi.net)

Website: [www.ptsi.net/users/museum](http://www.ptsi.net/users/museum)

- Open Monday-Saturday, 10 a.m.-12 p.m. and 1-4 p.m., except major holidays.
- June 4-7: Santa Fe Trail Daze with free bus tour to Autograph Rock and other scenic sites in the Kenton area. For reservations, call the museum. Lunch for the bus trip is available for a fee.

### 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](mailto:sharilbutler@fs.fed.us)

Website: [www.fs.fed.us/r2/psicc/cim](http://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](mailto:historic@cybermesa.com)

Website: [www.lasvegasnmcchp.com](http://www.lasvegasnmcchp.com)

- July 30-August 2: Las Vegas Heritage Week begins with dinner at historic Plaza Hotel with folklorist Elba C de Baca recalling highlights of her 90 years in northern New Mexico.
- July 31: Program about Fort Union National Monument at 7 p.m. At CCHP.
- August 1: Free guided morning walking tour in historic Old Town and New Town; lunch at historic Douglas Street Masonic Building.
- August 1: Traditional Pioneer Dinner followed by a presentation at the Immaculate Conception old school building at Carnegie Park.
- August 2: The 18th annual "Places with a Past Tour." Visit historic homes, buildings, and the famous Montezuma Castle. Tours at own pace with docents, 10 a.m.-4 p.m.. Purchase \$20 tickets from CCHP.
- August 2: The Missoula Children's Theater at New Mexico Highlands University's Ilfeld Theater, featuring local student actors.

### Coronado Quivira Museum

Rice County Historical Society

105 West Lyon

Lyons KS 67554

Telephone: 620-257-3941

E-mail: [cqmuseum@hotmail.com](mailto: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](http://www.friendsar.org); [www.arrowrock.org](http://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](http://www.nps.gov/foun)

- Open Monday-Sunday 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.
- June 7: First Fort Tours at 10 a.m., 11:30 a.m., 1 p.m., and 2:30 p.m. The First Fort is usually closed to the public, so take advantage of these special tours.
- July 10-20: "Cultural Encounters" series with guest speakers and living-history programs.
- August 23: "An Evening at Fort Union: Candlelight Tours."

**Gas and Historical Museum**

**Stevens County Historical Society**

PO Box 87

Hugoton KS 67951

Telephone: 620-544-8751

E-mail: [svcomus@pld.com](mailto: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](http://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](mailto:uchs@plateautel.net)

- Call for hours and events.

**Highway of Legends Scenic & Historic Byway**

PO Box 377

Trinidad CO 81082

Telephone: 719-846-7217

Website: [www.sangres.com](http://www.sangres.com)

- Visit 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 trailheads, hike in the Spanish Peaks Wilderness Area and experience a Trail landmark up close.

- Maps and brochures at the state Byway Center, Trinidad History Museum, 312 E. Main St.

**Historic Adobe Museum**

PO Box 909 (300 E Oklahoma)

Ulysses, KS 67880

Telephone: 620-356-3009

E-mail: [ulyksmus@pld.com](mailto:ulyksmus@pld.com)

- Open Monday-Friday 10:00-5:00 and Saturday & Sunday 1:00-5:00. Closed holidays.

**Historic Trinidad, Colorado**

**City of Trinidad Tourism Board**

PO Box 880

Trinidad, CO 81082

Website: [www.historictrinidad.com](http://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
- Trinidad boasts four museums, an acclaimed national historic district, the Purgatoire River Walk, a skate park, disk golf course, and two golf courses.
- June 13-August 16: "Music & Mayhem . . . A Summer of Miracles." Three plays by the Southern Colorado Repertory Theatre.
- June 14-15: Santa Fe Trail Festival at Cimino Park near the Purgatoire River features contemporary music, arts, crafts, kids activities, and food.
- August 23-24: Trinidaddio Blues Fest features national talent in the Chicago tradition.

**Jefferson Nat. Expansion Memorial**

11 N Fourth Street

St. Louis, MO 63102

Telephone: 314-655-1631

E-mail: [tom\\_dewey@partner.nps.gov](mailto:tom_dewey@partner.nps.gov)

Website: [www.nps.gov/jeff](http://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](http://www.koshare.org)

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

**Las Vegas Museum**

727 Grand Ave

Las Vegas NM 87701

Telephone: 505-454-1401, ext. 248

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

- Call for hours and events.

**Morton County Hist. Society Museum**

370 E Highway 56 (PO Box 1248)

Elkhart KS 67950

Telephone: 620-697-2833 or 4390

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

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

- The museum, a Santa Fe National Historic Trail official interpretive facility, is open Tuesday-Friday 10 a.m.- 5 p.m. and weekends by appointment.
- June 7-14: 8th Annual Grassland Heritage Festival featuring a bus tour of the Cimarron National Grassland and Santa Fe Trail, living-history programs, a children's day, magic show, and fishing derby. Also St. Jude "Saddle Up" Trail Ride with entertainment by T. J. Casey and Santa Fe Trail Day with Nan's covered wagon. Most events are free with a collector's pin (\$10 for adults and \$5 for children ages 6-13; age 5 and under free). Events in Elkhart or on the Cimarron National Grassland. For more information, call 620-697-2833 or visit [www.ghf.mtcoks.com](http://www.ghf.mtcoks.com).

**Otero Museum**

706 W. Third St.

La Junta, CO 81050

Telephone: 719-384-7500

Cell phone: 719-980-3193

E-mail: [oteromuseum@centurytel.net](mailto:oteromuseum@centurytel.net)

- May 31: Fourth Annual Wine Tasting Party, 5:30-7:30 p.m., \$15 for one ticket or \$25 for two.
- June 2-September 30: Museum open 1-5 p.m. Monday-Saturday, admission free.
- 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.com](mailto:museum@santafetrailcenter.com)

org

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

- Santa Fe Trail Center: Open Daily, 9 a.m. - 5 p.m. Closed Mondays until Memorial Day.
- NEW! Audio Tours now available for small rental fee.
- July: Dedication of the newly-constructed Farm & Auto Addition; date to be announced.

**Santa Fe Trail Scenic & Historic Byway**  
PO Box 118

Trinidad CO 81082

Telephone: 719-846-2396

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

Website: [www.santafetrailco.com](http://www.santafetrailco.com)

- Follow the Mountain Route from Lamar 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.
- June 14-15: Celebrate our 10th year as a National Scenic Byway-America's Byway with a reenactment of the "Marking of the Trail" by the Santa Fe Traail Chapter of the Daughters of the American Revolution. The DAR celebrates the 100th year of markers in Las Animas County. Enjoy costumed actors on the set of an "Old West Town." All at the Santa Fe Trail Festival in Cimino Park.

**South Platte Valley Historical Society**

PO Box 633

Fort Lupton CO 80621

Telephone: 303-857-2123

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

- Call ahead to visit the Donelson Homestead House, 1875 Independence School, and the Fort Lupton Museum. Call for addresses and hours.
- Visitor Center open 10:00 - 3:00 Wednesday-Sunday.

**Trinidad History Museum**

(Colorado Historical Society)

312 E Main (PO Box 377)

Trinidad CO 81082

Telephone: 719-846-7217

E-mail: [paula.manini@chs.state.co.us](mailto:paula.manini@chs.state.co.us)

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

- 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.
- May 1-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. Please make reservations for groups of 12 or more people.

- July features "Fun in Bloom," a series of history and garden activities for children, receptions and lectures for adults, and catered picnics most Fridays.

## CAMP TALES

### —CHAPTER REPORTS—

#### Cimarron Cutoff

President Leon Ellis

PO Box 668

Elkhart KS 67950

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

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

Other officers are Vice-President Loyd Fansher and Secretary/Treasurer Myrna Barnes.

The chapter met in Elkhart April 19, with a meal of cowboy's mulligan stew, biscuits, drinks, and cobbler. The program was presented by Billy Dixon, the great buffalo hunter, as portrayed by Marc Ferguson.

#### Wagon Bed Spring

President Edward Dowell

HC 1 Box 3B

Hugoton KS 67951

(620) 544-2383

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

In October Association Manager Harry Myers and Chapter President Retzer want to visit the Burlingame Chamber of Commerce and the Kansas Department of Tourism. Retzer also made contact with the Lyndon Chamber and the Osage County Economic Development office. The purpose was to make these organizations aware of the chapter's presence in the area and our mission statement. Our chapter and the Association cannot interact with these entities if they don't know we exist.

Over Veteran's Day weekend the Kansas Archaeological Society conducted a dig at Wilmington School. It's too bad more chapter members didn't participate or just come to watch, as it was most interesting. They found pencil slates, buttons, pieces of iron desk frames, bits of leather, and loads of square and cut

nails.

After years of persistent effort from various chapter members, the Kansas Historic Sites Review Board approved the nomination of Wilmington School to the Register of Historic Kansas Places on May 3, 2008.

The chapter met at the Santa Fe Café in Burlingame on April 24. The 2008 trail ride will start June 12 in Edgerton, KS, and arrive in Council Grove on Thursday, June 19, and enjoy a day ride to some of the local sites on the 20th. Members wishing to participate in the parade on Saturday are welcome to do so.

#### End of the Trail

La Alcaidesa Joy Poole

125 W Lupita Rd

Santa Fe NM 87505

(505) 820-7828

<[amusejoy@aol.com](mailto: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](mailto:adsaddle@cox.net)>

Eighty-three members and guests attended the spring meeting on April 13, 2008, at Fort Larned NHS. There were families from Santa Fe, New Mexico, and McPherson, Lehigh, Winfield, and Spearville, Kansas, as well as local communities. Following a fine meal catered by the ladies of Larned's Episcopal Church, the business meeting included reports on two books recently reprinted by the chapter and the approval of a summer day camp to be conducted for fourth graders at Larned's Little Red House.

Following the business session, George Elmore and other Fort Larned staff presented a well-received program on frontier artillery. The next meeting is scheduled for June 22 at Bob and Rosie Rein's lake home, rural Sylvia, Kansas.

#### 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 the Dodge City Public Library on March 1 with fifteen members and five guests present. The chapter agreed to work with Boot Hill Museum in a cooperative program with the Kansas Humanities Council to bring a traveling exhibit from the Smithsonian to the Museum. SFTA Association Manager Harry Myers presented the program. The chapter is making plans to host the 2011 Symposium.

### Missouri River Outfitters

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

The Chapter met April 13 at the National Frontier Trails Museum in Independence, Missouri. SFTA Manager Harry Myers spoke on the opening of trade from the 1500s through the 1800s. He presented research on the men who most likely were in the trading expedition departing Missouri in 1821.

Trail guide Ross Marshall announced the Kansas City Trails guided bus tour on Saturday, May 3. Sponsored by MRO, the route will tour all the new trail parks, signage, and sculptures that have been placed within the last three years.

Plans were announced for "Rendezvous 2008" at Lone Elm Park on Saturday, June 7. Organized to celebrate National Trails Day and to provide area historical organizations an opportunity to gather together, the event features Steve Elkinton and Rick Potts from the NPS in Washington, DC. Each attending group will outline what trail projects are planned for 2008 and how we can partner for maximum efficiency. For more information, contact Ross Marshall at 913-262-6445.

Members of MRO were saddened at the recent passing of beloved friend Pat Marshall. Pat served for several years on the MRO board and was a frequent contributor of ideas and projects for the betterment of community trail efforts. She is greatly missed and our condolences go to Ross Marshall.

Election for 2008 officers was held at the April 13 meeting, with the same officers and board members

continuing (with exception of one vacant seat which will be filled later).

### Quivira

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

The chapter met at the Barton County Historical Society in Great Bend on April 28, with a program by John Martin on military activities along the local section of the Trail.

The chapter is in the process of erecting the auto tour route signs.

### Cottonwood Crossing

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

Our first meeting this year was March 20 in the Galva Community Center. Susan Calafate Boyle presented an illustrated talk on Mexican mules, the particular skill of packing and caring for pack mules, and their contribution to freighting on the Santa Fe Trail.

Our May meeting will be a picnic at Steve and Glenda Schmidt's place; the date to be determined. The prairie grass there will be burned in April to make the ruts/swales more visible. During the Trail days this place was known as French Frank's place.

The Lost Springs community will open the time capsule at the Lost Spring Station marker on July 4 as part of our development of the Lost Spring historical site, in partnership with the NPS.

### Bent's Fort

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

The chapter annual meeting was held January 19, 2008. Charlie Hutton, 2007 Symposium Finance Chairman, presented the chapter with a generous check. A Special Symposium Edition Newsletter was published for the members of our chapter. In addition, it will be submitted to the National Santa Fe Trail Association as part of the final report.

Officers elected for 2008 are President Pat Palmer, Vice-President Bonnie Ratliff, Secretary LaDonna Hutton, Treasurer Emery Murray,

and Past President Don Lowman. The 2007 chapter awards were Friend of the Trail Award presented to Ron Dulle, photographer, and Outstanding Member Award to LaDonna Hutton, for her leadership of the symposium. For the program, Inez Ross presented a living-history reenactment of the life and times of Marion Sloan Russell.

The Executive Board met March 2 for a planning meeting. On April 12 the chapter toured the east portion of the Granada-Fort Union Military Freight Route. On May 3 they helped with a work day at Boggsville. Programs planned for the following months are:

May 17: meeting at Boggsville with Birding Trail Celebration.

June 7: visit Sand Creek Massacre site.

July 19: enjoy the Kit Carson Museum in Las Animas and a historical dinner at Boggsville, with a speaker from the University of Pennsylvania.

August 23: visit Folsom and Trinchera museums.

September 13: explore western portion of the Granada-Fort Union Military Freight Route.

October 11: meet at Bent's Old Fort for the Fur Trade Encampment.

### Douglas County

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

The chapter is just organized and accepted as the newest chapter of SFTA, protecting and promoting the Trail in Douglas County, KS, located between the Missouri River Outfitters Chapter to the east and Heart of the Flint Hills Chapter to the west.

Other officers include Secretary Dortha Jackson and Treasurer Marvin Jardon.

SFTA welcomes this new chapter and the many new members who have come with it..

### NEW SFTA MEMBERS

This list includes new memberships received since the last issue and some that were accidentally omitted from the last issue (with apologies). If there is an error in this information, please send corrections to the editor. We thank you for your support.

**LIFE MEMBERSHIPS**

New Life Members from current membership: Larry and Linda Nelson, 300 Via Corta #106, Palos Verdes Estates, CA 90274

**BUSINESS MEMBERSHIPS**

Bernard Ewell Art Appraisals LLC, 806 Santa Fe Trail, Santa Fe NM 87505  
 Border-Line, Inc., PO Box 1046, Ulysses KS 67880  
 Daisey of a Hat, PO Box 342, Divide CO 80814

**INSTITUTIONAL MEMBERSHIPS**

Colorado Preservation, Inc., 333 W Colfax Suite 300, Denver CO 80204  
 Marion Elementary School, Attn: Lori Kirkpatrick, 1400 E Lawrence, Marion KS 66861  
 Raton Chamber & Economic Development Council, Inc., PO Box 1211, Raton NM 87740  
 Trinidad-Las Animas County Economic Development, Inc., 136 W Main, Trinidad CO 81082

**FAMILY MEMBERSHIPS**

John & Anne Jackson, 1305 N 200 Rd, Baldwin City KS 66006  
 Jim & Diane Neihoff, 1166 N 1 Rd, Baldwin City KS 66006  
 Martin & Barbara Pressgrove, 1110 7th St, Baldwin City KS 66006  
 Joan & Dan Welch, 817 N 900 Rd, Lawrence KS 66047  
 Richard & Joy Wellman, 1515 N First St, Baldwin City KS 66006

**INDIVIDUAL MEMBERSHIPS**

Ben Bailey, 133 S Santa Fe St, Larned KS 67550  
 Peggy Fritz Baker, PO Box 556, Baldwin City KS 66006  
 Nick Cirincione, PO Box 363, Hurst TX 76053  
 Vickie Fresquez, 4162 S Zenobia St, Denver CO 80236

Peggy Ferguson, 134 Caviness Rd East, Raton NM 87740  
 Tom Ferguson, HCR 63 Box 502, Raton NM 87740  
 Linda S. Garrison, 18102 Memorial Estates Dr, Spring TX 77379  
 Dortha I. Jackson, PO Box 284, Baldwin City KS 66006  
 Marvin E. Jardon, 203 Wilver Leaf Lane, Baldwin City KS 66006  
 Tom Jervis, 109 Daybreak, Santa Fe NM 87507  
 June H. Jewett, 398 E 1807 Rd, Baldwin City, KS 66006  
 Ron Kallaus, 503 S Washington St, Hutchinson KS 67505  
 Cowboy Filip Kernan, 7 Allen Lane, Ipswich MA 01938  
 Judy Kleinsorge, 945 E Sixth, Colby KS 67701  
 Jo Ann Krekel, PO Box 958, Baldwin City KS 66006  
 Patricia Mabry, 721 Colorado Ave, Trinidad CO 81082  
 Gail Martinez, 4162 S Zenobia St, Denver CO 80236  
 William L. Peterson, PO Box 411, Graham WA 98338  
 Estevan Rael-Galvez, 1205 Camino Carlos Ray, Santa Fe NM 87507  
 Dave Remley, 27 Village Rd, Silver City NM 88061  
 John Scherer, 306 S Sunset Hills Dr, Concordia MO 64020  
 Julia Stafford, 620 NM Hwy 58, Cimarron NM 87714  
 Esther Stephenson, 2702 Maralane Ave, Dodge City KS 67801  
 Patrick Surrena, 6050 S Grant, Centennial CO 80121  
 Richard Weddle, 4542 N Katie Circle West, Prescott Valley AZ 86314

**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 August, so send information for September and later to arrive by **July 1, 2008**. Other events are listed in articles and chapter reports. Thank you.

**June 3, 2008:** Santa Fe Trail Daze Bus Tour, Cimarron Heritage Center, Boise City, OK, reservations required, 580-544-3479.

**June 21-22, 2008:** Wah Shun Gah Days, Council Grove, KS.

**July 1, 2008:** Deadline for next issue.

**Aug. 1, 2008:** Deadline for nominations for the Santa Fe Trail Hall of Fame.

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

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

**FROM THE EDITOR**

It is an honor to add the new column, "Living Links," with this issue. Please contact the column editor, Alice Anne Thompson, with information about any SFTA member who qualifies for this distinction.

With gas prices rising almost daily, travel becomes more difficult for many families. Those who live close to the Trail might spend time checking out local historic sites during the coming summer.

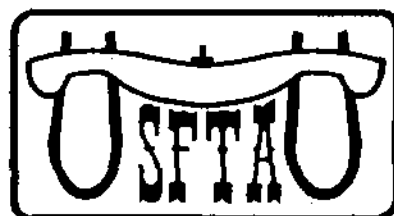
Please note early deadline for next issue: July 1. We will be rafting the Colorado River through the Grand Canyon during late July and early August. For two weeks we will run on oar power.

Happy Trails!

—Leo E. Oliva

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

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