

Wagon Tracks

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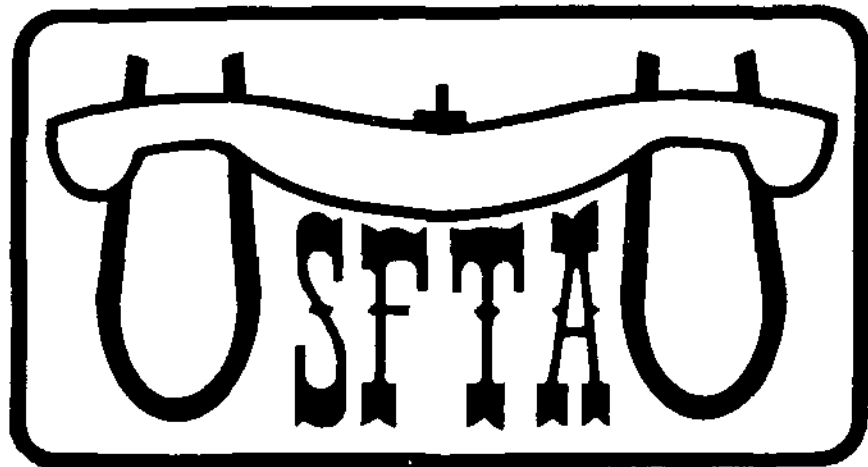


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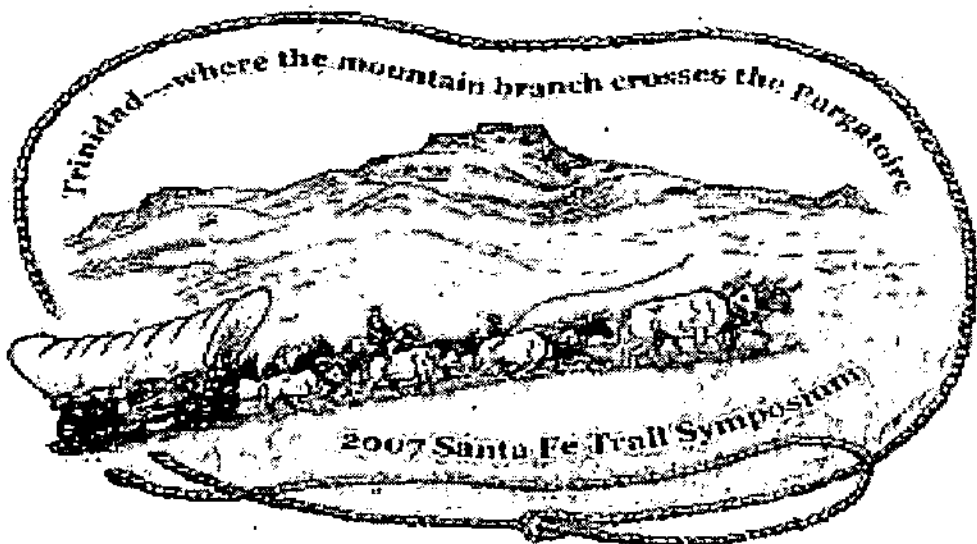
WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 21

AUGUST 2007

NUMBER 4



SYMPOSIUM 2007 TRINIDAD, COLORADO SEPTEMBER 27-30

**“Where the Mountain Branch
crosses the Purgatoire”**

TOUR ROUTES

by Richard Loudon

AS a help to Symposium visitors it has been suggested that a bit of detail about the two different tour routes would be helpful to potential tour goers in making decisions about the tours they might like to take.

THE MOUNTAIN BRANCH TOUR

This tour will begin in Trinidad and head northeast along the Trail visiting points of interest between there and La Junta. Points of interest concerning the Trail will be noted in Trinidad and Hoehne area, and the first discernible ruts, deep enough to require dams to check the erosion, will be visited east of Hoehne. An eroded basin to be viewed was the Hole-In-The-Prairie, a water camp on the Trail and the site of an 1866 stage station. About 12 miles further along will be the famous Hole-In-The-Rock site mentioned by Susan Magoffin and many others. A stage stop was also located here. The next stop is Iron Spring, another stage station, burned by the Cheyennes in 1864. The final stop will be at the picnic shelter near Metcalf's Rancho and stage stop on Timpas Creek.

MILITARY FREIGHT ROUTE TOUR

Leaving Trinidad, the tour will go by Gray's Ranch, an early stage stop where the Trail crossed the Purgatoire. The next point of interest will

(continued on page 5)

**SFT SYMPOSIUM
TRINIDAD, COLORADO
SEPTEMBER 27-30, 2007**

8 WONDERS OF KANSAS NEEDS YOUR VOTE

The Kansas Sampler Foundation is sponsoring a contest to select the 8 Wonders of Kansas. This project, designed to increase awareness of the many wonders of Kansas and encourage tourism throughout the state, has received national and international attention.

People any where in the world may vote to choose the 8 Wonders from a list of 24 places nominated by a special committee. Three of these places have a Santa Fe Trail connection, and all members are urged to vote for these in their list of 8 choices: Fort Larned National Historic Site, Cimarron National Grassland, and Cheyenne Bottoms/Quivira National Wildlife Refuge. Selection as one of the 8 Wonders will provide more publicity and draw more visitors than any amount of money could buy.

Voting will take place until the end of this year, and the results will be announced by Governor Kathleen Sebelius on Kansas Day, January 29, 2008. You may vote online (preferred unless you do not have access to a computer) by going to www.8wonders.org (a family may vote up to three times from any e-mail address) or you may mail in an official printed ballot one time only per person (Leo Oliva will gladly provide a ballot for anyone wishing to vote by mail—leave your name and address at his toll-free number 888-321-7341). When you vote, you must select 8 from the list of 24.

Detailed information about each of the 24 places nominated is available on the 8 Wonders web site. Please take time to look at all of them before you select your choices. Please include the sites with Santa Fe Trail connections on your ballot.



Willis & Ann Warner and daughters accepting Faye Anderson Award.

WARNER FAMILY RECEIVES FAYE ANDERSON AWARD

THE Wet/Dry Routes Chapter presented the Faye Anderson Award to the Warner Family, whose ranch is located northeast of Dodge City, in February 2007. This award is presented annually to some individual or group who has made a significant contribution to the propagation and preservation of the Santa Fe Trail. The award is named in honor of Faye Anderson, a charter member of the chapter.

The Warners are descendants of Willis B. Warner who immigrated to Ford County in 1884 from the Hudson River valley in New York. He purchased 160 acres of a relinquished homestead near the Hodgeman-Ford County line along the Sawlog Creek. In time, that first quarter section grew to include a considerable number of acres, a portion of which was traversed by the Fort Hays-Fort Dodge Road, the eastern end of the Santa Fe Trail for a brief period in 1867-1868. Ruts of the road can still be easily traced across more than two miles of Warner Ranch land.

Succeeding Willis Warner was his son John who marked the road with American flags which were proudly displayed on appropriate holidays. Members of John's family, following in their father's footsteps, continue to take pride in protecting the road and prove to be hospitable hosts to those who frequently visit the ruts.

PRESIDENT'S COLUMN

IN this issue I will write about the chapters of the Santa Fe Trail Association. It wasn't long after the formation of the Santa Fe Trail Association that chapters began applying for affiliation. At the June 1988 board meeting, the Cimarron Cutoff Chapter was accepted as the first chapter of the SFTA. At the same meeting, Charles Pitts of the Texas Panhandle Chapter reported on their chapter's formation and activities. At the time, they had 24 members and asked to be named the first "off the trail state" to have a chapter in the SFTA. The board unanimously granted their request.

At the September 1989 board meeting two more chapters, Wagonbed Springs and Heart of the Flint Hills, were given formal recognition and in May 1990 End of the Trail Chapter and Corazón de los Caminos (Heart of the Trails) were recognized. Officially recognized as chapters of SFTA at the September 1991 board meeting in Arrow Rock, Missouri, were the Mountain Branch Chapter, the Wet/Dry Routes Chapter, the Missouri River Outfitters, and the Dodge City/Fort Dodge Chapter (now know as the Dodge City/Fort Dodge/Cimarron Chapter). At the June 1994 meeting, SFTA Vice-President Mark Gardner reported that two new chapters had been formed—Bent's Fort Chapter and Cottonwood Crossing Chapter. Gardner also noted that the Mountain Branch Chapter had disbanded. As of October 2006 the Texas Panhandle Chapter was officially listed as "inactive," but some members are hoping to get the chapter back to an active status again soon.

How are chapters formed? The SFTA bylaws, ARTICLE XVI—CHAPTERS, state the following:

"Section 1. ESTABLISHMENT, RESPONSIBILITIES

"The Board of the Association may, upon application by a qualified group of persons consisting of not less than 15 members of the Association, charter same as a chapter of the Association representing a defined locality, region, or area, and dedicated to promotion of the purposes of the Association as herein established. All chapter members are encouraged to be members of the Asso-

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ciation. Chapters shall hold regular meetings not less than annually, and shall conduct such programs and undertakings as shall serve to educate members and the public concerning the general and regional history of the Santa Fe Trail, the activities of the Santa Fe National Historic Trail and the Association, and which shall otherwise promote the protection and preservation of the Santa Fe Trail and enhance awareness of its historical legacy. Any chapter that dissolves shall inform the SFTA president and be removed from the list of chapters.

"Section 2. REPORTING, ANNUAL VISIT

"Activities of each chapter shall be reported to and coordinated with the vice-president of the Association, who shall be responsible for its general oversight and communications with it. An appropriate chapter officer, designated by its bylaws, shall regularly report chapter activities to the editor of the Association's publication, *Wagon Tracks*, for inclusion therein. Annually, each chapter shall submit to the Association vice-president the following information: (a) names, addresses, and telephone numbers of current chapter officers; (b) names of current chapter board members; (c) current chapter membership total, along with the names and addresses of the current chapter membership; (d) meetings schedule; and (e) suggested preferred date and an alternate date for a chapter visit. Visitations shall be made annually by the vice-president or a board

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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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member designated by the vice-president."

In addition, SFTA has a brochure of "Chapter Guidelines" that gives suggestions on how to organize a chapter, the process to become affiliated with SFTA, and ideas for chapter programs. In all of this information about chapters, there is NO stipulation that a chapter has to be formed in proximity to the Santa Fe Trail. In fact, as long as a chapter meets the requirements of the by-laws, a chapter could be formed anywhere there is a group of people interested in forming a chapter.

At the March 17, 2007, board meeting a motion was passed that included the following: "All Officers and Board Members of SFTA must be a member in good standing of a Santa Fe Trail Association chapter." I have received some concerns with this motion relative to the fact that it may be limiting to those who would like to serve on the board but do not have the availability of a chapter in their locale.

SFTA chapters do not require that members live in the area that the established chapters cover. In fact, most chapters have several long-distance members. People who live in a chapter's area join for a variety of reasons, and so do long-distance members. Some may have ties to the chapter area, some may have lived there previously, some are interested in that area of the SFT that the chapter is located in, and some just wish to support the chapter and receive its newsletters (which by the way are excellent). As for the newly-passed stipulation that board members must belong to chapters—board members have long been members of chapters, both locally and long-distance. Many board members are members of several chapters, and the SFTA should be pleased to know that several chapter presidents, or other chapter officers serve on the board. This motion was not brought forward as a way of denying anyone the privilege of serving as a board member. Rather, it was a way for the SFTA board to show its support for the chapters. It should be noted that the same resolution adopted in March requires all chapter officers to be members of SFTA. The intent is to bind the chapters and the board of SFTA closer together. We all serve

the same purpose and seek the same goals.

The chapters of the SFTA have a long history of performing valuable projects, both for the communities they cover and for the Santa Fe National Historic Trail. In addition, they bring people together for some very informative programs. To learn more about a chapters projects, programs, and meetings you can check out the "CAMP TALES—Chapter Reports" column in each issue of *Wagon Tracks*. In addition, you can learn more about each chapter on the Santa Fe Trail Association website at <www.santafetrail.org> or at the Santa Fe Trail research site maintained by Larry and Carolyn Mix at <www.stjohnks.net/santafetrail/>.

Several chapters of the SFTA have recently taken advantage of the Santa Fe National Historic Trail Promotion grants funded through the National Park Service. The projects are varied in nature, but all are designed to increase awareness of the Santa Fe National Historic Trail. Beginning at the eastern end of the Santa Fe Trail, the Missouri River Outfitters Chapter will put together a booth with information about their chapter, markings used to identify the SFNHT and auto tour routes; a continuously running slide show of trail sites in the area; information on their stone post project; and information on the Junction Park project and its extension along the trails. In addition, chapter members will hand out maps, brochures, and information related to the Santa Fe National Historic Trail. The booth will be in conjunction with the Festival of the Trails held in Gardner KS September 14 and 15, 2007, and the dedication of the Gardner project which will take place at 3:00 p.m. on Friday, September 14, 2007. The Cottonwood Crossing Chapter will perform maintenance of SFNHT Marion County Auto Tour signs; mount the SFNHT "logo signs;" host an educational children's day camp with the SFTA Education Committee; and prepare and print a SFNHT Marion County Auto Tour map/brochure. The Quivira Chapter will print a brochure/guide for the Quivira Chapter Auto Tour. This guide will include maps, descriptions of sites, pictures, and the historical significance of the sites. The Wet/Dry Routes Chapter

is preparing a booklet discussing the DAR markers in Pawnee, Edwards, and Ford counties in Kansas. Included will be information concerning the history of the markers, their origin, and placement. The Bent's Fort Chapter will use the funds to redesign and publish a new chapter brochure that will highlight Santa Fe National Historic Trail sites and area points of interest. In addition, the chapter will host a membership promotion dinner at Boggsville. The Cimarron Cutoff Chapter will be handing out information about their chapter and the Santa Fe Trail Association. In addition, they will provide tourist information supplied by museums and chambers of commerce from Clayton NM, Boise City OK, Elkhart KS, and Springfield CO. The End of Trail Chapter is creating a display about their chapter. This display will be used to show activities of their chapter and is intended to create interest and increase membership for the chapter. In addition, a cooperative "placemat" project between SFTA, the Flint Hills Chapter, Dodge City/Fort Dodge/Cimarron Chapter, Wagonbed Springs Chapter, and the Corazón de los Caminos Chapter, as well as the above-mentioned chapters, will be completed. Placemats will be designed and distributed at eating establishments along the Santa Fe National Historic Trail. These placemats will include a map of the Santa Fe Trail, a brief history, as well as activities to entertain and educate the young and young at heart. SFTA extends thanks to the National Park Service for this funding to complete these worthy projects.

Very soon travelers along the Santa Fe Trail will find it easier to locate the Trail. The new signs will be appearing soon in various communities along the Trail. Signage projects are underway by the Cottonwood Crossing Chapter, Quivira Chapter, Wagonbed Springs Chapter, and Bent's Fort Chapter. At the present time, bids for the signs have been sent out and soon orders will be placed.

Chris Day and Marcia Fox, education committee co-chairs, have successfully completed the Santa Fe Trail Trip 2007 Education Tour. Special thanks goes out to all of you who helped with these kids as they came

through your area. You can check out pictures of the trip at the following website: <<http://www.rockcreekschools.org/vnews/display.v/ART/4611c35998412>>.

In just a few weeks another SFTA Symposium will bring together Trail aficionados for another great round of speakers, field trips, and, of course, food. It is not too late to register and for your added convenience, you can go to our website at: <www.santafetrail.org>. Just click on Symposium/Rendezvous to find the schedule and registration information. I encourage all our members to attend the general membership meeting that will be held Saturday, September 29, at 8:00 a.m. I look forward to seeing you in Trinidad.

—Joanne VanCoevern

MANAGER'S REPORT

CHAPTERS, it's never too early to think about hosting Symposium 2011! O.K., so maybe there are a couple of symposiums in between that currently have our attention, but as those hoary veterans of our previous stellar symposiums can attest, the longer the runway, the easier the takeoff. Our symposium is one of the crowning activities of the Association, and the SFTA has been fortunate to have over the years had numerous successes in some wonderful trailside settings all along the Road to Santa Fe. There are a few places we haven't been yet though, and a bunch we'd like invited back to. Our 2011 symposium is closer than you think, so please consider hosting.

Some time back, I suggested that we consider as part of our preservation strategy the nomination of trail sites to the National Register, or even to the list of National Historic Landmarks. Nominations haven't exactly been pouring in, and it is becoming clear that at least part of the reason is because there is a certain amount of confusion over the differences in Register/Landmark status, and the degree of difficulty to attain them.

Both of these designations give a site national recognition as a part of our nation's historical patrimony, and both of them offer the site some degree or other of potential preserva-

tion benefits via possible tax relief, loan access, or other perks. The differences are in the degrees. In a nutshell, there are 80,000 listings of historical sites on the National Register, and only 2,400 National Historic Landmarks. Obviously, Landmark status is at the top of the heap in prestige, and Register status somewhat below it. Nevertheless, both designations are nothing to sneeze at, and either classification should be *de rigueur* for every Trail site we deem the least bit significant to the story of the Santa Fe Trail. This hasn't been lost on people in the past, because a number of Trail sites are, in fact, already on one or another of the lists. The only problem is, that we haven't had any enter the lists recently, and that needs to change.

So how does one find out what the heck is on the Register or Landmark list? Easy enough: like Santa Claus, "make a list, and check it twice" of the sites in your chapter's area: ruts, forts, Trail-era houses, natural trail landmarks, graves, manmade stuff, objects left by alien beings, any Trail-related object of the active Santa Fe Trail era worthy of protection is worth listing. Next, go out on the Web to <www.nps.gov/nr>, and search the things on your list. What you are now searching is the 80,000-entry National Register database. To search the (much shorter) National Historic Landmark list, hit the Web at <www.nps.gov/history/nhl>. You will find the following Trail sites are listed as Landmarks (by state): Colorado (1), Kansas (4), Missouri (2), New Mexico (5).

From here, it is a matter of deciding which orphans on your list need to go on the National Historic Register, for starters. Both the Register and Landmark sites detail the procedures to nominate, and from there, it is a matter of stepping up to the plate, and swinging away. I think that an ideal goal for a chapter would be one nomination per year to the National Register, with the idea that it might likewise be possible to upgrade some of our worthier sites to Landmark status. It would be wonderful if we had one nomination to a National Historic Landmark per year from somewhere in the Association, but I think that an active National Register campaign as a minimum is a goal that is reasonable and

attainable. To do so, however, requires the local "boots on the ground" knowledge that only you can provide.

So start making your list, checking it twice, so we can find out who's going to be nominated to the Register or Landmarks (you thought I was going to say "naughty or nice," didn't you?).

—Clive Siegle

CHAPTER HAS HISTORICAL EXHIBITS IN LARNED

THE Wet/Dry Routes Chapter is pleased to announce four separate exhibits presently on display in Larned. At the First State Bank is "Freighting on the Santa Fe Trail," a collection of artifacts including a pack saddle, ox yokes, ox chain, ox shoes, and a tar bucket which served as a container for lubricants used to grease the wagon axles. All the artifacts are authentic to the historic period. These artifacts were also displayed at the summer chapter meeting.

At the American State Bank are two exhibits: "Westport Landing at Kansas City" and "Prairie Ports on the Santa Fe Trail." The first exhibit features engravings and paintings of the landing on the Missouri River which became the eastern terminus of the Santa Fe Trail. The second exhibit features photographs of railroad construction and depots related to the westward expansion of railroads in the 1860s and 1870s. From these depots at end-of-the-track towns, mail, merchandise, and passengers were dispatched down the Santa Fe Trail. As such these towns which replaced the river ports became known as prairie ports.

At the Jordaan Meeting Room in the Chamber of Commerce building, "Crossings on the Santa Fe Trail" presents paintings, sketches, photographs, and maps of crossings on the various streams in west central Kansas: Cow Creek, Walnut Creek, Ash Creek, Pawnee River, and Coon Creek.

All the above cited images except one were taken from nineteenth-century sources. The single exemption is the Ash Creek photograph taken in 1949 by Clay Ward.

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

TOUR ROUTES

(continued from page 1)

be Bent's Ranch where the Bent brothers attempted to establish an agricultural venture on the Purgatoire in 1846, which was aborted by the Indians the following year. Going on east the tour will cross over the Goodnight-Loving Cattle Trail and by some early settlements. Southeast of the village of Branson at the gap between the mesas we will intersect the Military Freight Route, Becknell's first route and that of Stephen Long and many other early explorers. The tour will then take us through Tollgate Canyon and by the still standing toll station. Beyond the village of Folsom, we will go by the famous archaeological dig known as the Folsom Site. On Johnson Mesa we will pass close to the massacre site of the Lucien Maxwell party. The route will go by the Willow Springs stop on the Trail and then on over Raton Pass to Uncle Dick Wootton's Toll Station and on to Trinidad.

KAW MISSION COUNCILS PROGRAM CHANGES

THE Kaw Mission State Historic Site in Council Grove has changed the remaining schedule for the 2007 Kaw Mission Councils, offering two presentations on a Saturday instead of the original one program on Thursday evening. The same program will be offered at 3:30 and 7:00 p.m., giving more people an opportunity to attend. The dates and topics are found in the Trail Calendar section of this issue. These programs are free and open to the public.

DONOR HONOR ROLL

MANY members have responded to various pleas for additional donations to assist SFTA with its many projects. Most of these were listed in the last issue of *Wagon Tracks*. Special thanks is extended to the following for recent donations and memorial gifts.

Donation:

Paul Moreno

Memorials for Gary Gaines:

Wilma Berlier

Emil D. & Jo B. Flynn

Hal & Bev Jackson

Leo & Bonita Oliva

Memorial for H. Denny Davis:

Leo & Bonita Oliva

A CLAPSADDLE MEDLEY

Indians
July 1864

As the story goes (there are many variations), the two nearest places of habitation to this point were trading ranches on the Santa Fe Trail, one on Cottonwood Creek operated by A. A. and Ira Moore, the other 13 miles to the southwest on Running Turkey Creek owned by the Eli Waterman family. The Waterman's daughter Nancy, married to A. A. Moore, had fallen ill, and eighteen-year-old Edward Miller had been dispatched to summon Mrs. Waterman to nurse her daughter. En route, Miller was intercepted by Cheyennes who were raiding along the Trail to avenge the recent killing of a prominent chief, Lean Bear, by soldiers (see next article). Miller was killed and scalped. Subsequently a search party found the body adjacent to the Trail. Miller's remains were buried nearby, and a cemetery established later, during settlement days, eventually surrounded the grave. A DAR Santa Fe Trail Marker was placed close to the headstone in 1906.

Two miles west of Larned, Kansas, the cemetery contains multiple ruts which cut across the southeast corner of the grave yard. From this point the Trail proceeded southwest for about one mile to the Dry Route crossing of the Pawnee River. There an impressive cut-down remains on the north bank of the stream. The cemetery ruts have been marked with a bronze plaque mounted on a limestone post by the Wet/Dry Routes Chapter.

By a happy coincidence, these cemeteries have unintentionally preserved the above described ruts and the grave of Edward Miller. Contributing, perhaps, to the phenomenon is the rural location of the cemeteries not bothered by urban sprawl. Regardless, Trail enthusiasts can take heart knowing these few remnants will have a sanctuary for years to come.

Sources

In addition to the author's numerous visits to the cemeteries, the following sources were consulted: Gregory M. Franzwa, *The Santa Fe Trail Revisited* (St. Louis: The Patrice Press, 1989); Hobart E. Stocking, *The Road to Santa Fe* (New

[SFTA Ambassador David Clapsaddle is president of the Wet/Dry Routes Chapter and a frequent contributor to WT. The following four articles were prepared by him during the last few months. Special thanks to him for sharing his research.]

SERENDIPITY IN THE CEMETERY

by David K. Clapsaddle

IN the February 2007 issue of *Wagon Tracks*, "Another Rut Preserved" spoke to the single rut which bisects the Hillside Cemetery near Kinsley, Kansas. That cemetery is one of several which preserves physical evidence of the Santa Fe Trail.

Near the eastern end of the Trail is the little burg of Grand Pass, Missouri. The town derives its name from the 1819 writings of Major Stephen H. Long who characterized a strip of prairie now occupied by the little municipality as "Grand Pass," at that time a point on the Osage Trace, a precursor to the Santa Fe Trail between Franklin and Fort Osage. In the cemetery at the east edge of town, ruts of pronounced proportions are easily observed. Over the years, a number of graves have been located in the ruts. Several years ago a group touring the Trail stopped to walk in the ruts in the Grand Pass Cemetery. When town folks saw the crowd, some assumed it must be a funeral. In a few minutes the mayor and a few other residents arrived to ask who had died.

Southwest of the celebrated Lost Spring is the small farming community of Tampa, Kansas. The town has the unusual distinction of three cemeteries: Catholic, Lutheran, and one some wag called gentile. From atop the town's grain elevator, one can detect ruts coming from the northeast toward the Lutheran cemetery. In the cemetery, the ruts are prominent and protected from destruction by cultivation.

Two miles east of Canton, Kansas, is the Jones Cemetery. There evidence other than ruts remains in the form of a black granite headstone inscribed as follows.

Ed. Miller
Aged 18, yrs.
Killed By
Cheyenne

York: Hasting House, Publishers, 1971). The story of Ed Miller is a composite of several accounts, all undocumented secondary sources.

FOR WHOM THE BELL TOLLS?

by David K. Clapsaddle

IN 1863 Lean Bear, a Southern Cheyenne chief, accompanied a number of Southern Plains representatives to Washington D.C. There they met with President Abraham Lincoln who presented each chief with a bronze medal and a letter attesting to his peaceful intentions. On May 16 of the following year, Lean Bear, wearing the medal and carrying the letter on his person, was killed by members of the First Colorado Cavalry in an unprovoked attack fifty miles northwest of Fort Larned.

In retaliation, on May 17, 1864, Cheyennes raided three trading ranches in the present Barton County, Kansas, area. At the Walnut Creek Rancho some two miles east of present Great Bend, the warriors drove off livestock belonging to Charles Rath, the rancho proprietor, Postmaster John F. Dodds, and the Kansas Stage Company. East of Walnut Creek, five and one-half miles at the big bend of the Arkansas River near present Ellinwood, the Cheyennes plundered the rancho operated by Dick Curtis and Frank Cole. To the north ten miles, they attacked the Cow Creek stage station on the Fort Riley-Fort Larned Road, killing a Kansas Stage Company employee, Suel Walker. Also employed at the station were J. J. and C. L. Prater both of whom immediately fled the scene following the attack, not even pausing to bury Walker's remains.

The Prater brothers raced to Salina, Kansas, and an unidentified courier carried the news of Walker's death to the Page-Lehman Rancho at the Smoky Hill crossing near present Kanopolis. Runners were dispatched to two other ranches in the area, one operated by Smoky Hill Thompson at Thompson Creek five miles southeast of the crossing and the other five miles northeast operated by the Farris brothers. That night, men from the ranches met at the Lehman store to discuss their situation. At dawn, they packed their possessions and departed to

Salina.

On May 20, Deputy U.S. Marshal H. T. Jones, Lieutenant. Van Antwerp and 15 Fort Riley soldiers, along with a group of Saline County citizens rode down the Fort Riley-Fort Larned Road to find all the stage stations and trading ranches between Salina and Walnut Creek sacked and deserted. At Cow Creek they buried Walker.

The death of Lean Bear and the subsequent killing of Walker ignited the Indian War of 1864-1865 which resulted in attacks against the whites along the Santa Fe Trail eastward as far as present McPherson County and westward beyond present La Junta, Colorado. There were also raids along other trails. Climaxing the war was the November 29, 1864, attack of the Third Colorado Cavalry under Colonel John Chivington on the Cheyenne/Arapaho village on Sand Creek near present Chivington, Colorado, and the retaliatory raids along the Platte River in the winter of 1865 by a combined force of Cheyennes, Arapahos, and Sioux.

The story of Walker's death may well have ended at that point were it not for the presence of a red granite tombstone in the Claflin, Kansas, cemetery sixteen miles north of Great Bend. The inscription reads:

S. O. Walker
Killed by Indians May 1864
ON NE -6 16-11
Removed
January 14, 1923

An account of the re-interment was published in *The Ellsworth Reporter*, January 11, 1923. Following is the article as originally published.

RECOVER BODY OF EARLY DAYS

Claflin-The remains of a victim of an Indian attack that occurred near here 60 years ago this month in January 1863, have been unearthed.

The bones are those of a man named Walker who was in charge of a stage relay station here when a stage line was run from Larned to Junction City. The unearthing of the remains of Walker is the result of an investigation launched by a Mr. Faris of Kanopolis, a man 84 years old. Mr. Faris came to Claflin about three months ago and inquired as to whether or not any of the residents of that community knew the location of the old relay station

and the search for this place has continued since that time.

John Bortz and Fred Galloway, of Claflin, remembered that their fathers had told them of the time Claflin was a relay station for Junction City-Larned state line, and with their aid the place was located. Walker's remains were unearthed Sunday from a knoll near Cow Creek on the old Galloway place; two and one-half miles west of Claflin. It was evidenced that Walker had been given a suitable burial. His coffin was made a Salina from cottonwood lumber.

The story goes, according to Faris, that Walker and the Praether boys were attacked by the Indians while in the relay station. Walker was killed in the fight but the Praether boys escaped. This fight occurred in January, 1863, sixty years ago. Walker was formerly employed by Mr. Faris.

True, Walker was killed by Indians. True also, the Praether (Prater) brothers escaped. However, other details of the newspaper account are more dubious. (1) Walker was not killed in January, 1863 but on May 17, 1864 as documented by army records and other sources including the tombstone inscription. (2) Walker was not killed at a relay station two and a half miles west of Claflin. Larned was founded in 1873, Claflin in 1887. No such stage line or relay station existed at the time of Walker's death. Rather, Walker was killed at the Cow Creek station of the Kansas Stage Company ten miles northeast of the Walnut Creek rancho on the Fort Riley-Fort Larned Road. (3) It would be rather doubtful that the party dispatched from Salina would have taken a coffin to bury Walker. If such a coffin were used, the cottonwood would have long since disintegrated by 1923.

Why then the inconsistencies? Perhaps Mr. Faris, then eighty-four years of age, misremembered some facts of the incident. Perhaps also, Bartz and Galloway experienced some difficulty with their recall. Regardless, the question remains, if not Suel Walker, who then is buried in the Claflin cemetery?

Sources

Louise Barry, "The Rancho at Walnut Creek," *Kansas Historical Quarterly*, 54 (Summer 1971): 143.

David K. Clapsaddle, "Conflict and

Commerce on the Santa Fe Trail—The Fort Riley-Fort Larned Road, 1860-1867,” *Kansas History*, 16 (Summer 1993): 129-130.

THE COCK ROBIN OF ASH CREEK

by David K. Clapsaddle

NORTHWEST of Larned, one mile east of Ash Valley is a six foot concrete monument. Encased in the monument is a sandstone inscribed as follows:

A. D. 1841
W. D.
SILVER
DIE
SHOT
WITH

Below the last word “with” is an inscription of an arrow. Originally, now long gone, a glass pane protected the stone from the elements. Inscribed at the base of the monument is the date 1917.

A 1931 edition of the Larned *Tiller and Toiler* credits C. C. Like with the discovery of the stone while digging post holes previous to the time that the Arlington and Northern Railway laid tracks through that part of Pawnee County in 1917. Company officials ordered the erection of the monument on the right-of-way one mile east of Ely, later named Ash Valley.

Who was W. D. Silver? The above mentioned newspaper account speculated: “Just how the murder came about will always remain a mystery. Mayhaps the traveler was a member of a covered wagon caravan surrounded by a tribe of warriors, and he was a victim of their onslaught. Or perhaps he traveled only with a single companion, who evidently escaped the deadly warriors.”

Such speculation is highly unfounded. In 1834, seven years before the date on the stone, the Indian Trade and Intercourse Act became law. The law stipulated that Indian Territory was to consist of all lands belonging to the United States west of the Mississippi not within the states of Missouri and Louisiana or the Territory of Arkansas. The law further prohibited white settlement in Indian Territory with certain exceptions: Christian missionaries sanctioned by the Department of Indian Affairs, Indian agencies, li-

censed Indian traders, and United States Army posts. All of the above, including Fort Leavenworth, were by 1841, established in the far eastern end of what is now the state of Kansas, far removed from the site of the Silver stone. To the west was Bent’s Fort near present La Junta, Colorado, the anchor of the Bent, St. Vrain Company. Licensed to trade under Charles Bent’s name, the company controlled all the Indian trade east of the Rocky Mountains, north to the Platte, and south as far as the Texas panhandle. The Silver stone was farther removed from Bent’s Fort to the west then it was from Fort Leavenworth and the Indian-related settlements to the east. Thus, one could conclude that Mr. Silver did not hail from any settlement in present Kansas or adjacent territories.

As to the possibility of an overland traveler in present Pawnee County, the chances are slim to none. The Oregon Trail followed the Platte River many miles to the north; the Santa Fe Trail ran some 11 miles to the southeast of the Silver stone. It is not likely that a Santa Fe-bound traveler would have strayed that far from the Trail.

To return to the original question, who was W. D. Silver? It appears that there are two choices, one akin to the newspaper speculation cited previously; the other choice, plain and simply, is that the story is a hoax.

BLACK POOL: REAL OR RUSE?

by David K. Clapsaddle

WITH the 1848 discovery of gold in California, thousands of argonauts raced westward to seek their fortune. Among these many gold seekers was a group of Cherokees and whites from Washington County, Arkansas. Departing a point near present Saline, Oklahoma, in the spring of 1850, the party pursued what became known as the Cherokee Trail into present southeast Kansas and on to merge with the Santa Fe Trail at Running Turkey Creek in present McPherson County, Kansas. From that point, the group followed the Santa Fe Trail to the west.

Among the gold seekers was William Minor Quesenbury who kept a literate diary of the journey. Follow-

ing are his diary entries for May 23-25.

May 23 (Thursday)

Owing to there being no grass at all at the creek, we left as soon as we could get breakfast. All day the wind blew hard. It has been disagreeable to travel.

Buffalo in sight all the time.

No grass all day. Nooned near a stream where a wagon had been abandoned. Got some of the spokes for stakes.

At Pawnee Fork the banks were steep but the wagons got over without difficulty. Pawnee Fork is the largest stream we have crossed since we left the Verdigris. The course of the road has been almost due south for the last five or six hours. At night concluded I would finish a letter I had commenced. Wrote till ten, and then was kept awake till twelve by Jack Hildebrand and someone else talking just outside the tent. Buffalo dung! The little prairie dog is doing well.

May 24 (Friday)

This stream that we are camped on I think comes from a spring. It is twelve or fifteen feet wide on an average, and of the same depth all the way that I have been along. It can’t be crossed but on horses without wading.

Got off from the creek about nine. Rode still S. Buffaloes constantly in sight. Buckner killed one but it was poor. Nooned at a pond close by the side of the road on the left hand. Ducks on it. Took a nap under the wagon. Made about twenty miles. I suppose, we have no way of measuring distance.

Our encampment is now on the bank of the Arkansas for the first time. The water is not so dark as it is at Fort Smith, it about the same color as the Rio Grande. It is as warm however, as it has anywhere been. The range is still bad. We must be in the middle of the Great Buffalo Range. Dog towns continue. Buffalo dung for fuel.

May 25 (Saturday)

Permitted our animals to graze for sometime before we got off. Our road is as ever, but runs almost due south.

Led Buckner’s pack animals to give him a chance for a buffalo. Whilst we were nooning, he, Merrill and some others came in with a large supply of meat. Riley Buchanan and myself, after a hard chase caught a dog in the ---- of a city. But killed it in the taking. Our road ran closer to the river bank than it has heretofore. Pyeatt, Jo Williams and myself went over on to an island. Nothing but a land bank with grass and stunted cottonwood lies on it. Passed a large spring some forty yards to the left of the road. A great many names are

craved on the rock. We learned from the inscriptions the ox team company had passed here on the 17th.

A short distance after passing the spring, two or three Indians came to us. They were on patrol. Left the road and camped about a quarter of a mile from the river for convenience of water. We still us buffalo dung. The Indians camped with us.¹

It appears that Quesenbury's party, upon crossing the Pawnee River near present Larned, Kansas, followed the Santa Fe Trail to Coon Creek which the diarist characterizes as "twelve of fifteen feet wide." There the party camped one mile southwest of present Garfield, Kansas. On May 24, the men continued to the southwest for some twenty miles, camping that evening on the Arkansas River just south of present Kinsley, Kansas. On the 25th they pursued the Santa Fe Trail to the south bend of the Arkansas River and proceeded upstream about three and a half miles to a point where the Trail left the river valley to pursue a northwestwardly orientation. About a mile and a half after leaving the river valley, Quesenbury wrote we "Passed a large spring some forty yards to the left of the road." He further states, "A great many names are carved on the rock. We learned from the inscription the ox team company had passed here on the 17th."²

James Mitchell with the ox team company led by Captain Edmonson did not reference the spring but did mention the rock where members of the company left their names. This is the same location described by Joseph Gleason on May 13, 1860, in abbreviated language: "waterfall pond, 10 or 12 ft, I cut my name, date, year."³ Gleason's description is somewhat in keeping with the present appearance of the site. The most significant difference is that Gleason's signature does not remain but carved in the sandstone is a rectangular border containing Black Pool Dis by E. Post 1843. Other names do remain, some too faint to read. Gregory Franzwa suggested that most of the names "are from the post-trail era."⁴ At some time, someone scribed the Black Pool inscription to a pronounced depth and stained the characters with a dark material. Resultantly, the inscription is well defined in comparison to the other nearby

names.

In 1954, interest in the so called Black Pool was revisited. Ray Pierce of *The High Plains Journal* in Dodge City wrote the Kansas State Historical Society requesting information with regard to the Black Pool, in particular the establishment of a U.S. Army post at that site and the signature of Zebulon Pike on the sandstone. The response was a polite negative on all three inquiries. In 1955, Pierce wrote the Secretary of War again requesting information related to the Black Pool. He mistakenly identified the Black Pool inscription as follows, "Black Pool. U.S. Post 1843 E. EP." He inquired as to the name of T. F. Titus 1811 and Zebulon Pike, the latter on a large boulder which had fallen into the pool. Pierce suggested that Titus might have been the name of a government surveyor connected with the U.S. survey which he stated was conducted eleven years before the opening of the Santa Fe Trail. Again the answer was negative. Also in 1955, Pierce wrote the Department of the Army requesting similar information with particular reference to a U.S. Army post. Once again, the response was negative. Joining the search was H. F. (Heinie) Schmidt; pioneer figure of Dodge City. In 1954, he wrote the National Archives and Records Service requesting information concerning the Black Pool and Col. Titus. The response was negative on both counts. In turn, Schmidt contacted a number of "old timers" in the area seeking information about the site. In one letter he identified the Black Pool inscription as "The Black Hole U.S. Patrol 1843." Again he made mention of "Colonel Titus 1811" and the boulder broken off and fallen down in the hole "bearing the names and dates of many old explorers, trappers, and soldiers." The answer to these letters were, in the main negative, except for a recollection of Pike's name among those inscribed at the site. However, one respondent did cite the following, "We saw many names—Taylor, Price, Harris, and soldiers scratched their names and ranks too."⁵

An interesting article appeared in the February 12, 1968, *Dodge City Globe* titled "Black Pool Forgotten Today." The author stated that the

inscription in the site reads, "Black Pool discovered by E. Pool 1843." He went on to write, "I think that Mr. E. Pool was possibly engaged in charting the Santa Fe Trail." Perhaps the writer's most fascinating statement was, "Last summer I lowered a weighted rope into the pool and found it very, very deep. In fact I was unable to find the bottom." Such is the folklore that pertains to the site.

Another bit of lore is that the pool is the remains of an ancient volcano. In 1991, staff at the Kansas Heritage Center in Dodge City, contacted the U.S. Geological Survey with regard to the proposition. The respondent replied that if the site was such, "it would rewrite many text books."⁶

What then, must be the truth of the Black Pool? The answer might be in another inscription documented some nineteen miles west of the Black Pool site. On June 5, 1859, Charles Post confided to his diary,

We concluded to travel until noon as we did not have large enough range for our cattle; Quite cool, pleasant driving. Our road led up on the high land in consequence of the bluffs running down to river, which is rarely the case on the north side of river, but on south side the sand hills for a great portion of the way lead into river. I was riding ahead of train and found a beautiful pool in a basin some thirty feet lower than the top of bluff with an outlet to the river. I have not yet seen anywhere an account of this pool, so I named it Crescent Pool; it is about seventy-five miles from Pawnee Fork. I carved my name and address in the rocks, also the name of the pool; it is a beautiful spot. We encamped at eleven o'clock for day and night at old Fort Atkinson, nothing remains except a bridge with four sides showing the outline of walls which were of sod.⁷

A comparison of the two sites is instructive. (1) The so-called Black Pool is located about 49 miles from Pawnee Fork. Crescent Pool was about 68 miles from Pawnee Fork. (2) The Black Pool inscription is dated 1843. The Crescent Pool inscription was carved in 1859. (3) The Black Pool inscription speaks to E. Post. The Crescent Pool inscription was the work of Charles Post.

Who then was E. Post and what is the origin of the Black Pool name? As to the latter, Franzwa speculated that the pool "has a dark coloration due to the underlying strata of black shale."⁸ As to the identity of E. Post,

one might surmise that someone knowing of the inscription near the Fort Atkinson site incised the "Black Pool" signature with a deceitfully similar inscription. Perhaps future research will shine a brighter light on the Black Pool, 1843, and E. Post.

The Wet/Dry Routes Chapter of the Santa Fe Trail Association has placed a limestone marker one half mile west of the spring to identify the ruts which traverse the pasture in which the so called Black Pool is located.

[Editor's Note: There is another possibility to investigate. If the inscription did say "Black Pool U.S. Post 1843," as Gregory Franzwa reports, it could have been placed there when Captain Philip St. George Cooke led four companies of First Dragoons as escort to the 1843 spring caravan going to Santa Fe. Some of these troops encamped in the area of the Black Pool and, on the opposite bank of the Arkansas River, captured the Jacob Snively force of Texans then in the area to attack wagon trains along the route. There was debate at the time as to whether the Texans were on U.S. soil when captured. Perhaps someone with the expedition inscribed the words to show the location was east of the 100th Meridian. Although a military camp is not an official post, it was not uncommon to refer to them as such in the 19th century. Given the date of 1843, Cooke's expedition seems a likely candidate for the inscription. Of course, the inscription could have been added at a later date, and there is no way to determine that today. Regardless of the validity of this inscription, the Black Pool was near the Santa Fe Trail, was mentioned by other travelers (some of whom carved their names at the site), and it is still there today. As Franzwa noted, the water appears to be black when one peers into it from the surrounding rock ledge, and calling it a "black pool" seems logical.]

Notes

1. William Quesenbury's Diary, Flashback, 29, No. 1-4 (February, May, August, & November 1979), Washington County Arkansas Historical Society.
2. To avoid the uneven terrain along the river, the Trail made an arc to the northwest and ran westward along the ridge for about five miles before returning to the river valley. This was the first of three such detours dictated by the "rough country" along the north bank of the Arkansas which generally was free from

such obstructions. The other two detours were initiated about eight and half miles west of present Dodge, and one mile west of present Cimarron, Kansas. David Clapsaddle, comp., *A Directory of Santa Fe Trail Sites* (Larned: The Wet/Dry Routes Chapter of the Santa Fe Trail Association, 1999), C-49-C-50; D-7; Hobart E. Stocking, *The Road to Santa Fe* (New York: Hastings House, Publishers, 1971), 146.

3. Patricia K. A. Fletcher, Dr. Jack Earl Fletcher, and Lee Whitely, 1850 Another New Route to the California Gold Fields, Vol. 2, *Cherokee Trail Diaries* (Sequim, WA, 1999), 269.
4. Gregory M. Franzwa, *The Santa Fe Trail Revisited*, (St. Louis: The Patrice Press, 1989), 117.
5. Kansas Heritage Center, Black Pool File, Dodge City, Kansas. The U.S. Survey of the Santa Fe Trail was conducted in 1825-1827, fourteen years after the Titus 1811 signature and date.
6. Kansas Heritage Center, Black Pool File.
7. "The Arkansas Route: The Diary of Charles E. Post," in LeRoy R. Hafen, ed., *Overland Routes to the Gold Fields 1859 From Contemporary Diaries*, Vol. XI, *The Southwest Historical Series*, (Cleveland: The Arthur H. Clark Co., 1942), 42.
8. Franzwa, *Santa Fe Trail Revisited*, 117.

FORT LARNED SUMMER CAMP

THE Wet/Dry Routes Chapter joined forces with Fort Larned National Historic Site to conduct a day camp for Larned elementary-age children on June 5-6 and June 12-13. Two separate camps were required due to the unexpected interest as indicated by a total of 70 applications (of which only 30 were accepted). Fifteen children attended each session conducted by David and Alice Clapsaddle.

The first day of each camp was conducted at Fort Larned. Students were instructed from I Heard a Coyote Howl, a booklet recently written by David Clapsaddle. The story tells of the Hancock Expedition in 1867 when the Cheyenne/Sioux village some thirty miles west of Fort Larned was destroyed by order of General Hancock. The story is told in first person through the eyes of a twelve-year-old Cheyenne boy in the village at that time. The girls prepared the noon meal for the day and the boys were engaged in the construction of parfleches, which some have called Indian suitcases.

The second day of each session was conducted at the village site now owned by the Fort Larned Old Guard. The children toured the location, following which the girls

made Indian dolls and the boys made medicine bags. Medicine bags were a social requirement for Cheyenne warriors in which they kept charms known to some people as good luck pieces. Both boys and girls ended the day engaged in games played by Cheyenne children. All reports are that the children loved these experiences at the fort and the village site. Special thanks to the Clapsaddles, the staff at Fort Larned NHS, and the Fort Larned Old Guard for making this possible.

CHILCOTT ANNOUNCES END OF TRAIL BICYCLE TREKS

WILLARD Chilcott, Santa Fe, a longtime SFTA member and head of the Santa Fe Trail Bicycle Committee, announced that the wonderful bicycle trips from Santa Fe to New Franklin have come to an end. The first trip, endorsed by the SFTA, was in 1990. The annual treks became biennial a few years ago. Chilcott led riders over the Trail 13 times, and this year would have been the 14th.

Chilcott said, "Times change. We get old. Some of our first group no longer ride any more. It's the end of an era and we're moving on to other things." He also expressed thanks to SFTA and its members who helped make those trips enjoyable and informative over the years. In return, SFTA thanks Chilcott for organizing and leading these trips. He was presented a SFTA Award of Merit in 1997. We wish him well in everything he does.

EL CAMINO REAL TOUR, AUGUST 23-SEPTEMBER 3

HAL Jackson is offering another guided tour of El Camino Real, "Following the Footsteps of Juan de Oñate" August 23-September 3. For details, including itinerary, maps, photos, and registration information, go to <www.tourelcamino.com>. There will be one more tour next year, over a different section of the historic route.

Whether you join this tour to Mexico or follow El Camino Real from the comfort of your home, you should read Jackson's book, *Following the Royal Road: A Guide to the Historic Camino Real de Tierra Adentro*, available from SFTA Last Chance Store.

JOHN R. KERR: AN OLD PLAINSMAN

by Beverly Carmichael Ryan

[SFTA member Ryan, Lynchburg, VA, is a descendant of Trail freighters and has previously written for Wagon Tracks. Thanks to her for this item.]

JOHN Roland Kerr was 83 years old when he and roughly 20 other members of the Old Plainsmen Association attended its final reunion on August 30, 1917. The meeting was held in the Better Babies tent at the Independence, Missouri, fairgrounds, with informal story telling and socializing in the morning and afternoon talks given by Kerr and several other attendees and officers of the Association.¹ Kerr, from Independence, was a vigorous man described as looking like a 50-year-old when he was 80.² He would have been capable of giving an energetic and entertaining talk, drawn from his memories of many Plains crossings.

An active participant and organizer of Old Plainsmen Association meetings, Kerr attended the annual reunions from their inception in 1909 through 1917. Attendance lists and the Association's membership certificate issued to Kerr at the August 25, 1916, reunion, show that he made nine plains crossings between 1862 and 1865.³ These were Civil War years, and Kerr was absent from his home in war-ravaged western Missouri for most of that time.

John Kerr was born July 12, 1834, in Campbell County, Kentucky, a child of John and Jemima (Fisher) Kerr. He moved to Missouri in 1854 at age 20, returning to Kentucky the following year to court Nancy Jane Rucker. Following their marriage, the couple moved in 1856 to Independence in Jackson County, Missouri. John built their two-room log house, with a porch between the two rooms, on an outlying farm later described as being on the Lee's Summit Road. Most of John and Nancy's children, numbering at least five, were born there.⁴

The mid-1850s brought escalating Kansas/Missouri border hostilities near to the Kerrs. All-out Civil War engulfed Missouri in June 1861, and John Kerr, a Southerner, served

with a bodyguard company for General Sterling Price for several months. Kerr claimed to have been responsible for giving General Price his nickname of "Pap" Price. The story is that this occurred one evening when the company was in camp on the outskirts of Independence. One of the men called out, "Where do we get our living?" Kerr called back, "From Pap Price, of course." Another shouted, "Who feeds us?" "Why, Pap Price, of course," was Kerr's response.⁵

Kerr's service with General Price would have taken place sometime between May 1861, when ex-governor Price was commissioned major general to reorganize and take command of the Missouri State Guard (Confederate), and April 1862, when Price resigned his commission and command of the State Guard to accept appointment as a major general in the Confederate Army (CSA).⁶ If John Kerr was one of the fewer than 4,000 Missouri men who followed Major General Price into regular Confederate Army service, he did not stay long. Late in 1862, at age 28, Kerr became one of the many Confederate sympathizers who escaped Union-occupied Missouri by joining westward-bound wagon trains. Kerr and his good friend, Preston P. ("Pete") Parker, left Independence on November 7, 1862, teamsters with a government supply train headed for Fort Union, New Mexico.

Pete Parker later recounted that this train was organized by Preston Roberts of Independence and consisted of 21 wagons carrying flour and supplies. Delayed by several snowstorms, but encountering no trouble with Indians, the train reached Fort Union at daybreak, December 24, 1862. Union soldiers at the fort would not permit unloading of the wagons until after Christmas day, and directed the train to make camp five miles down the Trail, beyond the grazing range of the fort's beef cattle. As they traveled back to the five-mile limit, teamsters picked up about 50 unexploded cannon balls near a federal practice target. These provided the camp with its own holiday revelry that night. While sol-

diers at the fort celebrated in highly inebriated fashion, the trail men dropped cannon balls into a ravine full of dry leaves and brush, then added burning tinder. The resulting explosions were stupendous, sounding to Parker as if "the federals and rebels were having a big fight."⁷

A day or two after the supplies were unloaded, the train began its homeward crossing. This time there were great numbers of Indians for miles along the Trail, and an attempt to detour around them five miles up the Arkansas River brought the train right into a very large Indian camp. When the cook called the teamsters to breakfast in the morning, 200 menacing Indians moved in and ate everything, then ordered the train to leave. The Indians escorted the wagons out of their camp without further incident.⁸

The wagons camped at Cow Creek, with the stock just corralled, when John Kerr and Pete Parker were approached by a young Indian man and woman who indicated they wanted water. Having accepted a full tin cup, the woman spat a mouthful of water at Parker, who reached automatically for the revolver at his belt. Kerr, standing behind Parker, instantly threw his arms around him. Both men believed Kerr's action prevented an unintentional provocation that might have resulted in all the men of the train being killed by infuriated Indians.⁹

Safe arrival at Independence concluded this Trail crossing, and although Kerr and Parker saw each other many times again, they were never on the same train in future crossings. Parker made five additional round trips: two in 1863, two in 1864, and one in 1865. Kerr, who served as scout on many of his nine crossings and rode his mule while scouting, played a prominent role in a well-documented July 1864 battle and siege by Indians of two wagon trains camped at the Cow Creek Crossing of the Trail.

The train with which Kerr traveled as an assistant wagon master was a government supply train camped on the west side of Cow Creek, and the second, a Mexican

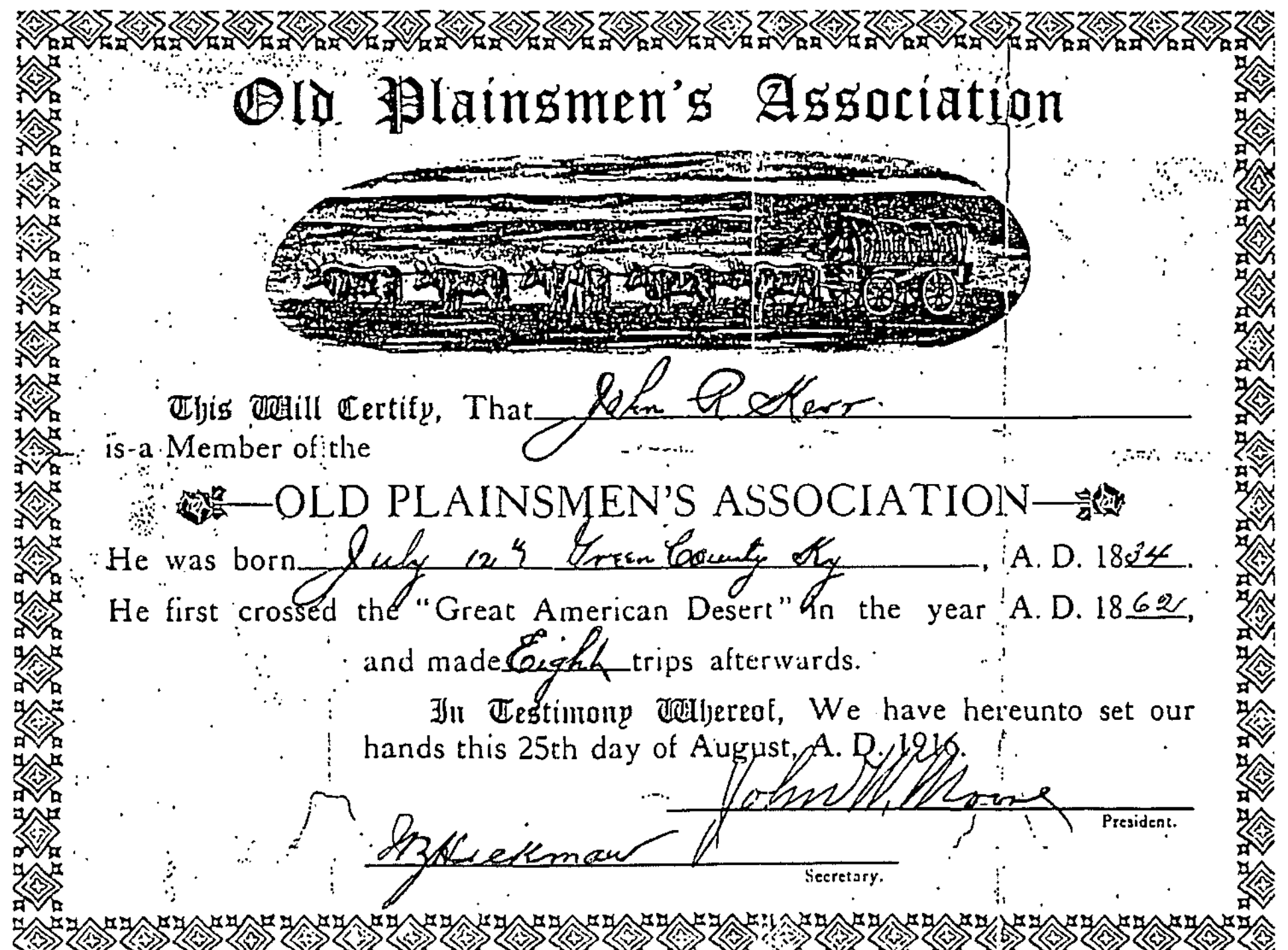
train, was camped to the east of Bill Mathewson's Rancho on the east side of the creek. The main body of the supply train had formed at Fort Leavenworth, where it was joined by a small group of four ox-drawn trains and one mule-drawn train, the latter consisting of 16 wagons drawn by 96 mules. Fifteen of the mule-train wagons carried guns and ammunition for Fort Union. Kerr, 30 years old and a seasoned trail man, was in charge of the mule train and its ordnance wagons.¹⁰

The supply train and the Mexican train were surrounded at Cow Creek by large forces of Kiowa, Comanche, Cheyenne, and Arapaho, who were particularly attracted by Kerr's mules. Mules were valued by the Indians for their speed, and the Indians hoped to stampede or force surrender of the 96 mules with Kerr's ordnance train. On July 20, the Indians attacked the supply train, Mexican train, and Mathewson's Rancho. The men of the supply train fought off the Indians with rifles and plentiful ammunition from the ordnance wagons, but a young Mexican herder with Kerr's train, who left camp to find a mule or to seek a way out,¹¹ was killed on the first or second day of the attack.

Kerr, in a 1929 interview in which he gave no dates of the Plains episodes he described, told of a 16-year-old boy who wanted to go scouting on Kerr's mule. Kerr agreed, telling the boy to drop the lines if he encountered Indians, and the mule would bring him right back to camp. After dark, the mule returned with the boy, but the boy had two arrows in his back. Kerr said, "He didn't drop the lines."¹²

Two additional men were killed or died as a result of going out to find water, which was running out in the camp. Several days into the siege, the men of the supply train dug successfully for water. Troops were on the way, and the Indians left. The Mexican train had lost stock but no men, and the only casualties at Mathewson's Rancho were Indians who had charged across his bridge in the face of fire from his two-pound howitzer.¹³

The Indians still wanted Kerr's mules. Ten days or so after the siege, Indians made a night raid on the supply train which was then camped



at the old Cimarron Crossing of the Arkansas River, stampeded the mules over the barricade, and drove them away. In 1929, Kerr related details that must have referred to that incident. The sudden yells of the Indians had unsettled the mules and wakened Kerr, who had been asleep in a wagon close to the bell mare. As she bolted with her bell tinkling, Kerr tried to jump her, but she was "off like a streak" with the other mules following her, just as they had been conditioned to do at the sound of her bell.¹⁴

Fifty years later, on July 20, 1914, three old survivors of the 1864 siege at Cow Creek—John Kerr (age 80), Ike Gray (age 70), and Thomas White Carmichael (age 68)—met for a reunion at present Lyons, Rice County, Kansas, and found the site of their old camp near the Cow Creek Crossing. Their accounts of the battle and siege, supplemented by details in Ike Gray's 1864 diary, were reported extensively by the two Lyons newspapers. Before Kerr left Lyons, he stopped at the office of the *Daily News* to thank the newspaper and the citizens of Rice County for their interest and kind reception. The greatest honor, he said, "belongs to you old settlers, who came after us and fought to establish homes in a homeless and apparently hopeless country. You have a great and wonderful country." Kerr returned to Independence, where he was organiz-

ing an Old Plainsmen reunion for the end of August.¹⁵

Pete Parker and John Kerr both attended annual Old Plainsmen reunions, along with many others who had traveled the Plains in any capacity. Parker and Kerr were interviewed by James A. Southern for an article about the Plains experiences, which was published in the June 7, 1929, issue of the *Independence Examiner*. John Kerr was nearly 95 years old, a widower since 1901, and Parker was nearly 89. The article reflects the two old men's delight in reminiscing about their Trail adventures so many years before.

Kerr was living at the home of his daughter, Mrs. Ben Wallace, at 810 North Main Street in Independence, at the time that the article was printed. It was there he died, a little over six months later, on December 16, 1929. He was survived by four children in addition to Mrs. Wallace, and by his old friend, Pete Parker. Kerr's obituary, printed in the *Examiner* on December 17, 1929, noted that Pete was especially grieved at the passing of his good friend. John Kerr's death further reduced the dwindling numbers of those who had crossed the Plains on the Santa Fe Trail. It must have been doubly sad for Peter Parker and the others who had lived this unique chapter of the national experience and now lived it only in memory. The *Examiner* included in Kerr's obituary several of

the colorful stories that he and Parker had told in their interview with James Southern. It was a fitting memorial to the life of an old plainsman of another era.

Notes

1. Donald R. Hale (Mark L. Gardner, ed.), "The Old Plainsmen's Association," *Wagon Tracks*, 14 (May 2000): 15-17.
2. "Plainsmen Visit Old Battleground," *Lyons Republican*, July 21, 1914.
3. Hale, "Old Plainsmen's Association," 15-17; Old Plainsmen's Association membership certificate for John R. Kerr, copy at National Frontier Trails Museum, Independence, MO, in Box D 10.00 - Series: NFTC -Subseries; Old Plainsmen Material, File D 10.00 - F7.
4. James A. Southern, "P. P. Parker and John R. Kerr Tell of Trips Across the Plains," *Independence Examiner*, June 7, 1929; "Death of John R. Kerr," *Independence Examiner*, December 17, 1929; Certificate of Death for John Roland Kerr, December 18, 1929, Missouri State Board of Health, File No. 40501, Reg. No. 428. John Kerr's Old Plainsmen's Association membership certificate gives Green County, KY, as his birth place, but Southern's article, Kerr's obituary, and his death certificate all give Campbell County, KY, as his birth place.
5. *Independence Examiner*, June 7 & December 17, 1929.
6. Richard S. Brownlee, *Gray Ghosts of the Confederacy - Guerrilla Warfare in the West, 1861-1865* (Baton Rouge: Louisiana State University Press, 1958), 14, 28-29.
7. *Independence Examiner*, June 7, 1929.
8. Ibid.
9. Ibid.; *Independence Examiner*, December 17, 1929.
10. *Independence Examiner*, June 7, 1929; "Plainsmen Change Date," *Lyons Republican*, July 17, 1914; "After Half A Century," *Lyons Daily News*, July 21, 1914; T. W. Carmichael, "At Cow Creek," from the Odessa, MO, *Democrat* in the *Lyons Republican*, August 11, 1914; Beverly Carmichael Ryan, "Under Siege at the Cow Creek Crossing, July 1864," *Wagon Tracks*, 14 (August 2000): 5-9; Beverly Carmichael Ryan, "Under Siege at the Walnut and Cow Creek Trail Crossings, July 1864," *Wagon Tracks*, 18 (August 2004): 5-9.
11. *Lyons Daily News*, July 21, 1914.
12. *Independence Examiner*, June 7, 1929.
13. Ryan, *Wagon Tracks*, 14 (Aug. 2000): 5-9, 18 (Aug 2004): 5-9.
14. *Lyons Daily News*, July 21, 1914; *Independence Examiner*, June 7, 1929.
15. *Lyons Daily News*, July 21, 1914.

COUNCIL TROVE

-DOCUMENTS-

RUSSELL STATEMENT, 1871

Richard Loudon found the following statement in the Russell papers, and it is of interest for the prices of items.

Copy-A statement to Mr. R. D. Russell-Sept. 8, 1871.

By Thatcher Brothers and Co. Owned by J. A. Thatcher, M. D. Thatcher and F. M. Bloom, wholesale and retail dealers in dry goods, groceries, liquor, hardware, farming implements, queensware, clothing, hats, boots and shoes.

3 sacks of flour @ \$4.50	.....	\$13.50
50 lbs. Coffee @ 24¢	.....	12.00
100 lbs sugar @ 18 ½ c	.....	18.50
5 gals. Syrup @ \$1.50	.....	7.50
1 box soap \$7.00 ½ box candles		
\$4.00	.....	11.00
60 lbs. lard @ 22 ½ c	.....	13.50
5 lbs. butter \$5.00 5 lbs tea		
\$7.00	.....	12.00
50 lbs. Beans \$2.00 1 shovel		
\$2.00	.....	4.00
1 lb salt 50c 6 lbs shot \$1.20.	..	7.70
1 skimmer 25c 1 strainer 50c	...	.75
1 comb 50c 12 yds flannel @ 50c.	.....	6.50
1 lb. Pepper 50c 2 boxes blacking @ 50c	.....	1.50
10 yds jean \$9.00 4 yds flannel		
\$2.60	.....	11.60
4 pr. Hose 1.33 4 pr hose		
\$1.00	.....	2.33
horse[?] 25c matches 30c	....	.55
toys \$1.06 12 yds calico \$1.62.		2.68
door locks \$1.00 gloves 75c	...	1.75
tobacco \$2.00 bucket 75c	...	2.75
hinges and screws	.....	.40

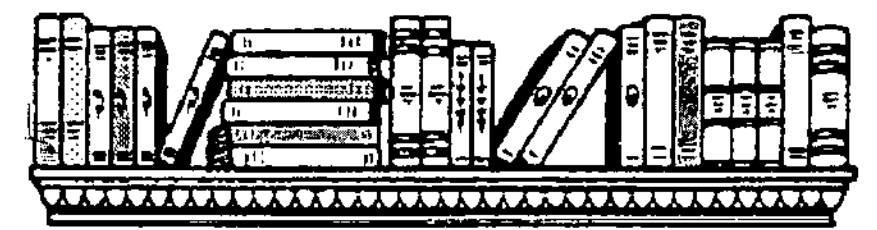
TRAIL NEWS, 1845

The following item regarding Bent's Fort and the Trail appeared in the *New York Herald*, June 8, 1845, p. 1, taken from the *St. Louis Era*, May 28, 1845.

INTELLIGENCE FROM THE WEST.-

Mr. Tharp and several other persons arrived here [St. Louis] yesterday, on the steamer Nimrod from the Missouri; they are from the head waters of the Arkansas, and came in by the way of Bent's Fort, taking from thence the Santa Fe trail to west port. Six wagons came in company, bringing 187 packs of furs and Buffalo robes. We learn from Mr. Tharp that the weather had been unusually mild during the past winter, and no snow of consequence had fallen on the mountains; in consequence of the mildness of the winter the trade with the Indians had not been very profitable, and but few robes comparatively speaking have been taken by them. The buffalos have confined themselves to the plains,

where they are difficult to take.- The number of robes collected at Bent's Fort this year is said to be about one third in amount of the quantity usually collected. This is the largest trading post in that section, and the quantity that may be expected from that point will not exceed 200 packs; in former seasons as high as 800 packs have been brought in from that post.- When Mr. T. left, the Fort Bent's company was preparing to start in; it will in all probability arrive with Owing's company from Santa Fe, which is expected to arrive at the fort about the 10th of this month, and will reach Independence about the 1st of June.-



CONVERSE OF THE PRAIRIES

-BOOK NOTICES-

Arlan Dean, *The Santa Fe Trail: From Independence, Missouri, to Santa Fe, New Mexico*. New York: Rosen Publishing PowerKids Press, 2003. Pp. 24. Map, illustrations, glossary, resources, index. Cloth, \$22.00 postpaid from Last Chance Store.

Ryan P. Randolph, *The Santa Fe Trail*. New York: Rosen Publishing PowerKids Press, 2003. Pp. 24. Map, illustrations, glossary, sources, index. Cloth, \$24.00 postpaid from Last Chance Store.

These two children's books are expensive because of high quality library binding, but they are beautifully illustrated and quite well done. The illustrations alone are worth the price. The reading level in each is third grade. They are designed to help students learn to read. There is less text in the Dean book, much more in the Randolph volume. Every elementary school library should have these on the shelf.

The Trail information in each of these has been carefully researched. Dean includes material on Becknell, two major routes, wagon trains, Indians, forts, and railroads. Randolph provides more detail on these topics and others, including the Army of the West, people on the Trail, and life on the road.

REPORT OF TRIP INTO NEW MEXICO, 1875

by Albert Alonzo Robinson, Civil Engineer

[In 1875 A. A. Robinson, an engineer, visited southern Colorado and New Mexico at the request of Atchison, Topeka and Santa Fe Railroad President Thomas Nickerson to determine the feasibility of the railroad building into the region. His report, dated April 20, 1875, is printed here. It includes information about the region traversed by the Mountain Route of the Santa Fe Trail. Mike Olsen obtained a copy of this document from the Manuscripts Department, Kansas State Historical Society, Topeka, and it is published here with permission of the Society. Harry Myers typed this into his computer. Special thanks to Robinson, Olsen, Myers, and the Kansas State Historical Society for this informative document.]

Report of Trip into New Mexico, Jan. Feb. and March 1875

Thos. Nickerson Esq.

President

A.T. & S.F.R.R. Co.

Boston Mass.

Dear Sir:

Agreeable to instruction contained in your letter of 8th Jan. I started soon as the snow blockade would allow, on 22nd Jan., on trip of inquiry through Southern Colorado and New Mexico.

In order that you may not be disappointed in the amount and quality of the exact information, I have been able to gather, it is necessary to prepare my report with a few remarks on the condition of society and the totally unreliable character of the statistical data that can be obtained from the local governments of these territories, especially in N.M.

The people of N.M. and of Las Animas County in Colorado are largely Mexicans.

Of a population of 124,000 people, N.M. has not more than 9,000 Americans, or whites, as distinguished from the New Mexicans or Natives. This 9,000 is made up from all nationalities, among whom the Jews largely predominate. The natives are all Roman Catholics, excepting one community, the town of Tomé, in the Rio Grande valley, which is Protestant in faith.

Only the wealthy class of the natives are able to educate their chil-

dren; the mass of the people are ignorant and very superstitious.

All of their modes of life are primitive, but few innovations have been introduced by the Americans. The wooden plow is still used, and the ass, as a pack animal, furnishes the favorite means of transportation.

With this people it is sacrilegious to depart from the usages of their grandfathers.

With this state of society you will readily see that most of the officers, local and territorial, best be natives, where the elective franchise is the right of all.

Besides this, affecting the governments, it must be remembered that this people have not long been citizens of the U.S., they were subjects of revolutionary Mexico until 1848, when by the treaty of Guadalupe Hidalgo, the major portion of N.M. was ceded to the U.S.

Even after this treaty a territorial government was not erected until 1851; society was in a constant turmoil; and war may be said to have been the occupation of the people, until the close of our Rebellion.

From the cession of this territory until this time, this people were fighting Indians or Texans, or factions were fighting among themselves, in accordance with the customs of their generations.

The present generation is unused to the customs of the U.S. Government and of civil life. They were not subjected to taxation, except in form of fines and licenses, until 1870.

At this time owing partly to previous customs and a law exempting \$500 to head of each family, which is liberally interpreted, and partly, to false swearing, only from 5% to 10% of the actual property of the territory is assessed for taxation. The assessments are still more unreliable from the fact that nine tenths of all property is personal and can be moved at will so as to avoid taxation.

Lincoln County, although possessing a wealth of at least, \$2,000,000 in cattle, sheep, and real estate, pays no taxes and has

no government of any potency.

From this state of affairs you will see that any attempt at system in gathering statistical information as to resources of this county is futile. I have had therefore to resort to securing the opinions of the best informed citizens, and upon these and my own observations to base my estimate of the country. I will speak in detail of the counties which are of the most importance and soonest reached by your road and of the others in a general way. Las Animas County in Colorado which Trinidad is the county seat, has a population of about 9,000 people, 1800 of whom are Americans; has an area of about 2,600,000 acres of land of considerable diversity. The range in altitude above sea level is between 5,000 and 10,000 feet.

The county embraces within its borders about one half of the Raton Mts., the Purgatory, part of the Dry Cimarron, and lateral cañons; also the Mesa de Mayo, virtually an extension into the plains of the elevated mesa or table land which is called the Raton Mountains.

The arable land in the Co. will not exceed 45,000 acres when best use is made of present water supply.

The cultivated land is probably not far from 30,000 acres on 11½ townships of six miles square. The soil is exceedingly fertile and only needs water to make it produce bountiful a yield of 30 bushels per acre of wheat and 60 of corn is an average for a well cultivated field.

All of the remainder of the county may be classed as pasture land.

The value of this land may be expressed in the number of sheep it will sustain. From the experience of sheep raising in California, three acres is taken as the average amount of land necessary to sustain one sheep. If this county will do one half as well it will sustain about 420,000 head.

The valuable coal land which lies in vicinity of Trinidad, underlying the Raton Mts., has an area of 15 or 20 townships in the Co., or from 350,000 to 450,000 acres. Of the

several veins, the second from the bottom is the most accessible and the one which will be first worked. I have measured openings in this vein of from $7\frac{1}{2}$ to 9 feet in thickness of good coal.

The iron deposits which I saw, however rich in quality, cannot be very abundant. The ore exists in pockets or boulders as pennystone ore in the shale accompanying the lower veins of coal. I am informed the outcrops seen are a fair exponent of the iron deposits its thus far discovered. If this is the case I have doubts of the development of important iron interests here.

I went through the timber land on the north side of the Purgatory River, west of Trinidad, where nearly all the available timber in the Co. lies. I estimate that there are about 55,000 acres which will cut 2,000 feet, board measure, per acre or a total of 110,000,000 feet, which can be reached from Trinidad with a haul, by wagon, of 20 to 35 miles: this lumber although not equal to Michigan lumber, is still very good for ordinary purposes.

Besides the lumber, about 200 cross ties can be cut per acre on the land specified or 11,000,000 ties: the gorges and ravines in the higher altitudes produce a spruce tree, which has durable wood, good for ties or telegraph poles.

Lumber is now hauled to Trinidad from mill 20 miles distant for \$5 to \$6 per mi.

Mr. Geo. R. Swallow of the firm of Terry & Swallow, Bankers, told me he could now contract for 1,000,000 feet, delivered at Trinidad, for \$13 per mi.

The usual price at Trinidad is \$20 to \$24 per mi.

If there was a good market, think it could be delivered there for an average price of \$18 per mi.

Aside from the lumber district, there is a large area covered with cedar and piñon trees, the latter of which makes excellent fuel.

There are at least 200,000 acres of wood land which will yield 5 cords per acre or 1,000,000 cords of wood: the cedar, where large enough, makes good fence posts.

I could learn nothing definite as to wagon road to the San Juan County via the Purgatory River and the Costilla Pass: well informed citi-

zens who have been over the ground believe such a road would be expensive to build.

Compared with Pueblo the distance from Trinidad by the existing road to this country is at least 30 miles shorter: the two roads are common over the mountain by the Sangre de Christo Pass from a place known as Hamilton Bros. Ranch.

I went over the route which a R.R. would take in coming from the direction of the Cimarron Pass along the northern base of the Raton Mts. to Trinidad, and do not hesitate to say that here is a practical route with maximum grades of 70 feet per mile.

There is no R.R. pass over the Raton Mts. between the Cimarron Pass and Long Cañon Route.

Trinidad is located on the Purgatory River, near where it comes into the plains; has about 1,200 inhabitants; is the business center of a large scope of country; has some well established mercantile houses, which do business with Citizens 60 to 80 miles to south and east.

The town site is covered by what is known as the Leitengdorfer [Leitensdorfer] claim now represented by John Hallum, attorney at law, residing at Trinidad, to whom I respectfully refer you for further information on this subject.

The Maxwell Land Grant claims 12,000 acres of the southwestern portion of this Co.

The D. and R.G.Ry. [Denver and Rio Grande Railway] has secured title to large tracts of coal land in vicinity of Trinidad by what are claimed to be fraudulent means.

This Co. has endeavored to secure all the coal frontage on the Rivers and Mts., with the view, it would seem, to control the coal business.

The total valuation for purposes of taxation as shown by records in county office is \$1,186,482.—34,000 cattle are assessed for \$395,000 — 76,000 sheep are assessed for 76,000.

The tax levy for 1874 was 18/100 cents.

The intelligent portion of community would be in favor of giving aid in bonds to secure a R.R. to the county, the Mexican vote is controlled by a "ring" which "runs" the

County; it is hard to say what stand this "ring" will take. The D. and R.G. Ry will oppose bonds, to avoid taxation, if possible, on their large amount of real estate and other property which they express to have in the Co.

If a bond proposition is proposed by your Co. The K.P. will hustle to assure the people they are going to build immediately without bonds; or to substitute a similar proposition.

NEW MEXICO

In speaking of this territory, shall in all cases refer to Mosley's Map.

New Mexico has an area of about 77,000,000 acres, is divided into 13 counties of which Santa Fe Co. is the smallest.

Colfax County, of which Cimarron is the county seat, has a population of about 4,000 people, one half of whom are Mexicans; has about 3,600,000 acres land, and has an elevation ranging from 4,800 to 12,000 feet above sea level: the eastern and northern portions are rugged and broken; these on the mountain districts.

The arable land that can be utilized by present water supply does not exceed 60,000 acres, unless we include the mountain parks, where it is claimed good crops are raised without irrigation, in which case the arable land would amount to 100,000 to 120,000 acres.

The land under cultivation does not exceed 25,000 acres.

All of the land in the Co. may be classed as grazing land: the mountains and most elevated plateaus are immense pastures while the less elevated areas furnish the best winter ranges: the eastern part of the Co. has the best grazing and is rapidly filling with stock.

An extension of the Trinidad coal field covers about 500,000 acres of this Co. The Cimarron River so far as known is the southern border of this field.

The coal nearest to Cimarron is 2 miles distant. I visited an outcrop 4 miles distant and measured three veins within limits of 80 feet vertically, these measured taken in order from the bottom are 4' 3" - 1' - 2' 5".

Iron same as described in Las Animas County, accompanies this coal field throughout.

The Gold Mines of the Moreno

Valley in vicinity of Elizabethtown were discovered in 1867. These mines are now worked to a limited extent. The yield for 1874 was about \$120,000 judging from best estimates I could get. Mr. H. M. Porter, of Cimarron, forwarded about \$40,000 gold taken from the mines of Thos. Lowthian in 1874, and says this is not more than one forth of the yield.

Meatt Lynch, Banker, of Trinidad, owns a large interest in these mines and ships through his bank while many other ship direct to parties east.

A measurement of the pit at the mine (placer) of Thos. Lowthian where \$150,000. has been taken out shows that the earth contained \$113/100 per cubic yard.

Mr. Porter says the Azteck Mines turned out \$650,000. in 1869; this he knows to be a fact as he handled most of the bullion.

Copper Mines are known to exist, but are undeveloped.

There are about 300,000 acres of timber land in this county which will yield at least 600,000,000 feet of lumber. Railroad ties in large numbers and some spruce telegraph poles can be had.

The wood land has more than double the area of the timber land.

Nearly all of the timber land is on the Maxwell Land grant.

If the title to this grant is confirmed the grant will afford much the best field for the lumber business. Besides having the best body of timber in this country from which to select it also has the exclusive use of all the land and can conduct this business on a much more economical and larger basis than other parties.

In the vicinity of Trinidad those owning timber land will soon object to having timber taken from Govt. land, thus spoiling the sale of their own timber, for which they will want stumpage at rate of \$2 to \$2 50/100 per mi.

There is a good wagon road from Cimarron to Taos over the Mts. through Taos Pass.

In winter this road is sometimes impassable on account of snow. A road from Trinidad over the mts. via Costilla Pass would no doubt have same fault as it is further north and has an elevation of 9,500 feet, - 600

feet higher than Taos Pass.

This road at Taos is barred from construction west by the Cañon of the Rio Grande. To reach the San Juan country from Taos, which is near the middle of the cañon, you have to go around this cañon to north or south; Cimarron City is located on the Cimarron River, near where it comes from the foot hills of the Mts.; has a population of 200 people. I do not see that this is necessarily a commercial center: some other place could be formed equally advantageous if the economy of R.R. construction required it.

The valuation of this County for taxation in 1874 was \$1,120,861, on which a levy of 1% was made.

By territorial law of 1872, bonds to aid public enterprises cannot exceed in amount 5% of the assessed valuation: this county could vote aid then to amount of \$55,000.

The Maxwell Land Grant is the only one in the county.

Mora County, of which Mora is the county seat, has a population of 9,000 or 10,000 people about 1000 of whom are Americans.

Ft. Union in the valley of the Mora River is in this county.

Owing to the demand, at Ft. Union, for forage and provisions, all the land in the county that can be cultivated with present water supply is under cultivation.

At La Junta [present Watrous] Mr. Kronig [William Kroenig] has reservoir for storing water, for irrigation.

The amount of land under cultivation is about 45,000 acres.

The Govt. contracted for 1,500 tons of hay for this year; this is supplied mostly by Mora Co.; the surplus grain raised this year is about 3,000,000 pounds, which has been sold at Ft. Union at an average price of 28/100¢ per pound.

The grazing land is of the quality mentioned in Colfax Co, and is largely occupied by sheep and cattle owned in other counties.

Copper has been discovered but is undeveloped.

The foot hills at the base of the Mts. in the western portion of the county are covered with wood and timber land.

Lumber is delivered at Ft. Union for \$18. pr M.

A woolen mill for the manufac-

ture of blankets has been erected at La Junta: it is idle most of the time.

The people I think would give all the aid they could to secure a R.R.

The Mora, La Junta, and Nolan Grants are the only ones in the county: the first two are community grants. S. B. Elkins and Thos. Catron, of Santa Fe; claim to own large interests in the Mora, and say a liberal interest as R.R. aid would be donated: this grant covers nearly all the valuable arable and timber land in this Co.

Mr. Kronig, one of the largest owners of the La Junta, also a community grant, assures me an interest in this grant can be secured.

The Nolan Grant has one of the most undisputed titles of any of the grants: it having been given in consideration for military services; it is a good grant for stock purposes; think it would not be available for R.R. aid. It is bonded by the heirs of Nolan to T. F. Chapman, of Las Vegas, formerly of California; he is now trying to sell it to California stock men.

J. B. Collin [Collier] who lives about twelve miles north of Ft. Union has about 60,000 pine trees tapped in the Turkey Mountains, from these trees he makes about 25,000 pounds of resin and 800 Gals. of turpentine each year: the latter he sells to the Govt. at Ft. Union for \$1.25 per Gal.; the former he uses in the manufacture of soap. With the experience he has now had says he can produce the turpentine for 60¢ to 75¢ per gal.

San Miguel Co., of which Las Vegas is the county seat, is one of the largest and wealthiest counties in the territory; it has a population of 17,000 people of whom about 250 are Americans; it has a range in elevation from 4,000 feet, on the Canadian River, in the eastern portion of the Co., to 10,000 in the mountains on its western boundary.

The arable and cultivated lands are distributed along the little valleys that lie in foot hills of the Spanish Range of Mts; the quantity is unknown.

The pasture lands are similar to those already described but most valuable on account of the greater abundance of water

along the Canadian and Pecos Rivers and tributaries.

The timber and wood land is all in the western portion of the Co. among the foot hills of the main range; there is considerable of it but not so much or as easy of access, as in Colfax Co.

Las Vegas has a population of 3,000 people; is in the Gallinas Valley, five miles from where this creek comes from the foot hills. It is the most thriving business place in northern N.M.; is the center of the wool trade east of the Spanish Range of Mts. This county alone owns 600,000 head of sheep, while a large number owned in Bernalillo and Valencia counties are held in San Miguel, Mora, and Colfax Counties, and the wool shipped from this place.

From my observation I do not believe this town is located on the direct route of a R.R. to the Rio Grande Valley.

If the law permitted it I think the people would give liberal aid in bonds to secure the construction of a R.R. into their county.

The Grants within the Co., except the Montoya, which is too far from the proper route to be available, are community grants, and have not the elements of unity necessary to make them of any value for R.R. aid. This element of unity could, I think, be enacted by proper legislation.

Excepting the Rio Grande valley and some small tributary valleys, the remainder of N.M., so far as known, is a pastoral country of high plains and broken Mts.

Generally the quantity of timber and wood diminishes as we go southward: by far the most abundant, most accessible and, therefore, most valuable timber land lies in Colfax, Mora and San Miguel Counties.

All of the pastoral Country of N.M. produces the nutritious grama grass so much prized for stock.

If we say New Mexico is to become a vast sheep pasture I do not think, owing to scarcity of water, it would be safe to assume that more than one sheep to each ten acres could be subsisted, after including with the total area the mountain, timber, and arable land. This gives 7,500,000 as the total number of

sheep that could be pastured in the territory.

With the 500,000 head of cattle and the 2,500,000 head of sheep already claimed for the territory it is hard to see how the stock of N.M. can be increased tenfold as I have been often assured it could be.

No doubt with artesian wells or other means of making all the land available a much larger stock interest could be created.

THE RIO GRAND VALLEY.

The bottom land of this valley from the southern boundary of N.M. to La Joya in Rio Arriba Co, where the main Cañon of the Rio Grande del Norte begins, I do not think can exceed 290 miles in length after deducting a cañon ten or twelve miles long opposite Santa Fe.

The width of the arable bottom land easily irrigated cannot exceed two miles in width for this distance.

The area of arable land then would be 580 square miles or 16 townships equal to 371,200 acres of land an area not quite one half that of Reno Co. Kan.

The extent of the arable land will, however, depend on the amount of water in the River at time when needed; as the uplands can be covered with water if the supply is ample. The tributary valleys, which are cultivated when there is water, are probably one fifth that of the valley or have about 60,000 acres of arable land. One half of these bottoms are very sandy, all produce well under irrigation. Aside from the bottom land of the Rio Grande, the most valuable part of which lies south of the mouth of the Galesteo, the slopes of the valley to the mesas are very poor and uninviting; do not furnish feed or fuel.

The principal products are corn, wheat, vegetables, and fruit: the wine product for 1874 was nearly 65,000 gallons.

With ready means of transportation I have no doubt this valley would become noted for its fruit and wine.

North of La Joya the Rio Grande follows a deep and rugged Cañon for 60 miles, to the northern boundary of the territory. This Cañon is from 500 to 1,200 feet deep.

Taos is situated in the Taos Creek

Valley, is the county seat of Taos county the northwest county of the territory. It is on the middle or mesa ground which lies between the mountains and the breaks of the Rio Grande Cañon. The Taos Valley enjoys quite a notoriety for the superior quality of the flour which it produces. There are raised here about 120,000 bushels surplus grain.

Near Taos is the Taos Pueblo or Pueblo Indian town, which is said to be the oldest town in the territory or on the continent.

These Pueblos have 19 towns in the territory and number about 10,000 souls they are a peaceable industrious people who live by stock raising and agricultural pursuits. They are in all respects equal and in many superior to the Mexicans.

Thirty miles southwest of Taos are the Ojos Calientes or hot springs which are noted for their wonderful cures of venereal and other diseases.

Coal is found in the Rio Grande Valley at several places viz: on the Galesteo, Tijeras, Puerco, Rio Grande (near Ft. Craig), and in several other places. I visited two openings in the Galesteo coal, which are accessible to a rail road down the Galesteo Creek.

This coal is of fine quality and claimed to be anthracite. I am satisfied the character of the coal is changed by igneous action; the whole vicinity is cut by dykes and much tilted.

I think the coal I saw in one opening is anthracite, but believe it exists only locally where the heat from the dykes has been intense, and has metamorphosed the coal from bituminous to anthracite.

Measurements taken were as follows:

(at an elevation of 6,090 feet)

Top 1st Thick sandstone

2nd Bands of shale, with pen-nystone ore, alternating with bands of sand stone 8' thick

3rd Coal 1' 2" thick

4th Shale 1' 10" thick

5th Coal 2' 4" thick

The second opening was at an elevation of 5,920 feet, $1\frac{1}{2}$ miles from the first; this measured 4' 7" in thickness.

I visited the old and the New Placers; the dirt is said to be very

rich; scarcity of water is the drawback to extensive mining. Saw miners at work with rockers, said they were making \$2. to \$3. per day. There are stamp mills for quartz mining at both the Placers.

There are copper mines at the New Places and at Tijeras. John Dold of Las Vegas shipped two lots of ore from the Tijeras mine in 1873-4 on the first he made; on the second he lost. E. Andrews of Santa Fé is going to work at Tijeras this season.

I spent a day at the Socorro Mines in the Magdalena Mts. These mines were discovered in 1868. Many of the lead mines are opened; the fissures are very irregular, varying from a few inches to ten feet in width. The ore is found in limestone and shale of the carboniferous age. The ore exists as carbonate and as sulphate or galena; it carries a small percentage of silver. Mr. Kronig of La Junta has here erected a temporary reducing furnace with capacity of two tons or a little more, per day; it costs \$30 to \$50. per ton to reduce the lead: it sells for 3 to 3½¢ per pound at the mine; is shipped to Granada or West Las Animas for 1¾ to 2¢ per pound; is worth 6¢ to 6½¢ in St. Louis. Silver and gold mines are found here which are believed to be rich; but little has been done with them.

A. Wild and H. C. Justice, who represent themselves as capitalists, say they are going to put up reducing works here with capacity of 30 tons per day of lead: they may have good intentions, but I am skeptical as to results.

The remains of old reducing works and mines are found in several places in the silver district.

Coal and fire clay are found 15 to 20 miles from these mines.

I can say little of the mines in Grant Co. near Silver City. Mr. H. M. Porter of Cimarron shipped upwards of \$110,000 in silver bullion through the 1st National of Santa Fé as I learned from the cashier of that bank. Most parties ship direct by express. The best judges say that \$350,000 to \$400,000. in bullion left Grant Co. in 1874.

The remains of old mines are found in the Pueblo Mts. near Taos: gold, copper, and antimony are known to exist there, but are en-

tirely undeveloped as mines.

James Hartwick of Elizabethtown discovered the antimony in 1874; at the time supposed it to be silver; analysis showed it to be antimony.

The resources of this Territory in coal are large: I have great faith in other valuable mineral developments: indeed I think here is to be found the great wealth of New Mexico; but these sources of wealth are not capable of estimate, time and capital are necessary to show them to the world.

The previously unsettled state of society, the uncertainty of titles, the hostile Indians, the expense of travelling, and distance from cheap transportation have conspired to keep capital out of this country.

Santa Fé, the Capital of the Territory and county seat of Santa Fé Co., has a population of 5000 or 6000 people: has an elevation above sea level of 6,850 feet. It is a place of no commercial importance geographically: it is sustained by territorial and Govt. patronage. Aside from this the county has less resources than any county in N.M.

A rail-road will never be built there until people have money to squander.

The disbursements in cash to officers and otherwise by the Paymaster of the Govt., amounts in N.M. to \$750,000 annually. The expenses of the Govt. are upwards of \$2,000,000. annually, for salaries, mail-service, public land surveys, quarter-master and commissary stores.

Thos. Catron U.S. Dist. Attorney for N.M., who with Hon. S. B. Elkins, Delegate to Congress, have great influence in the political affairs of the territory, says the odious law in regard to bond limits could be changed at the next session of the legislature.

Interest in grants in the Rio Grande Valley would be difficult to get, they are generally community grants and amity on the part of the heirs would be hard to secure.

I think the people will be willing to give aid when the R.R. is near enough to ask it.

Stock and minerals are now truly the only resources of the territory, all the agricultural products are

consumed by these interests and the Govt.: when the product is greater than the demand, prices are lowered and the surplus cannot be sold, learning this by experience, the people raise just enough to be a little short of the demand, so as to have prices regulated by what comes from abroad. If there was a demand at least four times the present products could be raised with available water and ground.

Leaving the San Juan Country out of the question, I am satisfied the proper route for a R.R. into N.M. lies on the east side of the Spanish Range of Mts. to Anton Chico; thence by Cañon Blanco and the Galesteo to the Rio Grande; this strikes high enough in this valley to secure nearly all that is of any value. Above this place, in a distance of 100 miles to the northern boundary of the territory, there are only 215 miles of the valley that is not a cañon.

By this route we avoid the severe trouble from snow, which we must encounter by either pass nearer the head of the Rio Grande Valley; secure a line with much the easiest grades and lightest work; and pass through the country giving the most local business.

The question remaining to be decided is whether to go over the Raton Range of Mts. at the Cimarron Pass, or by Long's Cañon at Trinidad.

This can only be decided by surveys and a comparison of the increased expense and increased grades of the Long's Cañon Route, with the advantages to be gained in local businesses.

The business of an extension to Trinidad may be taken somewhat as follows, unless something unforeseen arises.

Supposing equal qualities of lumber are worth in Atchison \$17. and in Trinidad \$20. per M.; and taking transportation at 1½¢ per ton per mile for 100 miles west of Atchison and 1¢ per ton per mile for remaining distances; there will be, judging from the shipments of 1874, lumber business eastward from Trinidad to Garfield and intermediate points of 1,779,700 pounds.

Allowing for natural development of the Arkansas Valley on ac-

count of connection with the mountain Dists. and for other reasons, I think we can safely assume that the lumber business would amount 2,700,000 lbs. or 135 cars for the first year with large increase for each succeeding year while the supply lasts. This will give earnings at the rate specified on 150 miles of \$2,025.

The Osage coal on the line of your road costs about 13¢ per bushel or \$3 25/100 per ton on cars. I think the Trinidad coal can be worked with equal profit at 4¢ or \$1.00 per ton on cars.

The Trinidad coal is undoubtedly worth one and one half times as much as the Osage coal or 11/2 tons of Osage coal equal to 1 ton of Trinidad coal.

Taking same rates of transportation as our lumber, the Osage coal, per car, at Newton will cost \$44.60/100 and the Trinidad coal \$55.00; but to get same results we have to take 1½ tons of Osage coal. Fifty five dollars worth of Trinidad coal is therefore equal to \$66.90 worth of Osage coal.

I think with this margin of \$11.90 in favor of Trinidad coal, it is safe to assume that all of the coal business at Newton and points west will be done from Trinidad: for special purposes then will probably be 5% of the coal used east of Newton on the road taken from Trinidad. This will give, on basis of coal shipments for 1874, a business to Newton and points east and west of 17,547 tons: Add to this for local business and consumption of 150 miles of new road 230 tons are over half the distance or 115 tons over whole distance and we have for transportation 17,662 tons. For same reasons as mentioned in connection with the lumber business the coal shipments must increase at least 10% within first year after completion of the Trinidad extension, with large percentages of increase for each year following.

This will give 19,417 tons coal for the business of the road for first year after completion: showing earnings of \$19,417.

Considering that the business of N.M. and Southern Colo. is now divided between Granada, West Las Animas and Pueblo, I think it may be safe to say earnings outside of the coal and lumber business will

be at least two and one half times as great as for 1874 at Granada Station, this will give earnings for extension of \$114,749.25 at same rate per mile as on 480 miles now operated.

The total earnings will be \$136,191.22.

This would be the earnings for Trinidad Station for 150 miles of road.

If the road is built to Pueblo this will give \$90,794.15 for the earnings of a branch 100 miles long from the Arkansas Valley to Trinidad.

Supposing this business passes over 400 miles of the A.T.&S.F. R.R. and it gives a rebate of 10% of its earnings from this source to this branch road for a limited number of years.

The earnings of the branch will then be \$127,111.81, a surplus of \$7,000 nearly over interest on cost at \$1,500,000 at 8%.

Owing to travel, immigration and the impetus given to mining and other interests, capital will flow into this territory to seek the rare instruments, here offered.

Every industry established will not only add its direct earnings to the receipts of the road, but will, like the coal mining interests as an example, call for shipments of supplies in the opposite direction, which will bear high rates of transportation.

In view of all these circumstances. I think a candid man who examines this subject carefully will say that the business of the road will at least double in three or four years the statement of earnings here given.

This would give good returns on the investment and secure the advantages indicated in my report on the route to the San Juan Country.

In conclusion, will say that I consider it very fortunate for a company wishing to extend its road into N.M. that the "State Bill" for N.M. was not passed.

With the mass of ignorance this territory possesses I think a State Govt. would have been "run" by unscrupulous men in their own interest, that the state would have been brought to ruin, and made to be shunned by capital on account of the load of indebtedness, it would have created and the consequent

burden of taxation sure to follow.

Indeed we would have here seen an experience similar to what we are now witnessing in some of our Southern States.

As a territory sufficient intelligence can be introduced to avert this danger before another opportunity arises for it to become a state.

I inclose two public documents of the territory of N.M. and maps of Colo. and N.M.

Respectfully submitted

A. A. Robinson C.E.

April 20th 1875

HISTORIC TRAIL RANCHES FOR SALE

TWO historic ranches containing segments of the Santa Fe Trail are for sale.

WOOTTON RANCH, 6,570 acres

The Wootton Ranch, located approximately 11 miles south of Trinidad, CO, at Raton Pass, offers 930 acres in Colorado and 5,640 acres in New Mexico. This ranch was the site of Dick Wootton's Santa Fe Trail Toll Road Crossing at Raton Pass. Asking price is \$6 million.

Historically operated as a cow-calf ranch, the current emphasis is on big game hunting. Elk, deer, turkey, black bear, and mountain lion inhabit the property. The Wootton Ranch borders the famous 400,000-acre Vermejo Park Ranch owned by Ted Turner. Hunting rights and limited grazing are leased for \$50,000 per year. Improvements include two double-wide mobile homes, adobe barn, corrals, and shop.

Contact Edward Tergeson at 970-352-6821.

DOS RIOS RANCH, 9,069 acres

This ranch, located east of Springer, NM, along U.S. Hwy 56, contains over 9,000 acres. Asking price is \$8 million.

The ranch includes two miles of the Cimarron River, five miles of the Canadian River, several miles of the Santa Fe Trail (including the famous Rock Crossing of the Canadian), grave sites from Trail days, and all the facilities of a working ranch, including house and other buildings. Good hunting and fishing available.

Contact the owners: Sue and Joe Knowles at 505-483-5957.

HOOF PRINTS

—TRAIL TIDBITS—

One of the oval signs placed on schools along the route of the Trail in 1948 recently sold on E-bay. This one reportedly came from the school in Ellinwood, KS. The winning bid was \$1999.00 plus shipping. Some 40 of these have been identified over the years.

In June Boggsville hosted the annual Otero Junior College Summer Academy, "Along the Santa Fe Trail: The Culture & History of Southeastern Colorado." The Pioneer Historical Society of Bent County and Boggsville Historic Site thank the Santa Fe Trail Association and the Bent's Fort Chapter for providing a grant for teachers' tuition.

The National Trust for Historic Preservation recently added 11 sites in the nation it deems significant and in need of protection. One of these is the Piñon Canyon in southeast Colorado, which includes a large segment of the historic Mountain Route of the Trail.

SFTA member Inez Ross, Los Alamos, NM, won competition in the Los Alamos Senior Olympics solo reading category. Her reading was "Remembering Francis X. Aubry on the Santa Fe Trail," from Marion Russell's book *Land of Enchantment*. Ross will now compete in the state senior olympics in Las Cruces in August. Congratulations Inez!

Junction Park west of Gardner, KS, will be dedicated September 14, 2007, at 3:00 p.m. Everyone is invited.

Rich & Debbie Lawson have erected an interpretive sign about Todd's Ferry at Arrow Rock and placed a large freight wagon on their property near Arrow Rock that included the west landing of the ferry at one time.

Pecos National Historical Park is proposing construction of a new interpretive foot trail at the Glorieta Battlefield site. The park is soliciting comments from the public. See their web site <www.parkplanning.nps.gov/>.

There are many maps and images of the Santa Fe Trail, including links to numerous sites, on the Internet at the following lengthy address:
<<http://images.google.com/images?q=santa+fe+trail&svnum=10&um=1&hl=en&rls=RNWE,RNWE:2005-16,RNWE:en>>. Check it out.

Phyllis Randolph has retired as curator of the Cimarron Heritage Center, Boise City, OK, after 13 years of service. The new curator is Jody Risley who has worked with Phyllis for 10 years. Best wishes to both.

THE CACHES

—MUSEUM NEWS—

Paula Manini, editor

This column lists events and news from Trail sites, museums, and related organizations. Please send information following the format below. Be sure to include your address, phone number, and e-mail. The next column will list hours and activities scheduled for December through February. To be included, send information to Paula Manini at the Trinidad History Museum (see below) by October 15, 2007. Also, please keep sending any changes regarding e-mail addresses, contact information, news, and changes of hours open.

Arrow Rock State Historic Site
PO Box 1

Arrow Rock MO 65320

Telephone: 660-837-3231 or 3330

E-mail: kborgman@land.net

Websites: www.arrowrock.org;

www.mostateparks.com/arrowrock.htm

• Off-Season Hours: Open 9:00-5:00 Monday-Saturday, and Sunday by chance.

• September 1: Bluegrass Concert, Jerry Rosa String Band, Community Center 1:00 p.m. & 7:00 p.m. Ice Cream Freeze Off, 3:00 p.m.

• Tram Tours: Weekends in September & October by arrangement.

• Heritage Craft Festival: October 13-14, 10:00-5:00.

• Hanging of the Greens: November 24, 1:00 p.m. On the Boardwalk.

• Lyceum Theatre Smoke on the Mountain Homecoming (September 5-16) and Children of a Lesser God (September 26-October 7). For more information contact <www.lyceumtheatre.org>

Barton County Museum & Village
PO Box 1091

Great Bend KS 67530

Telephone: 620-793-5125

Website: www.bartoncountymuseum.org

.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)

• October 6 - 7: "Santa Fe Trail Encampment" celebrates Trail traders, tribes, and travelers. Their camps, set up near the fort, will be open for touring.

• December 7 - 8: "Holiday Celebration" features the joys, pleasures and pastimes at an isolated trading post in the 1840s. For reservations, call after October 16.

Boggsville Historic Site

PO Box 68

Las Animas CO 81054

Telephone: 719-456-1358

E-mail: boggsville67@yahoo.com

Website: www.bentcounty.org/site-sandcelebrations/historic/htm

• Open Wednesday-Sunday, 10 a.m.-4 p.m. In September & October. Located south of Las Animas in historic Bent County, 1 $\frac{3}{4}$ miles on Colorado 101.

Boot Hill Museum

Front Street

Dodge City KS 67801

Telephone: 620-227-8188

E-mail: frontst@pld.com

Website: www.boothill.org

• Museum: Call for off-season hours.

• Boot Hill Cemetery, Boot Hill & Front Street: Open Monday-Saturday 9:00-5:00 and Sunday 1:00-5:00.

• Santa Fe Trail Ruts nine miles west of Dodge City on US Hwy 400; markers and observation point. Open during daylight hours.

Cimarron Heritage Center Museum

PO Box 214

Boise City OK 73933

Telephone: 580-544-3479

E-mail: museum@ptsi.net

Website: www.ptsi.net/users/museum

• Open Monday-Saturday, 10 a.m.-12 p.m. and 1-4 p.m., except major holidays.

Cimarron Recreation Area

Cimarron National Grassland

PO Box 300

242 E Highway 56

Elkhart KS 67950

Telephone: 620-697-4621

E-mail: sharilbutler@fs.fed.us

Website: www.fs.fed.us/r2/psicc/cim

• Call for off-season hours and activities or visit the web site.

Citizens Committee for Historic Preservation

PO Box 728

Las Vegas NM 87701

Telephone: 505-425-8802

E-mail: historic@cybermesa.com

- Call for off-season events.

Coronado Quivira Museum
Rice County Historical Society
 105 West Lyon
 Lyons KS 67554

Telephone: 620-257-3941

E-mail: cqmuseum@hotmail.com

- Open Monday-Saturday 9:00-5:00, Sunday 1 to 5, closed major holidays.

Friends of Arrow Rock

309 Main

Arrow Rock MO 65320

Telephone: 660-837-3231

E-mail: kborgman@iland.net

Websites: www.friendsar.org; www.arrowrock.org; www.lyceumtheatre.org

- Call for hours and events.

Fort Union National Monument

PO Box 127

Watrous NM 87753

Telephone: 505-425-8025

E-mail: debbie_archuleta@nps.gov

Website: www.nps.gov/foun

- Open Monday-Sunday except for major holidays. Fall and winter hours are 8:00 a.m.-4:00 p.m. Located 8 miles north of Interstate 25 at the end of NM Highway 161.

- Self-guided interpretive trails (1.6 mile and .5 mile) through the ruins. Guided tours by request; groups of ten or more people need advance reservations.

Gas and Historical Museum

Stevens County Historical Society

PO Box 87

Hugoton KS 67951

Telephone: 620-544-8751

E-mail: svcomus@pld.com

- Call for hours and events.

Grant County Chamber of Commerce

113-B South Main

Ulysses KS 67880

Telephone: 620-356-4700

Website: www.ulysseschamber.org

- Grant County Home Products Dinner: September 18, 7:00 p.m. Celebrating 45 years of serving food from local farms. Featuring nationally-known magician and juggler Robert Strong. Only \$5 per person. Proceeds benefit the Grant County Scholarship foundation. Sponsored by BP Ulysses Operations, Southern Star, Praxair, Pioneer Communications, Pioneer Natural Resources, and Pioneer Electric. Art work by Jeanie Gustafson.

Herzstein Memorial Museum

Union County Historical Society

PO Box 75 (2nd & Walnut Sts.)

Clayton NM 88415

Telephone: 505-374-2977

E-mail: uchs@plateautel.net

- Call for hours and events.

Historic Adobe Museum

PO Box 909 (300 E Oklahoma)

Ulysses, KS 67880

Telephone: 620-356-3009

E-mail: ulyksmus@pld.com

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

Jefferson Nat. Expansion Memorial

11 N Fourth Street

St. Louis, MO 63102

Telephone: 314-655-1631

E-mail: tom_dewey@partner.nps.gov

Website: www.nps.gov/jeff

- Visit the Gateway Arch, Museum of Westward Expansion, and the Old Courthouse. This National Park Service site commemorates St. Louis's role in westward expansion during the 1800s and honors individuals such as Dred and Harriet Scott who sued for their freedom in the Old Courthouse.

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

- Through September 23: "Lewis and Clark: Remaking the American West, 1808-1838" features period artifacts, books, documents, and a recreation of a portion of William Clark's Indian Gallery and Council Chamber.

Koshare Museum

Otero State Junior College

115 West 18th Street

La Junta, CO 81050

Telephone: 719-385-4411

E-mail: tina.wilcox@ojc.edu

Website: www.koshare.org

- Call for hours and events..
- Trading Post: online at koshare.

Organization

Las Vegas Museum

727 Grand Ave

Las Vegas NM 87701

Telephone: 505-454-1401, ext. 248

E-mail: 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

E-mail: mtcomuseum@elkhart.com

Website: www.mtcoks.com/museum

- Open Tuesday-Friday 1:00-5:00, weekends by appointment.
- A Santa Fe National Historic Trail official interpretive facility.

Otero Museum

706 W. Third St.

La Junta, CO 81050

Telephone: 719-384-7406

Cell phone: 719-980-3193

E-mail: oteromuseum@centurytel.net

- Hours 1:00-5:00 Monday-Saturday through September 30. Call to

schedule tours October-May.

- Prairie Quilters Show: September 28-29.

- October 13: 15th Annual Chuck Wagon Bean Supper, 5:00-8:00. Beans and beef stew. Dance to the music of Lloyd Hall Family Western Band.

- Bent's Fort Chapter meetings: November 3 for monthly meeting, January 3 for annual meeting.

Santa Fe Trail Center Museum & Library
 1349 K-156

Larned, KS 67550

Telephone: 620-285-2054

E-mail: museum@santafetrailcenter.org

Website: www.santafetrailcenter.org

- Santa Fe Trail Center: Open Daily, 9 a.m. - 5 p.m. Closed Mondays after Labor Day.

- Santa Fe Trail Tired Iron Show: October 13-14. Antique tractors, gas engines, classic and antique cars. Wheat threshing, anvil shooting, and more.

South Platte Valley Historical Society

PO Box 633

Fort Lupton CO 80621

Telephone: 303-857-2123

Website: www.spvhs.org

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

- Visitor Center open 10:00 - 3:00 Wednesday-Sunday.

- Trapper Days Rendezvous begins September 8.

Trinidad History Museum

(Colorado Historical Society)

312 E Main (PO Box 377)

Trinidad CO 81082

Telephone: 719-846-7217

E-mail: paula.manini@state.co.us

Website: www.coloradohistory.org/hist_sites/trinidad

- Trinidad History Museum features the Baca House, Bloom Mansion, Santa Fe Trail Museum, Baca-Bloom Gardens, Bookstore, and the Trinidad and Byways Information Center.

- Open Monday-Sunday, including Labor Day, 10 am.-4 p.m, through September 30. Call for off-season hours.

- September 27: The opening reception of the 2007 Santa Fe Trail Symposium will be in the Baca courtyard, 3-6 p.m.

- September 28: "Harvesting History" Kids Camp held at the Baca House and Santa Fe Trail Museum in conjunction with the Symposium. For fourth graders, free, call to register.



PIKE'S COLUMN

[This special column on Pike's Southwest Expedition was planned to conclude with this issue, commemorating the end of the expedition on July 1, 1807. The last segment of the journal is presented here. Craig Crease has promised an article for next issue on Dr. John Hamilton Robinson, the mysterious civilian surgeon who was sent by General James Wilkinson to accompany Pike. If anyone else has an article for this column, it will be included in the next issue.]

The final segment of the journal is printed here. Please note that maps of Pike's route are available on the web site <www.zeublonpike.org>.]

PIKE'S JOURNAL, PART XVIII

This reprint of Pike's journal of the expedition of 1806-1807 continues, starting with the entry for June 14, 1807, the day after they left San Antonio, Texas, to complete the journey to Natchitoches, Louisiana. This concludes Pike's Journal of the Southwest Expedition.

Pike's Journal

14th June, Sunday.—When we left Saint Antonio, every thing appeared to be in a flourishing and improving state, owing to the examples and encouragement given to industry, politeness and civilization by their excellent governor Cordero and his colleague Herrera; also the large body of troops maintained at that place in consequence of the difference existing between the United States and Spain.

Came on to the Saint Mark in the morning—in the afternoon came on 15 miles further, but was late, owing to our having taken the wrong road. Distance 30 miles.

15th June, Monday.—Marched 20 miles in the morning to a small pond, which is dry in a dry season, where we halted. Here commenced the oak timber, it having been musqueet [mesquite] in general from Saint Antonio. Prairie like the Indiana territory. In the afternoon came on six miles further to a creek; where we encamped early. Distance 26 miles.

16th June, Tuesday.—Marched early, and at eight o'clock arrived at Red river. Here was a small Spanish station and several lodges of Tancards [Tonkawas], tall, handsome men, but the most naked savages I ever yet saw without exception. They complained much of their situation. In the afternoon passed over hilly, stony land; occasionally saw pine timber. Encamped on a small run. Distance 26 miles. Killed one deer.

17th June, Wednesday.—Came on by nine o'clock to a large encampment of Tancards, more than 40 lodges. Their poverty was as remarkable as their independence. Immense herds of horses, & I gave a Camanche and Tancard, each a silk handkerchief, and a recommendation to the commandant at Natchitoches. In the afternoon came on three hours and encamped on a hill, at a creek on the right hand side of the road. Met a large herd of mules escorted by four soldiers; the lieutenant took some money from them which they had in charge. Distance 30 miles.

18th June, Thursday.—Rode on until half past ten o'clock, when we arrived at the river Brassos [Brazos]. Here is a stockade guard of one corporal, six men, and a ferry boat. Swam our horses over—one was drowned and several others near it, owing to their striking each other with their feet. We then came on about two miles on this side of a bayou called the Little Brassos, which is only a branch of the other, and which makes an impassable swamp at certain seasons between them. Distance 31 miles.

19th June, Friday.—Came on through prairies and woods alternately 20 miles to a small creek, *Corpus Christi* well wooded rich land. In

the afternoon came on ten miles, and passed a creek which in high water is nearly impassable four miles. Overflows swamps, ponds, &c. Encamped about one mile on this side on high land to the right of the road. Met the mail, Indians and others. Distance 30 miles.

20th June, Saturday.—Came on 16 miles in the morning—passed several herds of mustangs or wild horses, good land, ponds and small dry creeks, prairie and woods alternately. It rained considerably. We halted to dry our baggage long before night. Distance 20 miles.

21st June, Sunday.—Came on to the river Trinity by eight o'clock. Here was stationed two captains, two lieutenants and three ensigns, with nearly 100 men, all sick, one scarcely able to assist the other. Met a number of runaway negroes, some French and Irishmen. Received information of lieutenant Wilkinson's safe arrival. Crossed with all our horses and baggage with much difficulty. Distance 20 miles.

22d June, Monday.—Marched the mules and horses in the forenoon, but did not depart ourselves until three o'clock, P. M. Father Jose Angel Cabaso, separated from us at this place for the post of ——— where he was destined. Passed thick woods and a few small prairies with high rich grass. Sent a dispatch to Nacogdoches. Distance 22 miles.

23d June, Tuesday.—Came on 20 miles in the forenoon to a small creek of standing water; good land and well timbered. Met a sergeant from Nacogdoches. In the afternoon made 20 miles and crossed the river Natchez, running N. W. & S. E. 20 yards wide; belly deep to the horses at that time, but sometimes impassable. Two miles on this side encamped on a hill in a little prairie—mules and loads arrived at twelve o'clock. The sandy soil and pine timber began again this afternoon, but good land near the river. Distance 40 miles.

24th June, Wednesday.—The horses came up this morning; lost six overnight. We marched early and in 15 miles came to the river Angeline, about the width of the Natchez, running N. & S. Good land on its borders—two miles further was a settlement of [William] Barr and [Sam-

uel] Davenport's, where were three of our lost horses—one mile further found two more of our horses where we halted for dinner. Marched at four o'clock, and at half past eight arrived at Nacogdoches—were politely received by the adjutant and inspector, and captain Herrera, Davenport, &c. This part of the country is well watered, but sandy; hilly soil—pine, scrub oak, &c. Distance 37 miles.

25th June, Thursday.—Spent in reading a gazette from the United States, &c. A large party at the adjutant and inspector's to dinner. 1st toast, "The President of the United States." 2nd. "The King of Spain." 3d. "Governors Herrera and Cordero."

26th June, Friday.—Made preparations to march the next day. Saw an old acquaintance, also Lorrimer's son-in-law from the district of cape Jerardeau. Dined with the commandant, and spent the evening at Davenport's.

27th June, Saturday.—Marched after dinner and came only 12 miles. Was escorted by lieutenant Guodiana and a military party. Mr. Davenport's brother-in-law who was taking in some money also accompanied us.

Don Francis Viana, adjutant and inspector of the Internal provinces, who commanded at Nacogdoches, is an old and veteran officer, and was one of those who came to America at the same time with colonel Cordero; but possessing a mind of frankness, he unfortunately spoke his opinions too freely in some instances, which finding their way to court, prevented his promotion. But he is highly respected by his superiors, and looked up to as a model of military conduct by his inferiors. He unfortunately does not possess flexibility sufficient to be useful in the present state of the Spanish kingdoms. He is the officer who caused major [Richard] Sparks and Mr. [Thomas] Freeman to return from their expedition on the Red river.

28th June, Sunday.—Marched early and at nine o'clock crossed the little river called ———, from whence we pushed on in order to arrive at the house of ———, a Frenchman, ——— miles distant from the Sabine. We stopped at a house on the road, where the lieutenant informed me an American by the name of Johnson lived, but was surprised to find he

had crossed the line with his family, and a French family in his place. When we began conversing with them they were much alarmed thinking we had come to examine them, and expressed great attachment to the Spanish government, but was somewhat astonished to find I was an American officer, and on my companions stepping out, expressed themselves in strong terms of hatred to the Spanish nation. I excused them for their weakness, and gave them a caution. Fine land, well watered and timbered, hickory, oak, sugar-tree, &c. Distance 40 miles.

29th June, Monday.—Our baggage and horses came up about ten o'clock, when we dispatched them on. Marched ourselves at two o'clock, and arrived at the river Sabine by five. Here we saw the cantonment of the Spanish troops, when commanded by colonel Herrera, on the late affair between the two governments. Crossed the Sabine river [boundary between Texas and Louisiana] and came about one league on this side to a little prairie, where we camped. Parted with lieutenant Guodiana and our Spanish escort. And here I think proper to bear testimony to the politeness, civility and attention of all the officers, who at different periods and in different provinces commanded [sic] my escort, (but in a particular manner, to Malgares and Barelo, who appeared studious to please and accommodate, all that lay in their power) also the obliging, mild dispositions evinced in all instances by their rank and file. On this side of the Sabine I went up to a house where I found 10 or 15 Americans hovering near the line, in order to embrace an opportunity of carrying on some illicit commerce with the Spaniards, who on their side were equally eager. Here we found Tharp and Sea, who had been old sergeants in general Wayne's army. Distance 15 miles.

30th June, Tuesday.—Marched early and came on to a house at a small creek 15 miles, where lived a Dutch family named Faulk, where we left a small roan horse which had given out. Marched twelve miles further to a large bayou, where had been an encampment of our troops, which I recognized by its form, and took pleasure in imagining the position of the general's marquee and the

tents of my different friends and acquaintances. Distance 28 miles.

1st July, Wednesday.—Finding that a horse of doctor Robinson's which had come all the way from Chihuahua, could not proceed, was obliged to leave him here. Yesterday and to day passed many Choctaws, whose clothing, furniture, &c. evidently marked the superiority of their situation of those who bordered on our frontiers, to those of the naked, half starved wretches whom we found hanging round the Spanish settlements. Came on and passed a string of huts, supposed to be built by our troops, and at a small run a fortified camp but a half mile from the hill, where anciently stood the village of Adyes [Los Adaes].

We proceeded on to a spring where we halted for our loads, and finding the horses much fatigued, and not able to proceed, left them and baggage and proceeded on, when we arrived at Natchitoches about four o'clock, P. M.

Language cannot express the gaiety in my heart, when I once more beheld the standard of my country waved aloft!—"All hail cried I, the ever sacred name of country, in which is embraced that of kindred, friends and every other tie which is dear to the soul of man!" Was affectionately received by colonel [Constant] Freeman, captains [Elijah] Strong and [Charles] Woolstoncraft, lieutenant [Thomas] Smith, and all the officers of the post.

Z. M. Pike

CAMP TALES

—CHAPTER REPORTS—

Cimarron Cutoff

President D. Ray Blakeley
PO Box 222
Clayton NM 88415
(505) 374-2555

The chapter met at Clayton on July and looked at upcoming events along the Trail. The next meeting will be at Boise City on October 27.

Texas Panhandle

Inactive.

Wagon Bed Spring

President Edward Dowell
HC 1 Box 3B
Hugoton KS 67951
(620) 544-2383
<wagonbeded@netscape.com>

No report.

Heart of the Flint Hills

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

No report.

End of the Trail

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

On November 17, 1:30 p.m., at the Eldorado Community Center, chapter member and regional history presenter Helmut Schmidt will speak about the fur trade. Everyone is invited.

Corazón de los Caminos

President Bill Soderman
1003 Fifth St
Las Vegas NM 87701
(505) 425-9435

You just can't beat membership in the Santa Fe Trail Association and local chapters for special perks!

Our May 19 excursion led by Harry Myers and LeRoy LeDoux began with about 20 Corazón members gathered in Watrous to picnic in the village park under just-right skies. The group then traveled to Wind River Ranch headquarters where LeRoy LeDoux introduced Brian Miller, the Executive Director of the Wind River Ranch Foundation. Brian took us into a stable that was renovated into a classroom and told about their goals and purposes centered on conservation of wild landscapes through ecological restoration, research, and educational programs for students and adults. Please visit their web site for more information: <www.windriverranch.org.>

Several people went on to Loma Parda afterward and enjoyed a personal tour by LeRoy LeDoux and Joe Lopez. LeRoy's ancestors lived in Loma Parda and Joe played and grew up all along the Mora River Valley. It was a treat to have such great guides.

The June 16 outing was another double treat. Harry Myers led 18 travelers in eight vehicles from the Ocaté Crossing northeast around Apache Mesa along the Trail ruts with stops at pertinent sites for reading of passages from Lt. Col. William H. Emory's journal of 1846. Emory

was a Topographical Engineer with General Kearny's Army of the West.

Onward and upward, we came to the Charette Lakes—beautiful surprises on that vulcan mesa. A Great Blue Heron took umbrage and flew away as we approached, several of our travelers had fishing stories to tell, and then we had to bid adieu and motor on out to Interstate 25, ending another splendid afternoon on the Santa Fe Trail.

Wet/Dry Routes

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

The summer meeting was July 21, at the Dale Otte farm, Larned, KS. Following a wiener roast and ice cream supper, 36 members and guests convened for the business session. The secretary's and treasurer's reports were given, also reports with regard to the marking project, the Fort Larned Day Camp, and the Faye Anderson Award. An announcement was made in relation to the field trip on the Fort Hays-Fort Dodge Road to be held this coming fall. In other business, the chapter voted to prepare and distribute a booklet describing the DAR monuments in Pawnee, Edwards, and Ford counties. Jerry Buxton, Great Bend *Tribune* reporter, was presented a Lifetime Membership for his extraordinary coverage of chapter activities. As usual, many members were in attendance from long distance locations in Kansas. However, the chapter was especially pleased to welcome Sal and Annette Morreale from Santa Fe, New Mexico. The fall chapter meeting will be on Sunday, October 14, time and place to be announced.

Dodge City/Fort Dodge/Cimarron

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

No report.

Missouri River Outfitters

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

The chapter met at the Trailside Center in Kansas City, MO, July 22,

with a program by SFTA V-P John Atkinson, "The Santa Fe Trail Lives On: Once a Highway Between Nations, Now a Historic Treasure."

Quivira

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

The chapter celebrated the centennial of the Ellinwood DAR Trail marker on June 9, with a program at the marker, visit to Ralph's Ruts, and caravan to other Trail sites in the area..

Cottonwood Crossing

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

On May 10 our chapter met in The Scoop restaurant. The program was presented by Jim Donahue on Cottonwood Grove, the crossing, and the surrounding area. He also talked about the great achievements of the Crane Ranch in the years following the freighting era on the Santa Fe Trail.

Members of our chapter have been working to improve the signs on the auto route of the Trail in Marion County. Several of the signs that were down or damaged were replaced. The National Park Service signs have been added to the auto tour posts, identifying the route as a National Historic Trail. Bill Silverstrand has been keeping the grass and weeds trimmed around the markers. The NPS logos add a lot to the signs.

John Wiebe, a member of our board of directors and our historian for many years has retired from active duty. Gil Michel has accepted the task of historian, and Kent Becker has agreed to serve as a director. Vernon Lohrentz will be our *Wagon Tracks* correspondent.

Bent's Fort

President Don Lowman
1202 Park Ave.
La Junta CO 81050
(719) 384-7406
<dlowman@centurytel.net>

The chapter continues with preparations for the 2007 Symposium in Trinidad, September 27-30, 2007. The chapter supports opposi-

tion to the army's proposed takeover of more land for the Piñon Canyon Maneuver Site; for more information see <www.pinoncanyon.org>.

On April 28 eight members attended the Sand Creek Massacre site dedication. On May 19 a small group from the chapter met at Boggsville for a work day. One June 4 the chapter welcomed 120 school kids from Kansas and treated them to a buffalo burger picnic at La Junta City Park. On July 28 chapter members went to Kit Carson, CO, to visit the Kit Carson Museum. August 25 will be a work day at the Otero Museum in La Junta to prepare gift bags for the symposium.

The next regular meeting is November 3 and the annual meeting will be January 3, both at the Otero Museum.

NEW SFTA MEMBERS

This list includes new memberships received since the last issue. If there is an error in this information, please send corrections to the editor. We thank you for your support.

FAMILY MEMBERSHIPS

Linda & Robert Andersen, PO Box 2, Galva KS 67443

Bronson & Sue Moore, 8211 State Hwy 209, Tucumcari NM 88401

Carol Shields & Jim Schoof, 14923 Forward Pass, San Antonio TX 78248

Ron & Linda Wagner, 5346 Juniper, Shawnee Mission KS 66205

INDIVIDUAL MEMBERSHIPS

Noel Ary, 2122 Thompson, Dodge City KS 67801

Carla Barber, 1130 E Euclid,

McPherson KS 67460
Valerie Dietterich, 924 N Wilson St, Ulysses KS 67880

Philip Hagel, 631 West St, Louisville CO 80027

Mike Lair, 2801 Hornet Dr, Chillicothe MO 64601

Eugenie Webb Maine, 368 Gooseberry Rd, Wakefield RI 02879; Great-Great-Granddaughter of SFT trader J. J. Webb

John Martin, PO Box 361, Canton KS 67428

Jerry P. Martinez, 28 Pheasant Lane, Aliso Viejo CA 92656

James Pryor, 1515 Cannon Pkwy #924, Roanoke TX 76262

Carroll D. Winslow, 1232 N Maple, McPherson KS 67460

TRAIL CALENDAR

Everyone is invited to send notices for this section; provide location, date, time, and activity. This is a quarterly. The next issue should appear in November, so send information for December and later to arrive by **October 20, 2007**. Other events are listed in articles and chapter reports. Thank you.

Aug. 18, 2007: Corazón Chapter trip, Fort Union Ranch, Turkey Mountains.

Aug. 23-Sept. 3, 2007: Tour of El Camino Real in Mexico, led by Hal Jackson; details at <www.tourel-caminoreal.com>.

August 25, 2007: Fort Union National Monument, Candlelight Tours, 505-425-8025.

Sept. 1-2, 2007: Cleveland Millfest, 2 miles NW of Mora, NM, (505) 387-2645 or <http://www.angelfire.com/folk/roller_mill>.

Sept. 14, 2007: Dedication of Gard-

ner Junction Trail Development Project, at Junction Park 1½ miles west of Gardner, KS, 3:00 p.m.

Sept. 22, 2007: Kaw Mission Councils, Council Grove, KS, program by Clive Siegle, "The Great Kansas Buffalo Hunt," 3:30 & 7:00 p.m.

Sept. 27-30, 2007: SFTA symposium, Trinidad, CO.

Oct. 13, 2007: Kaw Mission Councils, Council Grove, KS, program by Leo E. Oliva, "Santa Fe Trail Travelers' Views of the Flint Hills," 3:30 & 7:00 p.m.

Oct. 13, 2007: Fort Larned NHS Candlelight Tour, reservations required, available after October 1, 620-285-6911.

Oct. 20, 2007: Corazón Chapter meeting, Las Vegas Museum, Santa Fe Trail exhibit.

Nov. 3, 2007: Kaw Mission Councils, Council Grove, KS, program by Jim Hoy, "Flint Hills Cowboys," 3:30 & 7:00 p.m.

Nov. 17, 2007: Corazón Chapter meeting, Las Vegas, NM.

Nov. 17, 2007: End of the Trail Chapter meeting, 1:30 p.m., Eldorado Community Center.

FROM THE EDITOR

Special thanks to David Clapsaddle for the material he provides for this publication, issue after issue. Someone suggested we may have to change the name to "Clapsaddle Tracks." We appreciate all he does.

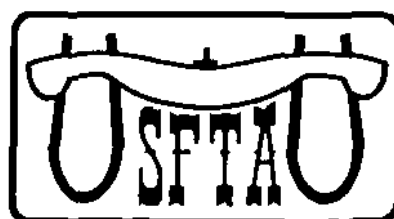
I hope to see you at the symposium in Trinidad. Visit us at the Last Chance Store exhibit. Bring money.

Happy Trails!

—Leo E. Oliva

Santa Fe Trail Association
PO Box 31
Woodston, KS 67675

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