

Wagon Tracks

Volume 19

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Santa Fe Trail Association

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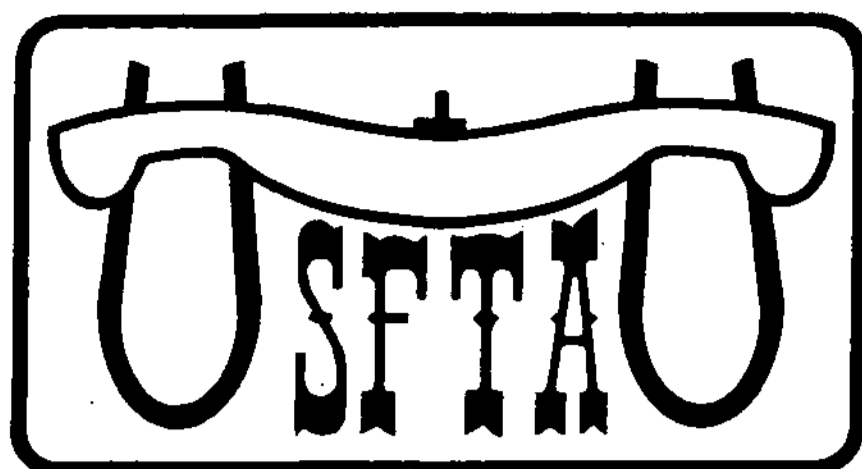


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WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 19

AUGUST 2005

NUMBER 4

SYMPOSIUM AWAITS YOU

THE symposium program and registration materials have been sent to all members, and the hardworking hosts in the Quivira and Cottonwood Crossing chapters are waiting to process your registration. They have put together a superb program with activities for a variety of interests, including opportunities to visit sites few members have seen. Please join this informative and intriguing Trail experience. Symposium coordinator Janel Cook promises, "you'll be glad you did."

A few changes have been made in the eastern tour because of logistical problems, and these are noted to help participants plan their tour schedule. Those who want to see the notorious Blowout ruts will be able to do that only by special arrangement on Monday.

Because the Sunday tours are scheduled for an hour longer than the Saturday tours, there will be a huge Sunday bonus. Participants will be transported via hay wagons from the National Park site to the swales a quarter-mile south on the Youk land. Some of these swales are five feet deep. They merge into one huge swale 100 to 150 feet wide, and they extend for at least a quarter-mile. They are the central corridor of the Trail leading from the river crossing. These swales may be one of the best-kept secrets in the SFTA. They are impressive.

For people committing to the Saturday tour to the East, it will be possible to see the Youk ruts if they are able to hike a half-mile or so in 45 minutes. The main swales are about a quarter-mile away and are easily reached by a short hike. The wagons will be available only on Sunday.

Everyone traveling to McPherson is encouraged to take some time to visit Trail sites along their route to and from the symposium. Your trip can be a rewarding experience. We hope to see you there.

SEPTEMBER 29-OCTOBER 2
SFTA SYMPOSIUM
McPHERSON, KANSAS

NEW COLUMN PLANNED "SCOUTING THE TRAIL ONLINE"

JULIE Daicoff, a longtime SFTA member from Lenexa, KS, and Trail researcher, especially the flora of the route, asked why *WT* does not publish lists of Trail resources available online. A good idea, and she has agreed to serve as column editor of "Scouting the Trail Online."

She requests that all readers who have found Trail documents online send the information to her. She will check them out and compile a new list for each issue of *WT* (starting next issue). These sources may be compiled on the SFTA web site too.

Daicoff is especially interested in primary sources, whether manuscripts or previously published items (including maps, sketches, and written records), that are now available online. Please help with this project and send information to her at 20830 W 100 Terr, Lenexa KS 66220 or e-mail <jdaicoff@everestkc.net>. Special thanks to her for agreeing to head this project.

MUSEUM COLUMN EDITOR NEEDED

AS Margaret Sears's fine tribute to the late Anna Belle Cartwright in this issue makes clear, Anna Belle provided a splendid service with her regular *WT* column, "The Caches," about museums along the Trail. To date no one in SFTA has stepped forward to continue what Anna Belle started.

If there is anyone willing to volunteer to edit a similar column (with same title or another), featuring exhibits and activities at museums and historic sites along the Trail, please contact the editor. It is hard work and there is no pay, but the rewards are incalculable.



Kevin Corbett, Olathe Parks Superintendent, speaking at the Lone Elm Park Dedication, June 9, 2005.

LONE ELM PARK DEDICATION

by Ross Marshall

[SFTA Ambassador Ross Marshall, former SFTA president and current SFTA representative to the Partnership for the National Trails System, is a frequent contributor to *WT*.]

"There is no other tree or bush or shrub save one Elm tree, which stands on a small elevation near the little creek or branch." (Susan Shelby Magoffin, June 11, 1846)

SUCH was the appearance of one of the most famous campgrounds on the Santa Fe, Oregon, and California trails in the latter part of the 1840s. This campground has now been preserved and interpreted, thanks to the efforts of the Parks Department of Olathe, KS, under the leadership of Superintendent Kevin Corbett. Ending several years of concern by many of us about how to preserve this key Trail site, good news was received from the City of Olathe in 2000, when the city purchased the 160-acre Willsey family farm. They have spent several million dollars to create both a historical and recreational city park.

Softball and soccer fields now occupy approximately one-half of the acreage that was farmland. The rest of the land, including a branch of

(continued on page 4)

PRESIDENT'S COLUMN

THIS is always a busy time for everyone along the Trail. It is hard to get in touch with many folks and I can only assume they are enjoying their summer. It has been a busy summer here in New Mexico as well.

The teacher workshops were a bit of a disappointment this year as Chris and Marcia only had enough participants at the Independence site. They report that the participants that they did have were overwhelmingly positive about the workshop. The problem was, as it often is, communication. We still are not very good at getting the word out to the public about our Trail efforts.

New markers are up at Cottonwood Crossing and my hat is off to Vernon Lohrentz and crew for their fine work there. The markers will be dedicated during the symposium. We also made progress at the Gardner site. As you may recall, we want a special marker complex at Gardner telling visitors about the entire Trail and not just that site. When Gardner is complete it will serve as a model for other sites at Santa Fe, east of Independence, Watrous, and others to be named.

Association Manager Clive Siegle has been hard at work now for almost one year. He will be recounting his efforts in another space in this *Wagon Tracks*. This NPS-funded position has been of great help to all of us in the Association.

The McPherson Symposium is almost upon us. I do hope you are planning on attending this event. Janel Cook and crew have worked very hard to make this symposium a memorable one. They have excellent speakers lined up as well as a set of fine field trips. Come join us there and see all of your old friends.

Everyone is also welcome to attend the board meeting prior to the symposium. Although newly-elected officers and board members will not take office until the end of the symposium, I hope they will attend this board meeting to get a feeling for what is happening. It will be a pleasure to hand off this office to new leadership.

And speaking of enjoyment, Leo Oliva accompanied me into Mexico during July and we visited many places of interest to SFT aficionados.

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

Toll-free Phone: 888-321-7341

FAX: 785-425-6865

E-Mail: <editor@santafetrail.org>

Headquarters of the Santa Fe Trail Association are located at the office of Treasurer Ruth Olson Peters, Santa Fe Trail Center, RR 3 Box 137, Larned KS 67550; Office Manager Linda Revello.

Telephone: 620-285-2054

FAX: 620-285-7491

E-Mail: <trailassn@larned.net>

Association Manager is Clive Siegle, 9908 Shoreview, Dallas TX 75238. Telephone: 214-349-7419

E-Mail: <cgsiegle@earthlink.net>

VISIT SFTA ON THE INTERNET

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

Sometimes when we read Josiah Gregg or James J. Webb we forget that they did not stop their descriptions at Santa Fe but continued far into Mexico. Leo and I visited several locations that were described by Gregg, Webb, Frederick Wislizenus, Susan Magoffin, Zebulon M. Pike, and George Ruxton. It is so rewarding for us to find these places in Mexico on the Camino Real, places not known to the locals. These will all be included in my forthcoming guidebook to the Camino Real.

I can report to you that I have mailed the request to Congress asking that the Boone's Lick Road from St. Charles to Franklin, Missouri, where the Santa Fe Trail began, be designated a national historic trail. If that is accomplished, we can all be proud to be a part of it. I also have worked with interested parties in Texas to help them create an association for the Camino Real de Tejas. I will keep you informed of any progress in these matters in later *WTs*.

And last, this is my final column to you as your president. It has been a great pleasure to serve you these four years. I especially thank the other officers and board members for support and the chapters for the hard work they continue to do. We have had a few successes with some failures sprinkled about. I will continue my activities along the Trail and hope to see you doing the same. Together we can see that "The Santa Fe Trail Lives On!"

—Hal Jackson

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

Editor: Leo E. Oliva, PO Box 31, Woodston KS 67675, 888-321-7341, <editor@santafetrail.org>

President: Hal Jackson, 45 Calle del Norte, Placitas NM 87043, 505-867-1742, <halitojacks@aol.com>

Vice-President: Anne Mallinson, 964 NW 600, Centerview MO 64019, 816-230-7228, <AnneMallin@aol.com>

Secretary: Michael Olsen, 5643 Sonnet Heights, Colorado Springs, CO 80918, 719-590-1048, <olsenpatti@aol.com>

Treasurer: Ruth Olson Peters, Santa Fe Trail Center, RR 3 Box 137, Larned KS 67550, 620-285-2054, FAX 620-285-7491, <trailassn@larned.net>

2005 Symposium Coordinator: Janel Cook, Coronado Quivira Museum, 105 W Lyon, Lyons KS 67554, 620-257-3941, <cqmuseum@hotmail.com>

Publicity Coordinator: Michael E. Pitel, PO Box 31386, Santa Fe NM 87594, 505-982-2704, <PitelTSNM@aol.com>

Directors:
John Atkinson, MO, 816-233-3924
Clint Chambers, TX, 806-791-3612

Dub Couch, CO, 719-254-3000
Faye Gaines, NM, 505-485-2473
Robert Kincaid, TX, 940-684-1531
Nancy Lewis, MO, 816-229-8379
Richard Loudon, At-Large, 719-946-5513

Ramon Powers, At-Large, 785-478-9526

Sara Jane Richter, OK, 580-349-2357

Jeff Trotman, KS, 620-356-1854
Joanne VanCoevern, KS, 785-825-8349

Stephen Whitmore, NM, 505-454-0683

Timothy A. Zwink, OK, 405-373-4513

MANAGER'S COLUMN

A few weeks ago, I had the pleasure of attending the National Historic and Scenic Trails Partnership Conference. The Trails Partnership is an association of all the trails in the National Trails System who have joined together to more effectively address common trails issues. Actually, it is a partnership of partners, since most, like the SFTA, exercise their trail stewardship as major active partners with the National Park Service and the Bureau of Land Management (who also participated in the Partnership Conference). Partnering, it seems, is the mainspring of the national trails biz, to say nothing of its financial and political lifeblood.

In my various ramblings through the countryside looking at the myriad of signage that has been done to mark and interpret the Santa Fe Trail, I can only marvel at the immense amount of ingenuity and hard work that has gone into the effort. The great majority of the markers attributable to SFTA chapters are informative, well researched, and, of equal importance, dignified. By dignified, I mean that the design and construction does honor to the Trail and what it stands for, and it reflects that to the viewer. We've got plenty of those, and very few connected with the SFTA and its partners that aren't. I don't believe that anyone would disagree with the idea that historical signage should honor as well as inform, and our interpretive signs and markers gracing sites all along the Trail have no shortage of either quality, thanks to you.

What is missing from our signage, in my opinion, is a reminder to the viewing public that these markers illuminate an ongoing march of a more-or-less single historical trail of immense length across the face of the Western landscape, with a start, a finish, and a riveting historical saga populated with a cast of fascinating characters in between—the next one being just up the road at the next marker, or nine hundred miles ahead at one standing at the very end of the Trail. Each sign and marker should be a linked component in that march, and I would like to see the trail traveler be constantly reminded of that fact from the dirt field that was Old Franklin all the

way to Santa Fe. The simplest way to do that effectively is with standardized graphics in signage all along the length of the Trail.

Now in a long-ago-and-far-away time, the idea of how to achieve the effect of geographical continuity would be to simply mandate a single graphics package for all signs along the Trail, period. We all know that this never happened and now probably never will. The good thing about that is, as I pointed out earlier, the Trail has sprouted a fine crop of markers in the here-and-now time, whose regional flavor and quality has been a positive addition to its historical narrative.

And there is at hand, already in our inventory, a simple way to tie most of these diverse designs together graphically, if we so desire. It's the Santa Fe Trail National Historic Trail logo. Think of it as the Santa Fe Trail National Trail partnership logo, if you will.



I believe that I am speaking for more than just myself when I suggest that we make a concerted effort to not only incorporate this into our new signs and markers, but equally important, that we retrofit as many of the hundreds of quality markers already in the field that will accommodate them without compromising their design or structural integrity. I will also say this, knowing that when the world was young, there appears to have been some disagreement among the partners over the standards involved in conferring the National Historic Trail logo on what was considered "nonstandard" markers. The world has spun on its axis a few more times since then and, if I'm not mistaken, a couple of Great Truths have come to light.

The first one involves what the Santa Fe National Historic Trail logo symbolizes these days. It appears to have had, by most accounts, a somewhat checkered past. I have heard it expressed on a number of occasions that it is more-or-less a National Park logo, with the implication that it belongs exclusively to them, and is bestowed, somehow, sort of like a merit badge, on objects deemed worthy. In actuality, the logo was conceived as a universal symbol of the Santa Fe Trail as embodied in the partnership of the NPS, SFTA, and all others who choose to partner in the same vision for the Trail and its ongoing stewardship. Yes, it is protected by a trademark registered to the National Park Service, but that is to protect it from showing up on birth control devices or frat house beanies, not to keep it from legitimate use by the partnership. Despite fears that it's been hijacked, I'm here to tell you that the SFT National Historic Trail logo is—and remains—a viable and acknowledged piece of partnership real estate that shouldn't be construed to imply "ownership" by any single entity except the Santa Fe Trail itself. The National Park Service is more the "keeper" of the logo, than the "owner" of it, and within the working framework of the partnership, their approval needs to be secured prior to deploying the logo. Jere Krakow and John Conoboy have been very positive in this regard, and Jere recently approved logo employment on the MRO's limestone post markers, the Quivira chapter auto tour route signage, and the logo's retrofit on the hundreds of trail markers located in and around the Kansas City metro area.

With that in mind, I again invite everyone to begin thinking about how we can reincorporate the SFT National Historic Trail partnership logo on existing "unbadged" trail signage in such a way that it preserves the integrity of the existing design, and at the same time doesn't require a Herculean effort to retrofit them either. Judging from the examples of the craftsmanship I've seen on signs and markers along the Trail, I have no doubt that the engineering aspects of this challenge will be solved in short order.

Incorporating the SFT National

Historic Trail logo into our marking and interpretive efforts allows the Trail's steward organizations to utilize existing distinctive regional designs, and still take advantage of using a universal Trail graphic to advance the overall interpretive goal of incorporating their efforts into a trailwide common geographical theme that links every sign to a total array stretching from a Missouri River bottom to a sun-washed Spanish provincial capital. In a practical sense, for any "heritage" traveler, the advantage of a single, recognizable symbol linking a nine-hundred-plus-mile trail not only graphically conveys the vital sense of the Santa Fe Trail's spiritual and symbolic march, but is also a powerful incentive for the modern sojourner to do the same, accompanied by a familiar talisman. That is, I believe, something we all strive for.

Our campaign to incorporate the Santa Fe Trail National Historic Trail logo isn't going to work miracles or bring on world peace, but it's a worthy step to assist the public's navigation and overall interpretation of the Trail. It would also honor and affirm the idea that Americans believed enough in the Trail's historical and spiritual importance that they banded together and through their vote made it a national trail to keep its memory alive. They would also note that we've added their mark—the mark as a national trail—to hundreds of memorials recounting for them the Trail's timeless march across the West, to reassure them of the fact that under the stewardship of ourselves and our partners, the Trail was never in better hands.

As George Sibley's team labored across the open plains on its epic Santa Fe Trail survey, his route-marking efforts on some stretches were befuddled by a lack of durable materials such as wood or stone. Feeling compelled to leave some evidence of the passage of a national survey, he crafted his trail markers out of that old prairie standby, piles of buffalo chips.

I think we just might have a better solution.

—Clive Siegle

**LEAVE YOUR LEGACY: PLAN A
BEQUEST TO THE SFTA**

GRACE MUILENBURG

SFTA charter member Grace Muilenburg died July 22 at Jetmore, KS, where she has resided the last few years since leaving Manhattan, KS. She was 91. She was a true friend of the Trail and is best known for her book (with Ada Swineford), *Land of the Post Rock*. She has written a lengthy manuscript on the Kansas Flint Hills which may be published. Through the years she was a teacher, worked for the Kansas Geological Survey, and was an editor of publications at Kansas State University. Grace was a remarkable and talented woman, and she was a wonderful friend. A tour in the Flint Hills with her as guide is a memory to be treasured. Sympathy is extended to her family and friends. She will be missed by many of us.

DONOR HONOR ROLL

MANY members have responded to various pleas for additional donations to assist SFTA with its many projects. Special thanks is extended to the following for recent donations, several designated for the Laura Jackson Education Memorial Fund and one was in honor of SFTA President Hal Jackson's birthday:

Bent's Fort Chapter
Corazón de los Caminos Chapter
Milton Dobkin
End of the Trail Chapter
Phyllis Morgan
Stephen and Mary Whitmore

LONE ELM DEDICATION

(continued from page 1)

Cedar Creek, which comprised most of the historic camping area, has been preserved and interpreted for visitors. Extensive archeological investigations have been done on the construction areas and many trail-era artifacts have been recovered.

With the completion of the athletic fields, the impressive "Rendezvous" shelter house, and the installation of several interpretive exhibits, the Lone Elm Park was officially dedicated on June 9, 2005, and opened for visitors. Speakers at the event included various Olathe officials, including Mayor Michael Copeland and Park Superintendent Kevin Corbett. SFTA members Craig Crease and Ross Marshall also spoke about the history of the site.

Lone Elm Campground is one of the most famous frontier trail camp sites and rendezvous points. In the almost four decades of its use, starting in 1821, thousands of Santa Fe traders, Oregon and California emigrants, mountain men, missionaries, soldiers, and '49ers came this way and camped at Lone Elm, including such frontier notables as William Becknell, John Fremont, the Donner-Reed party, Kit Carson, and Francis Parkman.

This trail campground was first known as Round Grove, named by the earliest traders to Santa Fe because it was a grove of trees at the entrance to the "treeless prairie." By 1827 it shared duty with Elm Grove Campground, 2¼ miles northwest on the same Cedar Creek, and the two campgrounds were often mistaken for each other. By the mid-1840s, when the grove had been reduced to one huge elm tree, this site was known as Lone Elm.

Along with traders and emigrants who camped at Lone Elm on the first or second night out of Independence or Westport, in 1846 the Mexican War brought the frontier military through Lone Elm. Several of these soldiers and also '49ers who succumbed to cholera were buried at Lone Elm.

Dr. F. A. Wislizenus recorded in 1846, "How long the venerable elm tree [will remain] . . . I am unable to say, but I fear its days are numbered." J. F. Pritchard recorded in his 1849 California-trip diary, "This lone tree stands on the bank of a small stream, with no other tree or shrub in sight, all its branches have been cut from it by traders and emigrants for the purpose of fuel." By the end of the 1840s the great old tree was gone—used for firewood—but such was its fame that spurious reports of its existence continued through the 1850s.

The trails were harsh. Stream crossings were hazardous. The elements were unforgiving. Illnesses took their toll: "This morning we buried John N. Collins, a private in Captain Turney's company. His grave is situated on the right hand of the road about 150 yards east of the 'Lone Elm' the only tree to be seen on the prairie for miles around." (Pvt. Benjamin L. Wiley, July 13, 1847.

Lone Elm's fame was perpetuated



Members of the Missouri River Outfitters Chapter SFTA at the Lone Elm Park dedication on June 9, 2005, in front of the dedication plaque.

into the early 1900s by Newton Ainsworth, a tireless promoter of the Lone Elm Campground on his farm. Ainsworth was instrumental in the placement of a Santa Fe Trail marker at Lone Elm in 1906 by the Daughters of the American Revolution, which continues to grace the spot today.

Thanks to the City of Olathe and their many area partners as listed on a bronze plaque at the Rendezvous shelter house, including the Missouri River Outfitters Chapter of SFTA, once again people can gather at Lone Elm.

PARTNERSHIP REPORT

by Ross Marshall

FY05 Congressional Appropriations—Good news! The Santa Fe NPS office has received an additional \$25,000 in base funding for FY05, adding to the \$40,000 increase received last year. In addition, the Challenge Cost Share Program has been increased.

Even though federal budgets are tight, these increases reflect Congress's interest in trails, partly because of the army of volunteers, like all of us SFTA members, who donate our time and money in response to these appropriations. My thanks to the chapters, committees, board, etc. for sending me the totals of their manhours and dollar donations.

FY06 Appropriations—I was in Washington DC in early March attending the Partnership Leadership Council meeting and other various PNTS committee meetings. In addition,

I spent a day on the Hill calling on about a dozen Senate and House offices from Missouri, Kansas, and New Mexico. The Santa Fe Trail is a welcome subject in these offices and appropriations support for us is good, even though FY06 will be tight.

The appropriations increases I have sought the last 4-5 years were the result of a plan developed by NPS and SFTA leadership a few years ago which amounted to about \$316,000. We have been successful in securing about half of that in increased base funding for the Santa Fe office up through FY05. Using SFTA's Strategic Plan of 2003, the NPS has developed their own appropriations increase request to be sent up through their own chain of command as part of the president's budget for FY07. I have used that plan as a basis for my current congressional work for the FY06 budget.

One additional day was spent calling on various administration side offices, including the NPS, Department of the Interior, Bureau of Land Management, and the Office of Management and Budget. An additional advocate for the Santa Fe Trail accompanied me, my wife Pat, who already knew her way around the Hill.

10th National Scenic and Historic Trails Conference—Hosted by the Old Spanish Trail Association, this conference involving all the National Trails was held in Las Vegas, NV, in conjunction with OSTA's annual convention, June 17-22, 2005. There was an exciting series of workshops and plenary sessions supporting the

theme of "Trails Connecting to Communities through Education, Tourism and Stewardship." The PNTS Leadership Council also met at this conference.

SFTA is a partner with the Partnership for the National Trails System, the National Park Service, and others in the management of the National Trails System, which was the vision of the NTS Act in 1968. We are members of a very important family as we seek to preserve the historical heritage of our nation.

NEW SIGN AT FORT DODGE

THE Wet/Dry Routes and Dodge City/Fort Dodge/Cimarron chapters erected a new sign at Fort Dodge on July 2 in memory of the late Richard Dryden (see their chapter reports and photo on p. 27). The sign reads:

FORT DODGE: THE WESTERN TERMINUS OF THE FORT HAYS-FORT DODGE ROAD

In the fall of 1867, the Fort Hays-Fort Dodge Road was developed to transport merchandise, mail, and passengers from the newly founded railhead at Hays City to Fort Dodge and on to Santa Fe via the established route of the Santa Fe Trail. Thus, the Fort Hays-Fort Dodge Road became the far eastern leg of the Santa Fe Trail for a brief period of eight months until the Union Pacific Railway, Eastern Division pushed westward from Hays City to Sheridan City in June 1868.

CLEVELAND ROLLER MILL MUSEUM MILLFEST SEPT. 3-4

THE Cleveland Roller Mill Museum, located two miles north of Mora, NM, near the village of Cleveland, will host a "Millfest," September 3-4, 10 a.m. to 5 p.m., featuring 45 artists, a variety of native foods, dance exhibitions, and musical entertainment. The historic roller mill, a 3-story, adobe, water-powered flourmill, will be in continuous operation during this event. There is a nominal admission into the museum, which is regularly open on weekends, 10 a.m. to 3 p.m.. See their web site at <http://www.angel-fire.com/folk/roller_mill> or call (505) 387-2645.

There is also a special exhibit at the museum until September 4, featuring black-and-white photos by A. J. Melnick, of Santa Clara Pueblo pottery and pottery-making by three generations of the Moquino family of the pueblo.

ANNA BELLE CARTWRIGHT: TRAIL SCHOLAR AND SCULPTOR

by Margaret Sears

[Margaret Sears is a former president of SFTA and a SFTA Ambassador. Thanks to her for this tribute to the late Anna Belle Cartwright.]

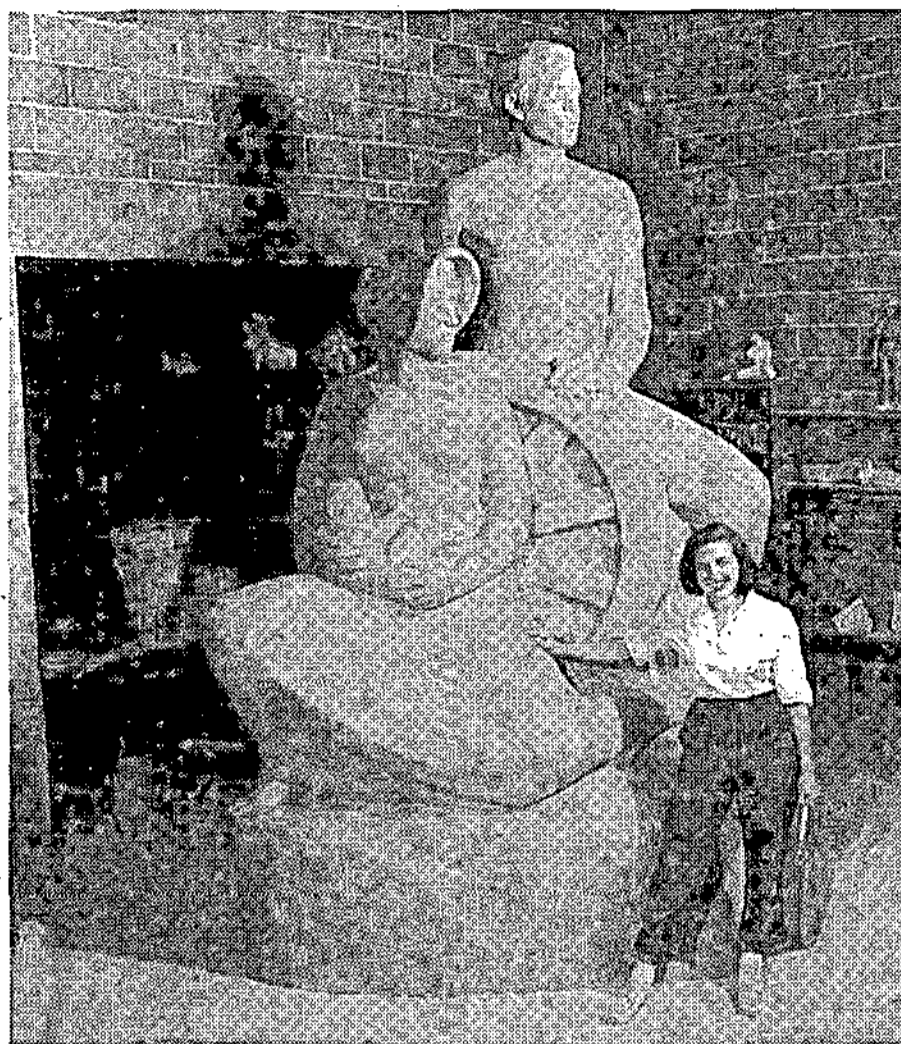
MORE than 50 years ago a student at the Kansas City Art Institute entered a sculpture contest, and she won. The subject was the pioneer movement across the American West. The sculptor was the late Anna Belle Cartwright.

Anna Belle was a champion of the Santa Fe Trail Association, serving in many capacities, most principally as a director on the board and museums coordinator. Who can forget her zestful, superbly written column, "The Caches," that was a regular feature in *Wagon Tracks*? Anna Belle was more than a gifted sculptor, and from her pen flowed artful prose as well. She received an award for her editing of William Hinchey's diary that was published in *WT*.

Yes, we all were familiar with and recipients of Anna Belle's abilities. But who of us knew of her visual arts talents and, moreover, that one of her works relates directly to the Santa Fe Trail and graces a small park in Prairie Village, KS?

It was not from Anna Belle that I learned of the sculpture (her modesty prevented her from mentioning it), but from a well-known painter, Robert Daughters, who was a fellow student with Anna Belle at the Art Institute. While attending an opening exhibit of Daughters's works at a Santa Fe gallery a few years ago, I introduced myself as a friend of hers. He informed me of the sculpture. Of course, on my next Kansas City visit, I asked Anna Belle to take me to see the work. She was extremely reluctant but acquiesced only after I threatened to throw myself in front of her car if she refused.

In 1951 J. C. Nichols, a major Kansas City developer, sponsored a competition for a sculpture to grace his newly-built Prairie Village shopping center, known simply as "The Village" by locals. It was this same year that the city of Prairie Village was incorporated, and a sculpture depicting the American westward movement and thus emphasizing the Village's location on the eastern edge



Anna Belle standing before her sculpture, "Homesteaders," during creation.

of the Great Plains, was Nichols's intent. The six finalists' designs were judged by local residents. Anna Belle won!

The 12-foot-tall work, fittingly titled "Homesteaders," is constructed of a stone and marble mixture. A bare-chested man stands beside a bonneted woman cradling a sleeping infant. Construction consumed almost a year. However, the time was reduced with the help of then friend and later husband, Joe Cartwright. There is a romantic quality about the figures as they gaze off into the western horizon. A sense of calm, optimism, and dignity is about them, while at the same time the rigors and hardship of pioneer life show through. A simple cast stone base of the same material as the figures holds the family.

Anna Belle's professional life was always centered around art and museums. Her credits include teaching sculpture at the Kansas City Art Institute and curating exhibits at museums throughout the country, including Jacksonville, FL, Davenport, IA, St. Joseph, MO (public library), and Independence, MO, where her involvement at the National Frontier Trails Center led her to the Santa Fe Trail Association.

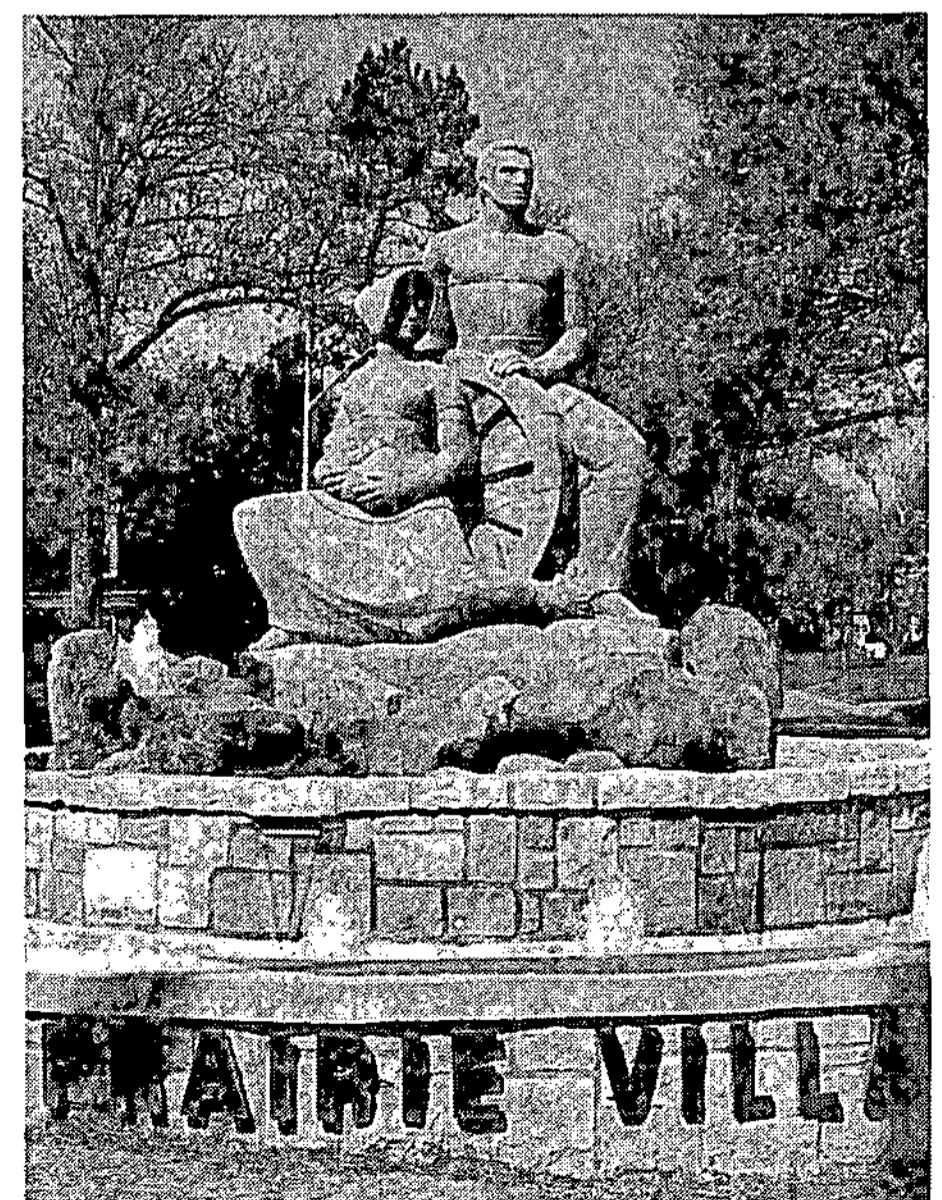
This career path was, in fact, a family affair, for husband Joe spent his professional life in museum administration. The "Homesteaders" is not the only work of Anna Belle dis-

played in Kansas City. Other examples include a wrought iron and stained glass sculpture in a reflecting pool, a relief design carved into a brick walk, and a life-size female figure. Indeed, Anna Belle's talents were recognized, and she lives on through these works of art.

In a 1998 interview by a reporter from the *Kansas City Star*, the principal local newspaper, Anna Belle said, in describing the competition and explaining her shift from sculpture to Western frontier history and the Santa Fe Trail, "I was pleased and proud that the residents [of Prairie Village] selected my piece. . . . I feel that by working in history, I am able . . . to repay just some of the confidence placed in me as a young artist by learning more about the trails."

The sculpture was moved in 2002 to a small park at the intersection of Tomahawk and Mission Roads. The new site is across the street from the north boundary of "The Village," and a few blocks north of the original location. It rises above a small pool surrounded by native boulders. Small fountains surround a semi-dressed stone foundation.

Anna Belle left us too soon. Yet we can rejoice that her legacy to us reinforces her commitment to humankind's need for the arts and the history of the land in which she resided.



"Homesteaders" in its present location
(photo courtesy of Libby Cartwright).

THE UU BAR RANCH CASE: A HISTORY OF THE TRACES, TRAILS, ROADS, AND HIGHWAYS CONNECTING RAYADO, NEW MEXICO, AND THE CROSSING OF OCATE CREEK

by Michael Olsen

[As noted in the last issue, the story of the UU Bar Ranch closing of a road in New Mexico that included access to a portion of the historic Santa Fe Trail and to some New Mexico State Trust Lands, resulting in a court decision to open this road, would be published in this issue. In 1997 the UU Bar Ranch placed a locked gate that blocked access to the 2.6-mile road. In a court case brought against the owners of the ranch, District Judge Peggy Nelson ruled in 2002 that the road belonged to the ranch and could be closed. In March 2005 the New Mexico Court of Appeals ruled that it is a public road and must be opened, a decision the New Mexico Supreme Court let stand in June 2005.]

In announcing the decision of the Supreme Court on June 7, 2005, State Attorney General Patricia Madrid wrote, "I am very pleased that the New Mexico Supreme Court decided it did not need to review the well reasoned Court of Appeals opinion, . . . thereby cementing the State's victory in the UU Bar case. . . . I am extremely gratified that we will have opened this road once and for all for the people of New Mexico."

In 1999 Dr. Michael Olsen, then professor of history at Highlands University in Las Vegas, NM, prepared for the State Attorney General a detailed account of the history of this road. Regarding this report, Attorney General Madrid wrote the following to Olsen after receiving the decision of the Court of Appeals in March 2005: "I wanted to thank you personally for your participation as a witness in the trial of the UU Bar litigation. You were of primary importance to our prevailing in the case."

With Olsen's permission, his report is printed here, with minor editing, for the information it sheds on the history of the Santa Fe Trail in the area and to show how historical evidence can be used in court cases involving the historic route. Special thanks to Mike for sharing this. Please note that the maps mentioned are not included here, but the references to location of the maps are included.]

Preface

This report concerns the use of a 2.5 mile portion of New Mexico State Highway #21 north from the Mora County-Colfax County line as a public thoroughfare. Specifically, though background information on this route up to the 19th century and since 1900 is provided, the use of the route as part of the historic Santa Fe Trail is emphasized and supported.

The report is divided into four sections. The first gives an overview of the history of this route. The second provides documentary historical evidence supporting the information and conclusions included in the first part. The third refers to maps which demonstrate the historic use of the route. A final brief section describes the creation and role of the Santa Fe National Historic Trail and the historical designation of various sites along this portion of the Santa Fe Trail.

The Historical Use of the Road from Rayado to the Crossing of Ocate Creek, New Mexico

General Stephen Watts Kearny had a choice of two routes when he invaded New Mexico in 1846. He could come via the Cimarron Route of the Santa Fe Trail through what is now the Oklahoma Panhandle, or he could come over Raton Pass. For various reasons he chose the latter way. In doing so he followed an ancient road whose history begins with the Native peoples of northern New Mexico but also belongs to Spanish and Mexican military leaders and French and American fur trappers. Kearny enhanced the importance of this route, which would become in turn the Mountain Route of the Santa Fe Trail, a New Mexico Territorial highway romantically known as "El Camino Real," and, eventually, New Mexico State Highway #21.

Geography dictated the location of this road and Kearny's choice of it. In our modern technological age, where space stations orbit endlessly about the earth and suspension bridges are thrown across deep chasms, we tend to forget how travel by our ancestors was inexorably influenced by the lo-

cation of mountain passes, river fords, good harbors, safe water, timber for cooking fires, or good grazing for the horses, mules, and oxen which carried them and their goods. Travel was not lightly undertaken. Travelers weighed the variables, took their chances, and stepped out into danger.

The terrain of northeastern New Mexico presents a number of these variables and is, to an extent, unique in the world. Here the high plains of central North America meet that great chain of mountains, the Rockies—known regionally as the *Sangre de Cristos*—which stretch from Alaska to Mexico. The plains are arid and treeless. In summer the sun is merciless and temperatures soar; in winter the mercury plummets and sudden blizzards blot out the landscape. To travel the high plains was to risk death. The mountains offered everything the plains lacked—shelter, timber, grassy meadows, and snow-fed streams of cold, clear water. But they also reared sometimes nearly impassable barriers between travelers and their destination, requiring passage along arduous routes that tested both beasts and men.

A solution to these geographical difficulties is to take advantage of that narrow strip of land where the plains meet the mountains. The more or less level plains grant ease of travel on the one hand, the mountains provide water and grass on the other. And so for thousands of years as men, women, and children have traversed the eastern slopes of the *Sangre de Cristos* for whatever reasons, with their dogs and tipis, mules and wagons, horses and carriages, or by automobile, they have followed the natural pathway in the borderland between the plains and the mountains.

From Raton Pass, this route runs south, then swings southwest around Red River Peak and Saltpeter Mountain to Cimarron, crossing the Vermejo River and numerous short creeks along the way. From Cimarron, hard up against the mountains, it heads south again to Rayado and

Rayado Creek. From there, with the mountains looming immediately to the west and Rayado Mesa and 7600' Rayado Peak to the east, it ascends Alona Creek, and then drops down to the crossing of the Ocate River. From that point travelers in the past traced their way west over the mountains to the timeless pueblo of Taos or south to old Santa Fe, where they could head west to the Pacific Ocean or south to ancient centers of civilization in Mexico.

Native Americans first used this route, though the only "record" of their passage lies in its use by everyone who came after them, as is so often the case with the present road system throughout North America. This part of New Mexico was never "home" to a particular Native people the way other areas are identified, say, with the Pueblos, the Apaches, or the Navajos. Evidence of small pueblo settlements on the order of those at Taos, Picuris, or Pecos have been excavated on the border of the eastern plains and mountains, but there never seems to have been a thriving pueblo culture. Taos Pueblo people themselves for hundreds of years ventured over the mountains to the east to hunt buffalo, and Plains Indian people came to Taos every year to trade. By the 1500s some Jicarilla Apache bands regularly crossed over the *Sangre de Cristos* from their lands in north central New Mexico to hunt on the plains and trade with Plains Indian peoples. Again, exactly what routes they followed will never be known, but geography, especially in their case water sources and level passages, would lead them along the same paths generation after generation.

When the Spanish came to the Southwest they followed Indian peoples, sometimes literally since the Spanish used them as guides. Numerous Spanish expeditions into northeastern New Mexico have been documented. These expeditions sought peace or war with Native peoples, looked into prospects for trade, or asserted Spanish claims to territory as far-flung as the Missouri River. Most set off from Taos, such as those of Juan de Ulibarri in 1706, Governor Antonio de Valverde in 1719, Pedro de Villasur in 1720, and Juan Domingo de Bustamante in

1723, to name some of the earlier ones. Each of these leaders and their men passed through the region of present-day Cimarron, though it is difficult to ascertain from their diaries, letters, or military reports exactly where they might have camped. Sometimes the names they used for certain places have remained the same and sometimes the name they use just frustrates a modern researcher.

Fur trappers and traders—the mythical mountain men—followed in the footsteps of the Spanish. At first it was Frenchmen who challenged Spanish domination of the Southwest. They came overland from French Canada or up the Mississippi and its tributaries such as the Arkansas and Canadian, the Kansas and Smoky Hill, the Platte and even, far to the north, the Missouri. And then, in the decades just before Mexico won its independence from Spain in 1821, Americans began to arrive. All of them might have had for a battle-cry the actual motto of the Hudson's Bay Company, that highly organized fur enterprise of the British in Canada, "*pro pelle cutem*," or "go after the skins!" They explored every river and stream that might yield beaver.

But they also needed forage for their animals, shelter from storms, and ease of passage—those very geographical determinants which had influenced the Indian peoples before them and would influence travelers coming after them.

In northeastern New Mexico these fur men followed the by now ancient road along the east slope of the *Sangre de Cristos*. Their destinations were Taos and Santa Fe, either as supply points or markets, though often as not before 1821 they found themselves under arrest and marched off to jails in Chihuahua, where they sometimes languished for a decade or more. Two events changed the situation dramatically. The first was the independence of Mexico in 1821, though the news didn't arrive in Santa Fe until January 1822. The second was the establishment in 1833 of Bent's Fort on the Arkansas River near present-day La Junta, Colorado. Brothers William and Charles Bent, along with their partner Ceran St. Vrain, established this outpost as a center of trade with the

Arapaho and Cheyenne Indians, as a supply point for fur trappers, and, as it eventuated, as a stopping point on the Mountain Route of the Santa Fe Trail. A Bent's Fort-Santa Fe axis developed along which moved commerce, military might, stagecoach travel, and the United States mail in ever-increasing volume until the Atchison, Topeka and Santa Fe Railroad linked New Mexico to the East in 1880, though the fort itself was destroyed in 1849.

The opening of the Santa Fe Trail is both well-documented and somewhat shrouded in mystery. William Becknell, a failed Missouri storekeeper with a warrant out for his arrest, traveled from Franklin, Missouri, to Santa Fe in 1821 with five companions, several pack animals, and various commodities. He reached New Mexico neither by what would become the Cimarron Route through the Oklahoma Panhandle nor over Raton Pass. Instead, not really knowing where he was going, he struggled over the escarpment that now more or less defines the border between Colorado and New Mexico north of the Dry Cimarron River, and then headed southwest until he met up with a Mexican military expedition near present-day Las Vegas. He realized tremendous profits, went back to Missouri, and returned to Santa Fe in 1822, this time with wagons. On this second trip he searched for a good wagon road and, on his return, followed along what became known as the Cimarron Route, the route on which westbound travelers left the Arkansas River in southwestern Kansas, headed for the Cimarron River and followed it into present Oklahoma, crossed the Canadian River outside of present-day Springer, New Mexico, before reaching the foothills of the mountains and hence relative safety at the confluence of the Sapello and Mora rivers.

Trade along the Santa Fe Trail quickly became lucrative, so lucrative that the United States Congress authorized the marking of the trail in 1825. A "commission" or expedition was funded to carry out this task, with George C. Sibley as one of the commissioners. In a manner that seems all too common in government affairs of this type, the commission did not actually mark the trail to

Santa Fe; they ended up in Taos instead. Also, they chose to follow what would become the Mountain Route, passing through that portion between Rayado Creek and the Ocate Crossing in late October 1825. In doing so they, as Kearny after them, confirmed the long usage and geographical importance of this route. It now begins to be noted on published maps, such as that which Josiah Gregg included in his account of his days as a trader on the Santa Fe Trail, which appeared in 1844 and was so appropriately entitled *Commerce of the Prairies*.

Two years later the United States invaded Mexico. As noted above, the Mountain Route appealed to General Kearny for several reasons. First, it was an "all water" route. He had 1500 men and an even greater number of livestock to provide for. Once he reached the Arkansas River in Kansas, he could follow it to Bent's Fort, then aim for the Purgatoire River and the foot of Raton Pass. Crossing over the pass, he encountered various small streams as he and the army progressed toward the Cimarron, the Rayado, the Ocate, the Mora, the Gallinas, and their ultimate goal, the city of Santa Fe. Second, it was high summer on the plains and the sooner his raw recruits reached the mountains the better off they would be. Also, he had sent supplies ahead to Bent's Fort, there being no other depot at which to deposit them between Fort Leavenworth and Santa Fe.

With Kearny's passage the Mountain Route became the preferred route of the Santa Fe Trail. On September 21, 1846, just a month after Kearny had taken Santa Fe, Lieut. J. W. Abert of the U.S. Army Topographical Corps encountered an army wagon train headed for Bent's Fort and more supplies. Abert was traveling from Bent's Fort to Santa Fe. Significantly, he met up with this train on that part of the Mountain Route between the Ocate Crossing and Rayado.

And where the army went, commerce followed. Within a few years the army was the chief contractor of freighting on the Santa Fe Trail and after 1851 the main depot for its goods was Fort Union, on the Mountain Route south of the Ocate Crossing. Trade along the Cimarron Route

dropped off during the 1850s and then went into sharp decline during the Civil War in the 1860s since the federal government could not guarantee the safety of the caravans. After the Civil War, as railroads rapidly built west through central Kansas, this route was abandoned.

In New Mexico the Mountain Route retained its viability as a wagon road into the 1870s. During the years 1849-1850 the army had posts in Las Vegas and at Rayado. The commanders of these posts constantly kept in touch with one another via the Mountain Route, including the Ocate Crossing-Rayado section. After the establishment of Fort Union in 1851 communications and troops constantly went back and forth between the fort and Lucien Maxwell's ranch at Rayado (along with the supply trains noted above). Stagecoaches began to carry the U.S. mail (for which they received lucrative contracts) and passengers from railheads in Kansas and points in Colorado south to Santa Fe. The Maxwell Land Grant Company leased sites for stage stations to the Barlow and Sanderson Company, whose coaches crossed its lands.

Without the invention of the automobile the story of the Santa Fe Trail would stop here. The railroad arrived in New Mexico and there was no longer a need for wagon freighting or stage coaches. But as early as 1905 the New Mexico Territorial legislature began to plan for auto roads in the territory. One such road, dubbed "El Camino Real," was to run from Raton Pass to the New Mexico-Texas border at Anthony, far to the south. Significantly, from Raton to Santa Fe it was to follow the old Santa Fe Trail, with the part from Raton to Watrous using the old Mountain Route. The section of that road from Cimarron to La Cueva was designated Territorial Highway #21 in 1909, and State Highway #21 after 1912. Given the vicissitudes of government and finance, it took a long time to construct. The portion from Rayado to the Colfax County line was finished in 1930.

Public interest in the old Santa Fe Trail has seen a remarkable resurgence in the last 25 years. The establishment of the Santa Fe Trail Association in 1986 was both an indication of this interest and a cause of it.

The Association played an important role in getting the old trail designated as the Santa Fe National Historic Trail in 1987. Today thousands of people yearly seek out this part of our nation's heritage, either by following the automobile tour route established by the National Park Service, which administers the Santa Fe National Historic Trail, or by visiting numerous actual sites along the trail which are open and accessible to the public. They follow in the footsteps of the great parade of those who preceded them.

Documentary and Other Supportive Evidence

The documentary and other supportive evidence cited here for use of the route from Rayado to the Colfax County line as a public road and then as a state highway extends from 1825 to the 1940s.

1. George C. Sibley, 1825

George C. Sibley was one of three commissioners appointed to survey the route of the Santa Fe Trail from Fort Osage, Missouri, to New Mexico. On the evening of Friday, October 21, 1825, he and his men camped at latitude 36° 17' 51" south of Rayado, having stopped on Cimarron Creek the night before. On October 25 they proceeded farther south, camped at a salt pond, and the next day hit Sweetwater Creek, following it into the mountains with their nearly empty wagons, seeking a route to Taos. The following excerpt is from Kate L. Gregg, ed., *The Road to Santa Fe, the Journal and Diaries of George Champlain Sibley and Others Pertaining to the Surveying and Marking of a Road from the Missouri Frontier to the Settlements of New Mexico, 1825-1827* (Albuquerque: University of New Mexico Press, 1952), 127.

"Friday, October 21st.

"M[orning] cool & a little cloudy. Heavy clouds hanging over the Mountain. Started after breakfast at 30 M[inutes] past 8. Crossed the creek at a very good gravelly ford, proceeded up the creek on the same Trace Same course as yesterday 5 Miles & Crossed a Creek [Rayado], then continued 6 miles further and halted on the Creek at Some Balm Trees, the first wood we came to, nearly up to the foot of the Mountain, in a Hollow. The Route very good all

the way. A little Showery & the wind cool. Clouds constantly hanging over the Mountain. Observation of Fomalhaut at 3 Min[utes] past 9 P.M. Mer[cury] 43, Altitude 46°-14'-50". Latitude 36°-17'-51".

2. Lieutenant William H. Emory, 1846

Lieutenant Emory, of the Corps of Topographical Engineers, accompanied General Stephen Watts Kearny and the United States Army of the West to New Mexico in 1846. His *Notes of a Military Reconnaissance [sic], from Fort Leavenworth, in Missouri, to San Diego, in California, including Part of the Arkansas, Del Norte, and Gila Rivers*, detailed his observations of the flora, fauna, and terrain he encountered. It also contained a map of the route the army followed. It was first published as *U.S. 30th Cong., 1st sess., H.R. Exec. Doc. 4, in 1848*.

On August 10, 1846, the army camped on the Little Cimarron. The next day, as Emory notes, it marched to Ocate Creek and beyond, via Rayado Creek and its tributaries. The following excerpt is from Calvin Ross, ed., *Lieutenant Emory Reports: A Reprint of Lieutenant W. H. Emory's Notes of a Military Reconnaissance [sic]*, (Albuquerque: University of New Mexico Press, 1951), 43.

"August 11. We made a long march to-day with the advanced guard and the 1st dragoons, to the Ocaté 31 2/3 miles. The road approaches the Ocaté, at the foot of a high bluff to the north where the river runs through a cañon, making it inaccessible to animals. We ascended the river for four or five miles, to where the road crosses; there we left the road, and at that point, the river being dry, continued to ascend it a mile, and found good grass, and, occasionally, running water. The scenery to-day was very pretty, sometimes approaching to the grand; the road passed through a succession of valleys, and crossed numerous 'divides' of the Rayada and Ocaté. The Rayada is a limpid running stream, ten miles from the Little Cimarron, the first of the kind noted, though we have been traversing the bases of many mountains for days past. The pasture, however, is not good. At points two and four miles farther, at the foot of the mountains, there are springs and

good grass. At the last point we overtook the infantry, where they halted. About five miles before reaching the Ocaté, the road descends into a valley, overhung by confused and rugged cliffs, which give promise of grass and water; but, on going down, we found that his beautiful valley had no outlet, but terminated in a salt lake. The lake is now dry, and its bed is white with a thin saline encrustation. Here the road is indistinct, and takes a sudden turn to the left."

3. Lieutenant J. W. Abert, 1846

Lieutenant Abert, of the Topographical Engineers, was traveling with General Stephen Watts Kearny and the United States Army of the West to New Mexico in 1846 when he fell ill in western Kansas. He stayed behind to recuperate at Bent's Fort, in Colorado, continuing on to New Mexico over a month later. He followed the same route as the army, including the section from the Cimarron to the Rayado and Ocate creeks. His journal was published in the *Report of the Secretary of War, communicating . . . a Report and Map of the Examination of New Mexico. . . . U.S. 30th Cong., 1st sess., Sen. Exec. Doc. 23, Washington, February 10, 1848*. The following excerpt is from a reprint issued by the Lincoln County Heritage Trust, n.p., n.d., 26. Note that he meets an army wagon train proceeding from Santa Fe, which Kearny entered on August 16, to Bent's Fort via the route he is following.

"September 21. After a march of four miles, we reached the Cimarroncito. This stream is composed of two large branches, each of which the road crosses about sixty yards above their junction. Soon after leaving this river, we met Lieutenant Elliot, of the Missouri Volunteers; he had a long train of wagons, and was on his way to Bent's to bring up the government stores that had been left there. I now procured, through the kindness of Lieutenant Elliot, a sketch of my route from this place to Santa Fé, with all the watering places and good pasture grounds marked thereon, and much verbal information that was of great value to me. I also learned that General Kearney [sic] intended leaving Santa Fé on the 25th proximo. I therefore determined to travel as expedi-

tiously as possible, in time to go with the army, in case my services should be required. As it was too late to reach the 'Ocate' this day, I was forced to camp on the Rayada, ten miles distant from the little Cimarron; about midway we crossed the 'Poñi,' which was dry, and at last reached the Rayada, which was full of excellent water. On this stream we had the 'populus monilifera,' and thickets of willow, and I got a beautiful scarlet plant, 'chelone barbata,' and a penstemon, with scarlet flowers.

"In the afternoon, we tried to catch some prairie dogs by forcing them out of their holes with water. We poured bucket after bucket into their dwellings without flooding them. One dog showed itself near the mouth of its burrow, but, as soon as it saw us, again retreated.

"September 22. We started at sunrise, and, before we had gone far, passed two little rills of clear water. Continuing on our journey, we reached a large shallow pool, the shores of which were covered with thick saline efflorescence; the whiteness was painful to the eye. After passing it, we entered a narrow gorge . . . [and so on to the Ocate Crossing].

4. Military Correspondence

After its occupation of New Mexico, the United States Army established posts at various places in the territory, including Las Vegas in 1849, and at Rayado in 1850. Troops garrisoned these posts until Fort Union was established in the summer of 1851. The following series of letters is included to demonstrate the constant communication carried on with the post at Rayado via the Bent's Fort Road, a portion of which passed from the crossing of the Ocate to Rayado. At this time Santa Fe was military headquarters for New Mexico. These letters are from the files of "letters sent and received" at headquarters, letters now housed at the National Archives and available on microfilm.

A. "Las Vegas, New Mexico

"June 1st 1849

"Sir,

"As an act of duty and charity towards a few enterprising individuals, I beg to call the attention of the Lt. Col. comd'g, to the exposed state

of the settlement established on the Ryado [sic] by Messrs. Carson, Maxwell and Quinn.

"The two former have been twice driven from that place with the loss of all their stock, in former efforts to obtain a foothold there, and have again undertaken the same enterprise [sic] with promises of protection from Major Beall Comdg at Taos; the advantages of early and abundant grass, added to a desire to afford them assistance and security induced me to establish my Grazing Camp there, which has been their only defence [sic] against the Indians up to the present time. As this force must soon be withdrawn I am concerned for the safety of these same people, for they cannot maintain themselves during the summer against the force that will doubtless be in their vicinity. That position is some 40 miles from Taos and about 70 from this place, directly on the road to Bent's Fort, affording the [?] and bent [abundant?] grass and an abundance of wood and pure water; the grazing in the valley of Taos is always limited on account of the extensive cultivation of the land there. The constant communication I have kept between this post, Barclay's and the Ryado [sic], and also the town of Mora, has caused my scouts and detachments to be frequently on the road, and I am of the opinion that the protection of the two points Barclays [sic] and the Ryado [sic] would secure all the settlements lying within their line from the inroads of the Indians. [The remainder of this letter details the movement of Indians already observed that spring.]

"With much respect

"Your Obt. Servt.

"Henry B. Judd

"Capt. U.S. Army

[To] "Lt. John H. Dickerson

"A.A.A.G.

"9th Mil. Dept."

[M1102, Roll 1, Frame 0700]

B. "Las Vegas, New Mexico

"June 11th 1849

"Sir

"I have the honor to state that I have this day returned from a scout and a tour of inspection to the posts near Barclays [sic] and on the Ryado [sic], at both of which positions I have been gratified to find that everything is conducted in the manner

called for by the present state of our Indian relations and demanded by the necessity of increased vigilance and Military description.

"The settlements near Barclays [sic] have gone on with rapid improvement without fear or molestation, and the confidence inspired by the presence of the force at the Ryado [sic] has stimulated the settlers there to increase exertion and the hazard of very heavy expenses. At the latter place I could give them but little encouragement in the way of protection after my Camp should be broken up, but it is to be hoped that before we leave, their position will be sufficiently strong for defence [sic]. Believing that no arrangement had been or probably could well be made to supply my men with fresh meat during our contemplated march, and knowing the absolute necessity of it where scurvy has been so prevalent and still prevails, I have engaged Kit Carson to furnish me with the fattest beef on that Grazing farm and with Buffaloe [sic] as long as our march continues through their range. As a Guide and hunter his services are invaluable and I have thus engaged them without expense.

"The Cattle on the Ryado [sic] are beyond comparison the finest I have seen in this country and I shall have them driven, if necessary, by my men. He can also furnish a sufficient supply for Lt. Whittlesey to whom I have written on the subject. I doubt not but that this arrangement must meet the approbation of all concerned. The Guide I now have in my employment is one of the best in this Country and would be exceedingly useful in any capacity on the march. He is a fine hunter, an old and experienced mountaineer and as good a Camanche [sic] interpreter as I need. I would recommend that his services be secured for this march. His name is Charles Audebis.

"With much respect

"Your Obt. Servt.

"Henry B. Judd

"Capt. U.S. Army

[To] "Lt. John H. Dickerson

"A.A.A.G.

"9th Milty. Dept."

[M1102, Roll 1, Frame 0706]

C. "Headquarters, 9th Military Department

"Santa Fe, New Mexico

"January 18, 1851

"Sir,

"You would oblige by forwarding by the expressman who will deliver you this all communications which may be at your post for the Rayado, especially the extract of the order promulgating the proceedings of the General Court Martial which assembled last at Las Vegas in which was contained the sentences of the men belonging to the command at the Rayado.

"If you have an opportunity Colonel Munroe desires that you would forward here your original application for a leave of absence sent by Colonel Sumner to General Headquarters.

"Respectfully,

"Your Obt. Servt.

"L. M. Laws

[To] "Lieut. Chapman

"Commanding

"Las Vegas"

[M1102, Roll 3, Frame 0296]

D. "Headquarters, 9th Military Department

"Santa Fe, New Mexico

"May 22, 1851

"Colonel,

"On the receipt of this Col. Munro directs that you order Captain Ewell and company back to the Rayado with instructions on his arrival to order Lieut. Whittlesey with his Company I to report to you at Las Vegas or such other point as you may direct.

"Both Captain Ewell and Lieut. Whittlesey will be directed to enquire and examine while en route between posts Vegas and the Rayado as to the movements of the Indians and to report to you such information as they may obtain on the subject.

"With much respect

"Your Obt. Servt.

"L. M. Laws

[To] "Col. E. B. Alexander

"Commanding

"Las Vegas"

[M1072, Frame 1082]

5. Military Use

In 1851 it was decided to shift U.S. Army headquarters in New Mexico from Santa Fe to some point east of the Sangre de Cristo Mountains, to separate enlisted men from the "delights and diversions" of Santa Fe, to defray expenses by having soldiers

raise some of their own food (an experiment which failed), and better to protect both the Mountain and Cimarron routes of the Santa Fe Trail. A new commander, Colonel Edwin Vose Sumner, also arrived that summer. He selected a site northwest of the junction of the Mora and Sapello rivers (and of the Mountain and Cimarron routes at La Junta [Watrous]), which he named Fort Union. A number of sites were considered however, some as far north as Rayado, as the following letter from Colonel John Munroe to Lieut. John Parke demonstrates. Sumner himself stopped at Rayado on his way to Santa Fe from Fort Leavenworth and became acquainted with the region. His party traveled from Rayado to Las Vegas and Santa Fe via the Ocate Crossing—the old Bent's Fort Road—as the excerpt below from the journal of Lieut. John Pope, Army Corps of Topographical Engineers, notes. Pope was assigned to Sumner's party as Chief Topographical Engineer. As above, these excerpts are included to demonstrate the continued use of the route from Rayado to the Ocate Crossing.

A. "Headquarters, 9th Military Department

"Santa Fe, New Mexico

"March 12, 1851

"Sir,

"Colonel Munroe directs that you proceed tomorrow with Captain L. O. Easton, A.G.M. and examine the country in the vicinity of Las Vegas and on the Moro [sic] Creek with the view of selecting a site for the establishment of a depot for supplies coming from the U.S.

"You will then make a reconnaissance of the country from the Rayado to Point of Rocks and report as to the probability of making a wagon road between those places.

"While at the Rayado you will make a particular examination of that country and report your opinion as to the best position for a military post, having in view the convenience of wood and water and the capacity of the country for grazing animals, for cultivation, etc., in connection with the first and most material point—its military position, which should be so placed as to enable the troops there posted to operate to the most advantage over the greatest area of country and on the essential

points in the most prompt and effective manner.

"On your return the Colonel desires that you will visit Anton Chico and make enquiries relative to the contemplated road from Las Vegas, in that direction, toward Socorro.

"To enable you to carry out with safety the above instructions, you are hereby authorized to call upon commanding officers for such escorts as the occasion may require.

"Respectfully

"Your Obt. Servt.

"L. M. Laws

[To] "Lieut. John Parke

"Top. Eng.

[M1072, Frames 0241-0242]

B. John Pope's journal was published by Michael Olsen and Harry C. Myers as "John Pope's Journal of a March to New Mexico, 1851, Part 1," *Wagon Tracks*, 5:4 (August 1991), 19-22; "Part II," *Wagon Tracks*, 6:1 (November 1991), 15-19. This excerpt is from "Part II," 16, 17.

"July 10th [1851]

"Marched at 7 am and a short distance from our camp met Capt. Ewell 1st Dragoons coming out to meet us. Made 10 miles and encamped on the Rayado river and near the post and settlement. Two Dragoon Companies have been for some time stationed here as it was considered a position of some consequence. It belongs to Mr. Lucian [sic] Maxwell and is partially cultivated."

"July 11th [1851]

"Major Blake with the Dragoons was left at this point to recruit his horses which were nearly broken down. Major Thompson and Lt. Ransom also remained behind with their companies. Capt. Ewell was sent back to the Canadian with a view to select some point on that stream to which the garrison of the Rayado could be removed. Marched at 12 pm, at 10 miles passed dry bed of Salt Lake and at 1 ½ miles farther found a large hole of water about ¾ mile to right of road. Made 20 miles and encamped after dark on right bank of Ocate. No wood—water and grass very scanty."

6. Travel Reports

Even though the Posts at Rayado and Las Vegas closed with the establishment of Fort Union, the Mountain Route of the Santa Fe Trail con-

tinued to be traveled by both military and civilians into the 1850s and 1860s. Following are two accounts, the first that of 2nd Lieut. John V. D. DuBois, the second of Colonel James F. Meline. DuBois was stationed at Fort Union beginning in January 1858, then ordered to accompany Captain Randolph B. Marcy and fight in the so-called "Mormon War" of 1857-1858. He traveled via Rayado. James F. Meline was on leave and on "vacation" when he passed through New Mexico in 1866. He progressed south from Raton Pass to Santa Fe via Rayado and the Ocate Crossing.

A. Dubois's journal has not been published. The original is in the Western Americana Collection, Yale University Library. The following excerpt is from a typescript in the Arrott Collection, New Mexico Highlands University Library, Las Vegas, New Mexico.

"March 12 [1858] An early start [from his camp on the Ocate, March 11] and rapid travelling soon brought us to the mountains - descending a rocky hill we entered a deep ravine not more than two hundred yards wide & continued in it to Rayado or Maxwell's ranch. The hills were covered with pines & cedars - springs burst from the rocks every few miles and every turn in the road opens a new page of beauties to a mountain admirer - At Rayado I saw Capt. Marcy & by his direction encamped about half a mile from the ranch - Capt. Bowman's infantry company will not be here in several days & we must await its arrival [.]

"March 13 [1858] It was cold & windy all last night & this morning a few inches of snow fell making a tent quite uncomfortable - I followed the creek with my rod all day reaching my tent at 5 P.M. without a single trout [.]

B. James Meline published his travel diary as *Two Thousand Miles on Horseback, Santa Fé and Back, A Summer Tour Through Kansas, Nebraska, Colorado, And New Mexico, in the Year 1866* (New York: Hurd and Houghton), 1868. The following excerpt is from a reprint of the volume by Horn & Wallace, Publishers, Albuquerque, 1966, 101.

"Banks of the Ocate, New Mexico, July 12, 1866

"A great deal of banks, but very little of the Ocate. Not a drop of water in it, where we encamp; but lower down, I see a large flock of sheep driven to and from the river, there probably being water in some of the holes among the rocks.

"... The mesas we passed over to-day [he had camped on the Cimarron the night before] were particularly fine. After traversing a very long one, we ascended a sharp, high hill to the table of another, the limits of which we could see toward the plain, the eastern outline of its elevation, doubtless, presenting the same appearance to the traveller on the plain that a still nearer one does to us."

7. Stage and Mail Routes

Regular stagecoach and mail service between Missouri and Santa Fe began in 1850, but until 1861 the Cimarron Route of the Santa Fe Trail was used. Several factors prompted a switch from that branch to the Mountain Route, including depredations by Plains Indians on the Cimarron Route during the Civil War, the establishment of a post office at a new army post, Fort Wise [later Fort Lyon] in Colorado, and the need to have mail and passenger service between Denver and the Colorado gold fields and Santa Fe. Once abandoned, the Cimarron Route was never again used for a stage line.

In New Mexico the stagecoaches followed the well-established road from Raton Pass to Rayado, the Ocate Crossing, Fort Union, Las Vegas, and on into Santa Fe. The Missouri Stage Company was the first in the business, though subsequently the route changed hands a number of times. It is important to note that all the companies doing business had United States mail contracts; they couldn't have made a profit otherwise. Beginning in 1866, the Barlow and Sanderson Company, and later its subsidiary the Southern Overland Mail and Express Company, came to dominate and then control the routes from the east via Raton Pass and from the Denver/Colorado Springs area. From 1870 on, Barlow and Sanderson leased land from the Maxwell Land Grant and Railway Company for stage stations on company land and agreed to purchase grain and fodder for its animals at all the stage stations on the grant.

As railroads began to build west from the Missouri River the stage lines became shorter and shorter. By 1876 Barlow and Sanderson ran its stagecoaches only between Trinidad and Santa Fe. In 1880 it abandoned service from Las Vegas to Santa Fe, the last of its lines in eastern New Mexico.

The history of stage and mail service in the Denver, Trinidad, Santa Fe corridor is admirably covered in Morris F. Taylor, *First Mail West, Stagecoach Lines on the Santa Fe Trail* (Albuquerque: University of New Mexico Press, 1971).

8. Auto Routes

The heyday of the railroad, like that of the stagecoach, soon passed. By the first decade of the twentieth century the Territorial Legislature was planning a system of automobile roads for New Mexico. In particular it envisioned a major highway, dubbed "El Camino Real," running from Raton Pass and the Colorado border to Anthony, on the Texas border. In Colfax County, much of this road was to follow the old Santa Fe Trail, including the section from Rayado to the Ocate Crossing. It was designated as Territorial Highway 21.

A. In 1905 the Territorial Legislature passed, "An Act to Provide for the Construction of a System of Public Highways in the Territory of New Mexico and the Use of Convict Labor Therefor and For Other Purposes." See *Laws of New Mexico, Thirty-sixth Legislative Assembly, 1905*, Chapter 7, 26-30. The pertinent portion for "El Camino Real" reads:

"There is hereby established a public highway through the Territory of New Mexico, to be known as 'El Camino Real,' which said highway shall have for its northern terminus a point in the Raton Mountains on the state line between Colorado and New Mexico, where the old Barlow and Sanderson stage road, known as the 'Santa Fe Trail' crossed the state line, running thence in a southerly direction and following the old Santa Fe Trail as nearly as practicable through the city of Raton, the town of Cimarron, to the village of Rayado; thence to the town of Ocate; thence following the route of the highway established by Chapter 56 of Session Laws of 1903, and known

as the Scenic Route to Santa Fe, the capital of the Territory of New Mexico; thence in a southerly direction. . . [and so forth to Anthony, New Mexico]."

B. Territorial Roads Commission, 1909

"At a Special Meeting of the Territorial Roads Commission held this, the 20th day of July, 1909, there were present Governor George Curry, Chairman, Robert P. Ervien, Commissioner of Public Lands, Secretary, and Vernon L. Sullivan, Territorial Engineer.

"The Board examined petitions from Mora and Colfax Counties and also letters from San Miguel. An inspection was ordered in regard to the feasible route of the Camino Real and also as to progress of work near Raton. Bills were examined and approved.

"There being no further business the meeting adjourned."

9. New Mexico Highway 21

The following minutes of various state and county governmental agencies trace the story of Highway 21 as an official State Highway.

A. State Highway Commission, 1915

"A special meeting of the State Highway Commission was held this 9th day of January, 1915, with all members present . . .

". . . Also, the following resolution was made and adopted:

"BE IT RESOLVED, that it is the policy of the State Highway Commission to complete the Camino Real as soon as practicable, for the purpose of making a complete highway through the state; that in the near future we shall begin work on what will be the chief east and west state highway; and, that we propose to spend at least fifty per cent of all state road funds for 1915 in eastern New Mexico, and that not less than \$5000.00 be expended in San Juan County.

"There being no further business, the meeting adjourned."

B. State Highway Commission, 1917

"The Commission met pursuant to adjournment; members present, Mr. Springer, Mr. Kempenich; Mr. Atkinson.

". . . The following resolution was adopted:

"WHEREAS, the estimated cost of

constructing the Camino Real from the Colorado State boundary through the County of Colfax to the north boundary of Mora County is \$154,000, and this road is one of the main highways of the State of New Mexico:

"THEREFORE BE IT RESOLVED, that application for Federal Aid upon this road be made to the Department of Agriculture under the provisions of the Federal Aid Road Act and that the State Highway Commission of the State of New Mexico hereby agrees to pay one-fourth of the above sum provided that not more than one-half shall be paid during the fiscal year 1917-1918; the balance during the fiscal year 1918-1919."

C. State Highway Commission, 1919

"WHEREAS, Section 13 of Committee Substitute for House Bill No. 238 provides that if at any time the money in the State Road Funds available for the improvement and maintenance of all state highways in the state shall not be sufficient, the State Highway Commission shall certify to the respective Boards of County Commissioners the sections of such highways in the several counties which shall be maintained and improved wholly by the respective counties until sufficient funds shall be provided in the State Road Funds:

"THEREFORE, BE IT RESOLVED that the State Highway Engineer is hereby instructed to notify the respective counties in the state that none but the following roads can be maintained by the State Highway Commission until further funds are secured:

"Colfax County; Roads Nos. 33, 21, 1 and 37

"Mora County; Roads Nos. 21, 1 and 62"

D. County Highway Superintendent, County of Colfax, 1919

"Mr. Jay T. Conway, County Clerk

"Raton, N. Mex.

"August 13, 1919

"Dear Sir:

"In accordance with the letter received from Mr. L.A. Gillett, State Highway Engineer, to the Board of County Commissioners of Colfax County, N. Mex., dated July 22, 1919, the following state roads in Colfax County were certified back to

the county for maintenance and construction, at the county's expense, and will hereafter, be known as blue line roads: - Road #72, Sections- all, Road 38, Sections 1, 2, 3, and Road #58, Sections 1, 2 and 3, Road #39, Sections 1 and 2.

"Also the following state highways will be constructed and maintained wholly by the State Highway Commission, and will be known as red line state highways. Road #1, Sections 1-6, Road 21, Sections 1-3, Road 33, Sections 1-2, Road 37, Sections 1-2."

E. State Highway Commission, April 16, 1920

"The regular quarterly meeting of the State Highway Commission postponed from April 14th to this date by mutual consent of the members. On this date there were present Charles Springer, President; Eugene Kempenich, Secretary and L. A. Gillett, State Highway Engineer; W. M. Atkinson, member, being absent.

". . . It having come to the attention of the State Highway Commission that road No. 21, Colfax County, Cimarron to the north line of Mora County is in need of slight repairs in the matter of some culverts, etc.:

"THEREFORE BE IT RESOLVED that the State Highway Engineer is authorized and requested to cause such repairs to be made at the earliest possible date, the cost to be paid out of such funds as are available in the County of Colfax."

F. State Highway Commission, April 16, 1924

"Present: A.T. Hannett, President; Willis Ford, Secretary; Charles Springer, Member; James A. French, State Highway Engineer.

". . . A letter was read from H.H. Chandler of Cimarron, N.M., in regard to Road #21, Cimarron to Rayado, and the following resolution was offered and adopted:

"RESOLVED: That the State Highway Engineer be authorized to expend the sum of \$500. on Road #21, Section 3, Cimarron to County Line via Rayado.

"Meeting adjourned."

G. New Mexico State Highway Commission, June 24, 25 and 26, 1925

"A special meeting of the State Highway Commission, called by or-

der of the President of the Commission, was held at its office in Santa Fe, New Mexico, April [June?] 24, 25 and 26, 1925. Present: Willis Ford, President; Sam Agee, Secretary; Charles Springer, Member; and James A. French, State Highway Engineer.

". . . It was moved, seconded and approved that the Commission approve the expenditure of \$4500 by the State and a like amount by the County of Colfax as provided in the following letter from the County of Colfax, or as may be agreed upon by the County Commissioners:

"Raton, N.M., June 4, 1925

"Mr. James A. French

"State Highway Engineer,

"Santa Fe, New Mexico.

"Dear Sir:

"On May 24th we sent you a letter asking for State aid on certain State roads in Colfax County on a 'fifty-fifty' basis. After talking with Mr. Springer of the Highway Commission and learning something of the state plans, we wish to revise the apportionment as follows:

Road 72 - Johnson Mesa ----- \$1000
Road 21 - Rayado ----- 500
Road 38 - E'Town ----- 6000
Road 58 - Cimarron-French --- 1500
a total of \$9000, half of which Colfax County is to pay.

"The County can do the work on any one or two of these roads, and has spent about \$900 on Road 59 [58?] this year.

"Very truly yours

"(Signed) Edward D. White

"County Road Superintendent."

H. State Highway Commission Meeting, April 18-19, 1928

"A regular meeting of the State Highway Commission was held at its offices in the Capitol, Santa Fe, New Mexico, April 18-19, 1928. Present: Mr. Charles Springer, President, Mr. J.A. Mahoney, Member, and Mr. W.C. Davidson, State Highway Engineer.

"Absent: Mr. F.D. Huning, Secretary.

". . . A delegation of citizens from Springer and Cimarron appeared before the State Highway Commission requesting certain improvements on the road between Cimarron and Springer. It was agreed that the Bureau of Pubic Roads would be

requested for a route inspection over the said highway, and that a detailed survey would be made of same as soon as the general route had been approved by the joint inspection of the State and Bureau of Public Roads. This delegation further requested certain improvements on the road between Rayado and Ocate. The State Highway Engineer was directed to make an investigation through the district engineer's office of the cost of the proposed improvement and to report at a subsequent date to the State Highway Commission as to the cost of said road as well as its location."

10. *New Mexico Highway Journal*

Evidently, as a result of the above petition by the delegation from Colfax County, construction of the road from Rayado to Ocate was completed by June 1929, as excerpts from the *New Mexico Highway Journal*, demonstrate. *The Journal* summarized every highway construction project underway in the state.

A. *New Mexico Highway Journal* (January, 1929), 32.

"State Road No. 21, Colfax County
"Location - Rayado south toward Ocate.
"Length - 9 miles.
"Type - Grading and Drainage.
"Equipment - Monarch tractor, 12' Adams grader, Ford truck.
"Foreman - Frank Howell.
"Grading work is making fair progress even under adverse conditions. Culverts, bridges and cattle-guards are being installed. Seven miles have been completed to date. Heavy snows have greatly held up progress."

B. *New Mexico Highway Journal* (March, 1929), 31.

"State Road No. 21, Colfax County
"Location - Rayado south toward Ocate.
"Length - 9 miles
"Type - Grading and drainage.
"Equipment - 10-ton tractor, 12' grader, one-ton truck.
"Foreman - Frank Howell.
"The grading and structures are complete to the Colfax-Mora County line with the exception of [sic] 1,000' of hillside which still remains frozen, and the construction of one spillway and four culverts with fressno fills."

C. *New Mexico Highway Journal* (May, 1929), 35.

"State Road No. 21, Colfax County
"Location - Rayado south toward Ocate.
"Length - 9 miles
"Type - Grading and drainage
"Equipment - 10-ton tractor, 12-ft. Grader, 1-ton truck.
"Foreman - Frank Howell.
"Work has been completed on this road, consisting of nine miles of new grade, construction of seven bridges, four cattle guards, one spillway and installing twenty-one culverts, including fills, rock work, etc."

11. Official Road Maps
At this point consult the *Official Road Maps of New Mexico*, issued by the New Mexico State Highway Department, especially the map for 1942, discussed below in "Map Evidence," no. 16.

Map Evidence [Editor's note: the maps are not included here.]
Numerous maps of trails, roads, and highways in the region of Rayado exist, going back to the days of Spanish, Mexican, and American control of New Mexico.

1. George C. Sibley, 1825
In 1825 the Congress of the United States commissioned a survey of the Santa Fe Trail from Missouri to New Mexico. George C. Sibley was one of the men who led the expedition which marked the trail. On Friday, October 21, 1825, Sibley camped at latitude 36° -17' -51", an estimated six miles south of Rayado Creek. On Wednesday, October 26, he began a trek over the Sangre de Cristo Mountains to Taos via "an old Trace" up the valley of Sweetwater Creek. On the copy of the Geological Survey Map "Springer, New Mexico, 30 x 60 Minute Quadrangle," Sibley's route, his camp at 36° -17' -51", and his movement up the Sweetwater can be traced. For Sibley see Kate L. Gregg, ed., *The Road to Santa Fe, The Journal and Diaries of George Champlain Sibley, and Others Pertaining to the Surveying and Marking of a Road from the Missouri Frontier to the Settlements of New Mexico, 1825-1827* (Albuquerque: University of New Mexico Press, 1952), 127.

2. Josiah Gregg, 1844
A Map of the Indian Territory, Northern Texas and New Mexico, Showing the Great Western Prairies, by Josiah Gregg. Josiah Gregg, the

most famous of Santa Fe Trail traders, did not actually travel the Mountain Route of the Santa Fe Trail, since it had not yet been established as an alternate road when he published his famous book *Commerce of the Prairies*. However, he does show a trail from the Mora River up the east slope of the Sangre de Cristos and through Raton Pass, indicating this as a connection taken by fur trappers and fur traders between Bent's Fort, on the Arkansas River in Colorado, and the New Mexico settlements. The map was first published in the 1844 edition of *Commerce of the Prairies* [a reproduction of this map is available from the SFTA Last Chance Store].

3. William Hemsley Emory, 1846

Notes of a Military Reconnaissance [sic], from Fort Leavenworth, in Missouri, to San Diego, in California, including Part of the Arkansas, Del Norte, and Gila Rivers. U.S. 30th Cong., 1st sess., H.R. Exec.Doc. 41, Washington: Wendell and Van Benthuysen, Printers, Feb. 9, 1848, as reprinted in Ross Calvin, *Lieutenant Emory Reports: A Reprints of Lieutenant W. Emory's Notes of a Military Reconnaissance [sic]* (Albuquerque: University of New Mexico Press, 1951.)

4. James William Abert, 1846

Report of The Secretary of War Communicating, in Answer to a resolution of the Senate, a report and map of the examination of New Mexico, made by Lieutenant J. W. Abert, of the topographical corps. U.S. 30th Cong., 1st sess., Sen Exec. Doc 23, Washington, Feb. 10, 1848.

5. Henry B. Judd, 1850

Map of a Military Reconnaissance of the Rio Pecos (as far as the Bosque Grande) under the Command of Bvt. Capt. Henry B. Judd, Third Art'y., By Order Of Bvt. Col. John Munroe, Commanding 9th Mil. Dept., Surveyed & Drawn by Rich'd Kern, Santa Fe, N.M. 1850, National Archives, Record Group No. 77, Civil Works Map File, U.S. 148.

6. Jonathan G. Parke, 1851

Map of the Territory of New Mexico, Compiled by Bvt. 2nd Lt. Jno. G. Parke, U.S.T.E., Assisted by Mr. Richard Kern, By Order Of Bvt. Col. Jno. Munroe U.S.A., Comdg, 9th Mil. Dept., Drawn by Rich'd H. Kern, Santa Fé, N.M., 1851, National Ar-

chives, Record Group No. 77, Civil Works File Map, W 4-1.

7. Richard William Simpson and John G. Parke, 1851

Map of the Country between Anton Chico and the Point of Rocks, Road from Las Vegas to the Pt. of Rocks via the Wagon Mounds from the survey of Lt. Simpson, Corps. Top. Engs.; Road from Las Vegas to the Pt. of Rocks via Rayado Creek from the survey of Lt. Parke, Corps. Top. Engs.; Road from Las Vegas to San Miguel via Anton Chico from the survey of Lt. Parke, Corps. Top. Engs. Drawn by R. H. Kern, Santa Fé, 1851, National Archives, as found in the Letters Received by the Office of the Adjutant General, Main Series, 1822-1860, M567, Roll 449, Frames 0804-0807.

8. James F. Meline, 1866

Route Map, to accompany Colonel Meline's *Two Thousand Miles on Horseback*. James F. Meline traveled through the region from Fort Union to Rayado in July 1866. The map accompanying the published account of his journeys was first printed in 1868. This map is reprinted in James F. Meline, *Two Thousand Miles on Horseback, Santa Fé and Back, A Summer Tour Through Kansas, Nebraska, Colorado, And New Mexico, in the Year 1866* (Albuquerque: Horn and Wallace, Publishers, 1966).

9. George M. Wheeler, Expeditions of 1874, 1875, 1876

From 1874 to 1878, George M. Wheeler conducted a series of intensive topographical surveys of the American West known collectively as the "Geographical Surveys of the Territories of the United States West of the 100th Meridian." During this period he "supervised twenty-two publications, including extensive annual reports . . . and seventy-one maps. . . ." See William H. Goetzmann, *Exploration and Empire, the Explorer and the Scientist in the Winning of the American West* (New York: Alfred A. Knopf, 1966), 485. The Wheeler map for this report is taken from an original in the map collection of Fort Union National Monument, Watrous, New Mexico.

10. Maxwell Grant, 1889

Map of the Beaubien and Miranda or Maxwell Land Grant in Colorado and New Mexico, Patented May 19th 1879, Area: 1,714,764 Acres, Com-

plied from the Original Plats in the Surveyor General's office at Santa Fé, New Mexico and from Private Surveys by the Maxwell Land Grant Company: 1889. This map is reproduced in William Keleher, *Maxwell Land Grant: A New Mexico Item* (Santa Fe: William Gannon, Third Edition, 1975). The Map Collection at Fort Union National Monument, Watrous, New Mexico, holds an original of this map.

11. Colfax County Map, 1904

Official Map of Colfax County, New Mexico, Compiled from United States Government and Private Surveys and from the Public Records of Colfax County by Order of the Board of County Commissioners. Approved, Jan. 6, 1904, "State Highway Map Collection, Drawer 19" of the New Mexico State Records Center and Archives, Santa Fe, New Mexico.

12-16. *Highway Map of the State of New Mexico prepared by State Highway Department, 1923; Road Map of New Mexico issued by New Mexico State Highway Commission, 1930; Official Road Map of New Mexico issued by New Mexico State Highway Department, 1935; Official Road Map of New Mexico issued by New Mexico State Highway Department, 1939; and Official Road Map of New Mexico issued by New Mexico State Highway Department, 1942.*

These maps show the route from Rayado to the Mora County line as State Highway 21. Maps are located in the "State Highway Map Collection, Drawer 19," New Mexico State Records Center and Archives, Santa Fe, New Mexico.

17. Aerial Maps

In tracing the route of the Santa Fe Trail, aerial maps have proven to be especially useful to historians. From the air the scars of the ruts are usually more apparent than on the ground. This is particularly true in New Mexico, where vegetation is sparse, the land takes a long time to heal, and there has not been much cultivation. On the other hand, modern highways sometimes follow the route of the old trail so closely that ruts have been obliterated. This happened frequently with the construction of Interstate 25, and also happened with the construction of Highway #21. Aerial photos of the route from Rayado to the Ocate Crossing

primarily show the modern road, especially where options for travel, such as up Alona Creek, narrow. Construction of Highway #21 in the 1920s in this stretch followed the old trail precisely out of necessity.

Santa Fe National Historic Trail

In 1987 the old Santa Fe Trail was designated a National Historic Trail by Congress, in accordance with the National Trails System Act. This historic trail is administered by the National Park Service.

As part of its duty to preserve, protect, and interpret the Santa Fe National Historic Trail, the National Park Service developed and published a *Santa Fe National Historic Trail Comprehensive Management and Use Plan* (N.p., United States Department of the Interior/National Park Service, May, 1990). As part of this plan it mapped the entire length of the trail, issuing a series of 109 maps as a *Map Supplement* to the *Comprehensive Management and Use Plan*.

Each of these publications contains a map of particular interest for that corridor of the trail stretching from Rayado to the Ocate Crossing:

1. From the *Comprehensive Management and Use Plan*, a map entitled, "Historic Route Santa Fe National Historic Trail," which shows the Mountain Route and notes, of 194 significant historical sites, Ocate Crossing (#166) and Lucien Maxwell House (#167).

2. From the *Map Supplement*, Maps 76 and 72, showing the course of the old trail from Rayado to the Ocate Crossing. The route of the main trail is marked with a solid black line; visible ruts are indicated "with a series of wavy lines"; and "[s]ections of the of the trail of undetermined location are noted with a dashed line." (*Map Supplement*, 1).

Editor's Note:

Anyone interested in reading the decision of the New Mexico Court of Appeals in this case, which reversed the decision of the district court and was let stand by the New Mexico Supreme Court, may find it online at: <<http://www.supremecourt.nm.org/opinions/VIEW/05ca-079.html>>. The case was brought by the State of New Mexico, *et al.*, and the defendant was the UU Bar Ranch Limited Partnership, a Nevada limited partnership.

THE STORY BEHIND MYSTERIOUS PHOTOGRAPHS UNCOVERED: ANOTHER TALE IN THE CONTINUING SAGA OF THE DEATH AND BURIAL OF SISTER MARY ALPHONSA THOMPSON ON THE SANTA FE TRAIL IN 1867

by Alice Anne Thompson

[SFTA member Alice Anne Thompson, relative of Sister Mary Alphonsa Thompson, has written a book-length manuscript titled "American Caravan," telling the story of Bishop Jean Baptiste Lamy's 1867 caravan from Missouri to New Mexico, including the sad story of the death and burial of Mary Alphonsa Thompson, Sister of Loretto, in present southwest Kansas. Dr. Thompson continues the search for the location of the nun's grave. The following is one chapter from her manuscript, kindly provided for WT. Special thanks to her for sharing this.]

Alice Thompson writes, "The Sisters of Loretto at the Motherhouse in Marion County, Kentucky, never conducted a search for the earthly remains of Sister Mary Alphonsa Thompson, but they never forgot her story. Generations of students and novices were told her story and her life was celebrated as a saintly role model of sacrifice and martyrdom. An example is the story that follows."]

IN October 1902 the Sisters of Loretto at Santa Fe sponsored a three-day celebration to commemorate the fiftieth anniversary of their arrival in New Mexico and the "City of Faith." The celebration included religious services, social receptions, and grand theatrical presentations. The venue for many of the programs was the newly-constructed auditorium located adjacent to the Chapel of Our Lady of Light. The brick auditorium had been outfitted with the most up-to-date equipment in steam heating and electrical lighting.

Guests attending the Golden Jubilee included seven bishops and at least twenty clergymen from across New Mexico and from cities as far away as Los Angeles and Denver. Several Sisters representing their congregations throughout the West also attended. Among the Sisters of Loretto who were special guests was the Superior of the Loretto order, Reverent Mother Praxdes Carty who came all the way to Santa Fe from the Loretto Motherhouse in Nerinx, Kentucky. Accompanying Reverent Mother Carty was Mother Marie

Francesca Lamy who had lived much of her life in Santa Fe and who was looking forward to a joyful reunion with her friends and the friends of her late uncle, His Excellency, Jean Baptiste Lamy, Archbishop of Santa Fe.

One of the Sisters of Loretto who was on hand to greet the honored guests was octogenarian Sister Rossanna Dant who on September 26, 1852, had been among the first group of pioneer Lorettoines to travel to Santa Fe. Also attending the Golden Jubilee as special guests were two biological sisters of Sister Mary Alphonsa Thompson. They were Sister Euphrosyne Thompson from Las Vegas, New Mexico, and Sister Martinia Thompson who traveled from Pueblo, Colorado.

All the citizens of Santa Fe and neighboring counties were invited to participate in the various Jubilee celebrations and many prominent Protestants and Jewish citizens attended. The activities for each of the three days started in the morning and continued until evening. Each day began and closed with either a special greeting and testimonial from the mayor of Santa Fe, the Honorable A. L. Morrison—who also took leading roles in the performances—or with a special benediction given by one of the visiting prelates.

The highlight of the anniversary celebration was a grand musical and theatrical performance presented on Tuesday evening, October 14. Sister Virginia Wickham wrote the narrative for the dramatizations, entitled "Historical Footprints" or "Lights and Shadows of Aztlan." Sister Bernard arranged the music and conducted the Loretto orchestra comprised of 30 young ladies from the academy playing musical instruments such as mandolins, violins, guitars, and pianos.

The Jubilee performance for Tuesday evening was divided into two parts and five acts. Part One of the program was a dramatic extravaganza that presented a highly-romanticized version of the story of colonial New Mexico. The scene was

the mystical realm of "Aztlan" ruled over by "Queen Mexica" and her court of "Spirits" from the past. As a Harold called out his name, the "Spirit" appeared on stage and while standing before the throne of "Queen Mexica" recounted his tale of swash-buckling deeds of courage and conquest. "Queen Mexica" also received visitations from the "Spirits" of "Liberty," "Adventure," "Progress," and others including "Our Lady of Light." A reporter who was in the audience filed a report that read: "All the young ladies in the drama acquitted themselves very credibly of their parts, but special mention is due to Miss M. Morrison who in the character of 'Our Lady of Light' displayed a mastery of the elocutionary niceties and won frequent and hearty applause of the audience."

The second part of the theatrical production commemorated the history of the early travel and pioneer years of the Sisters of Loretto of Santa Fe. Two stories from the 50-year history of the Lorettoines were selected for the production. Act IV featured the story of the travel and arrival into Santa Fe of the first group of Loretto nuns who were led by their recently-appointed Superior, Mother Magdalen Hayden. The official date for the arrival of the four Sisters of Loretto was September 26, 1852.

Act V retold the story of Archbishop Lamy's 1867 caravan that included the bittersweet tale of the death and burial of Sister Mary Alphonsa Thompson. The musical score selected as background music for the dramatization was Giuseppe Verdi's *Il Trovatore*. Pieces from the opera were softly played on five pianos as "Miss Eva Hilton beautifully and pathetically narrated the story." Reportedly, "she brought tears to the eyes of many who were present . . . including the two biological sisters of Sister Alphonsa Thompson."

The scenery for Acts IV and V were photographs "thrown upon a large screen using a stereopticon." There was a set of four black-and-white photographs. Each formed a

"grand tableaux" that served as a backdrop for the drama. One photograph, now lost, illustrated "the wide plains" and the second, also lost, was a view of Indians attacking a caravan. The last two photographs were mournful pictures of the then Bishop Lamy administering the "Last Rites of the Church" to the dying Sister Mary Alphonsa Thompson and the recessional after her burial. Each of the photographs was displayed in 3D format which created realistic and thrilling images for the 1902 audience.

These last two photographs featuring the death and burial of Sister Alphonsa Thompson were created outside the city of Santa Fe. Perhaps some faithful parishioner allowed his ranch to be used as a stage. The reenactment which had taken place in September 1902 was not only to be the background for the Jubilee drama but was also intended to capture on film a permanent image of the sacrifices made by pioneer missionaries.

Several members of the local clergy, the Sisters of Loretto, and the Sister of Charity joined volunteers from the laity of Santa Fe to stand in for the historical characters associated with Bishop Lamy's 1867 caravan. In the death scene a photograph of Bishop Lamy's face was pasted over the photograph of the body of his stand in. Reverend J. M. Courdert's photograph was also pasted over a photograph of the body of the volunteer who passed for him. Reverend Courdert attended the anniversary events but did not participate in the reenactment. A profile of President Theodore Roosevelt was placed over the body of another character who was posed holding a rifle. At the side of Bishop Lamy's foot were props that included a rattlesnake, a handgun, a disturbed grave site with exposed bones, and an item that might be a glove. In addition to identifying the scene as a place of barren land and death, these items might have held symbolic meaning to the audience of 1902.

The records of the Loretto Motherhouse list only a few names of the participants in the reenactment photographs. But the Loretto archives stated that in the death scene Sister Mary Virginia Wickham as the person kneeling at the head of the dying



The Last Rites Reenactment, 1902

nun. The archives also reported that Sister Stella Tompkins, who in 1923 was to be one of the first Loretto missionaries to China, was the person positioned next to Bishop Lamy's image.

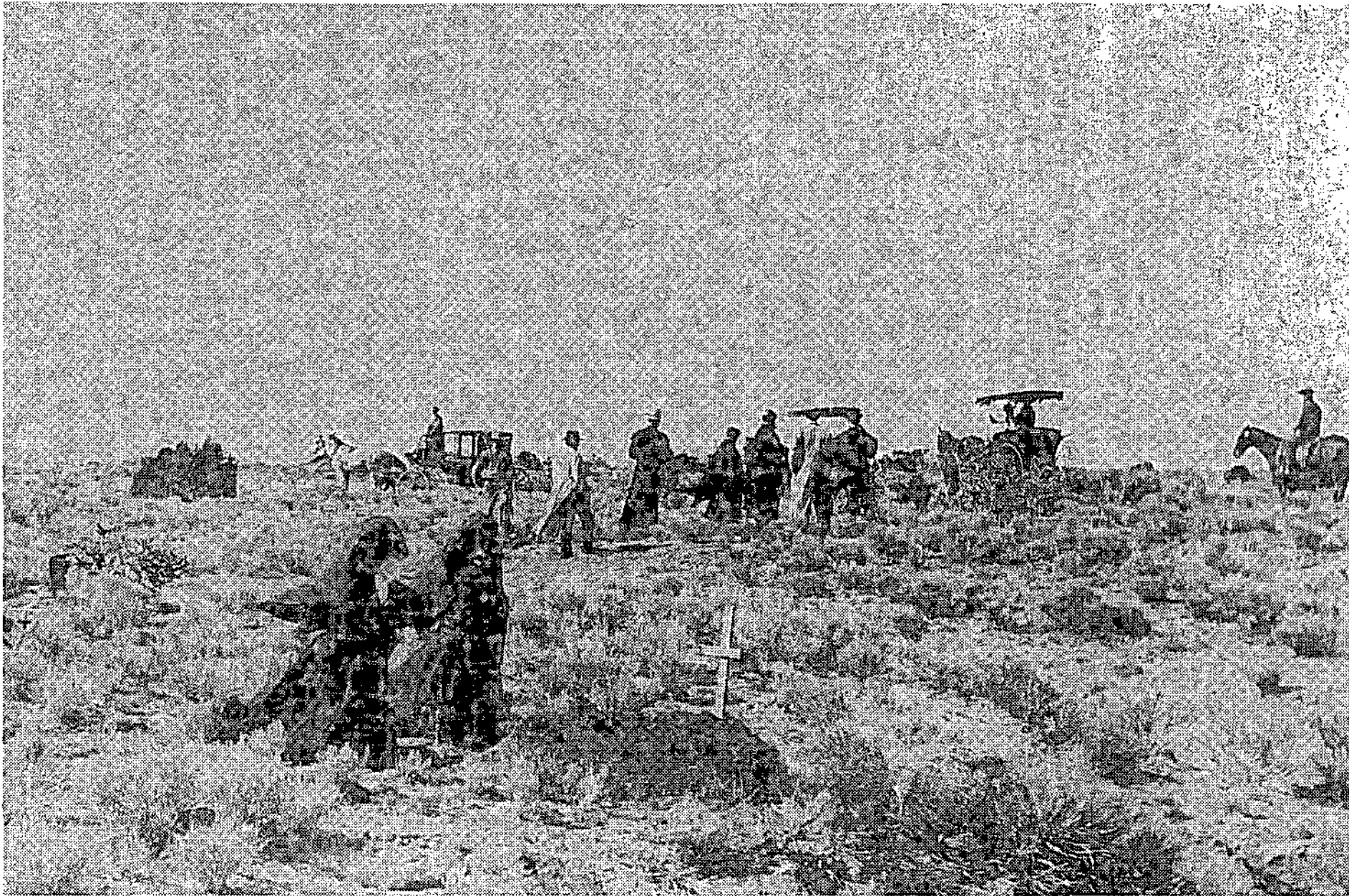
The Loretto archives do not include the name of the cameraman who took the pictures but he was most likely as much an artist as a photographer. The death scene seems to have been choreographed by a talented person trained in the use of the design themes and techniques attributed to Europe's old masters. For example, the arrangement of the characters in the death scene, displayed in 3D format, reflects the deep perspective and traditional triangular design associated with paintings dating from the time of the Renaissance. The photographer of the 1902 reenactment created a canvass that could easily be titled, "The Pieta of the Plains."

The fourth and final photograph in the suite illustrated an image of a sorrowful recessional featuring two nuns grieving the lost of their spiritual sister. The dark, faceless, and motionless nuns in the foreground kneel beside a burial mound-created from dirt brought to the site in a wheelbarrow and shaped into the burial mound by the reenactors. The heavily veiled nuns, silently kneeling over the grave with bowed heads, created a mourning scene similar to

the funeral statuary found on Classical Greek and Roman tombs but still commonly used by wealthy Edwardians in 1902. The only items missing were columns and a wreath.

Although the recessional scene is an effective portrait of bereavement, the view is all the more stark because it takes up less than half of the photograph. The remainder of the scene shows a vast expanse of cloud-covered sky. There are no birds, no trees, no "point of rocks," no suggestion of a river, and no sense of direction. It is clear that the photograph and reenactors intended to portray a place of isolation, loneliness, and inevitable abandonment. The photograph also suggests, incorrectly, that Sister May Alphonsa had a desert burial, which was the story passed down through generations of the Thompson family. But this was just one of many problems related to photographs.

Regretfully, the death and burial photographs from the 1902 Jubilee Celebration produced some unintended confusion and consequences. Shortly after the celebration, copies of the photographs were distributed to Loretto communities from New Mexico to Kentucky and to several convents of the Sisters of Charity. Copies were also given to members of the Thompson and Graves families. Unfortunately, these photographs were rarely marked as being reen-



The Recessional Reenactment, 1902

actments. Accordingly, people of faith and members of the Thompson and Graves families revered them as if they were relic-like images or sacred icons. They represented objects of faith and family and were never considered to be subjects suitable for historical analysis. But, inevitably, the photographs did come to the attention of historians, including one imbedded in the Thompson family (me, Alice Anne Thompson).

Since the 1930s scholars have investigated the story of the photographs associated with the death and burial of Sister Mary Alphonsa Thompson. Depending on records and archives that were searched, historians have discovered that the reverse sides of the older copies of the two photographs usually include brief descriptions that reveal that contradictory, confusing, and incorrect labeling had begun almost immediately after the 1902 Celebration. For example, the reverse side of the death scene photograph held by the Sisters of Charity claims that the two ladies wearing the bonnets were the real Sister Augustine Barron and her biological sister, Sister Louise Barron who, although they had been members of the 1867 caravan, were no longer living in 1902. My Aunt Winifred labeled the reverse side of the Thompson family copy with a description which claimed that the two Loretto nuns were Sister Alphonsa Thompson's two biological sisters, Sister Stephanie (mistaken identity of Sister Euphro-

syne) and Sister Martinia, neither of whom were among the nuns in the 1867 caravan. The reverse side of the copy held by the New Mexico Museum's Photography Department clearly states the recessional photograph was a reenactment but incorrectly dates the photographs to the year 1907.

Jesuit scholars, who were among the first to investigate and publish the story of Bishop Lamy's 1867 caravan, including the photographs, never examined or analyzed them. In January 1967, the year of the 100th anniversary of the 1867 caravan which brought Sisters of Loretto to Santa Fe, the Denver Catholic Register featured the recessional photograph and an article about the 1867 caravan. They attributed the copy of the photograph to the Sisters of Loretto and also to the Sisters of Charity. Handwritten on a copy of the 1967 newspaper article were the names of the two Sisters of Loretto who had participated in the reenactment. The authentic story was beginning to be told but to a very limited audience.

In 1987 Mary Jean Cook of Santa Fe presented a paper at the second symposium of the recently-established Santa Fe Trail Association. It was her presentation regarding the story of the death and burial of Sister Mary Alphonsa Thompson, published in *Adventure on the Santa Fe Trail*, Leo E. Oliva, editor (Topeka: Kansas State Historical Society,

1988), 61-73, that caught the attention of many Trail historians. Some SFTA members almost immediately launched a search for the burial site of the young nun, for whom they felt sincere sympathy. The late SFTA Ambassador Paul Bentrup referred to the search for the burial site as "the holy grail of the Santa Fe Trail." The sharp-eyed Ambassador noticed there was a conflict between the written records regarding the burial site and the topography in the photographs. Later another Trail expert, Gregory Franzwa, questioned the authenticity of the photograph and followed up by interviewing the archivist at the Loretto Motherhouse in Kentucky. In his book, *The Santa Fe Trail Revisited* (1989), Franzwa published a brief summary of the information he had discovered. The photographs, he announced, were indeed reenactments from the Jubilee Celebration in 1902. This caused quite a stir among Trail historians who felt they had been victims of a hoax. One researcher said he would "never trust a Catholic source, again." Other Trail historians refused to believe that the death and recessional photographs had been staged. For some historians, however, the quest to find the true story regarding the photographs became as fascinating as the search to discover the complete story of the 1867 caravan, including the burial site of Sister Alphonsa Thompson.

Meanwhile the noble but amateur record keepers at the Motherhouse of the Sisters of Loretto who were living in 1902 have long since died. Their labors of love have continued with well-trained archivists. Today these professionals have catalogued, labeled, preserved, and shared the priceless history of their order. They have graciously accepted the task of clarifying the story of the reenactment photographs to anyone who had made a request.

Today diehard searchers still seek the location of Sister Mary Alphonsa Thompson's grave site, armed now with the knowledge that the two photographs contain erroneous information regarding the topography of the location. Even so, artists and romantics are still free to admire the creativity and spirit which produced the once-mysterious photographs of the reenactment.

MORE ON THE NUN'S GRAVE

by Alice Anne Thompson

BISHOP J. B. Lamy requested that Reverend James H. DeFouri check on Sister Mary Alphonsa Thompson's burial site during his annual pastoral visits through Kansas. By 1870 the Kansas Pacific Railroad made Rev. DeFouri's travels through much of Kansas relatively save and comfortable. But the Kansas Pacific followed the old Smoky Hill Trail to Denver, and the new Atchison, Topeka and Santa Fe Railway was still building westward across the state. Thus travel to the Santa Fe Trail area through southwest Kansas was still by wagon or stagecoach, which would have required a significant amount of physical exertion for the corpulent clergyman.

In footnotes to his book, *A Historical Sketch of New Mexico* (1887), DeFouri summarized his somewhat confusing search for the burial site: "Three years afterward, while Pastor at Topeka, Kansas, I received a note from Bishop Lamy, requesting me, on my frequent visits on the plains, to find the grave of Sister Alphonsa. Accompanied by two men of those who were employed by the Railroad near Cimarron Crossing, I forded the river and following the old track, quite plain yet, we saw or thought we saw, the grave by the roadside, the spot, being marked by a higher tuft of grass. The cross, however, had disappeared, burnt possibly by the frequent prairie fires. We could not delay long, as the evening was advancing, and we had strict orders from the camp not to stay long for fear of the Indians. The fact is the track layers were working with tools as usual, but having a gun close by to repulse attacks which were quite frequent. The grave was in good condition."

A few years after this, Rev. DeFouri moved to Santa Fe and became administrator for Archbishop Lamy. He made no more mention of his visit to the grave site and his halfhearted inspection was forgotten by most until mentioned as a footnote in Paul Horgan's *Lamy of Santa Fe* (1975). Horgan's footnote has been quoted several times by historians who have unintentionally perpetuated the confusing information that has stalled and misled researchers for decades.

There are many problems with

DeFouri's account. He did not specify the name of the river he claimed he forded. Was it the Smoky Hill or the Arkansas? Nor did he explain the direction of the crossing: south to north or north to south? He reported he was with railroad workers laying track at a place near Cimarron Crossing. There were no workers laying track in that area in 1870. Construction came some two years later. There were reported of an engineer, T. Gentlemen. Peters, who was making advance surveys for the AT&SF during the summer of 1870. But they were not laying track. Even if DeFouri were at Cimarron Crossing, he still was at least 20 miles east of the burial site. Thus Rev. DeFouri's report has befuddled and delayed research and led some historians on a "wild goose chase." Perhaps he saw some other grave site.

Although DeFouri's report of his visit to the grave site offers little information useful to modern researchers, it may explain the failure of the Thompson family and Sisters of Loretto in Kentucky to investigate or search for the burial site. Bishop Lamy's report of Rev. DeFouri's trip might have assured them that the grave site was undisturbed and that her mortal remains were being provided for with the same attention given to those buried in Catholic cemeteries.



CONVERSE OF THE PRAIRIES

—BOOK NOTICES—

Susan M. Colby, *Sacagawea's Child: The Life and Times of Jean-Baptiste (Pomp) Charbonneau*. Spokane: The Arthur H. Clark Co., 2005. Pp. 203. Illustrations, map, chronology, footnotes, bibliography, index. Cloth, \$28.50.

Sacagawea's child, Jean-Baptiste Charbonneau (nicknamed "Pomp" by William Clark), is perhaps one of the best-known infants in American history, having been born at Fort Mandan (North Dakota) February 11, 1805, and accompanying the Lewis and Clark Corps of Discovery to the Pacific Ocean and back before he was 18 months old. His infant image, with that of his mother,

appears on the dollar coin. Now Susan Colby provides the full story of the 61-year life and times of this child who traveled much of the American West, including the Santa Fe Trail. Thoroughly researched and well-written, with a firm understanding of the characters (Pomp, Sacagawea, Toussaint Charbonneau, William Clark, and others), this book is highly recommended.

Pomp spent some of his youth in St. Louis, where he was placed in William Clark's care in 1811. He remained there following the death of his mother in 1812 and capture of his father in 1813. He was educated at St. Louis Academy. By 1823 he was working for the Chouteau's Missouri Fur Company.

Pomp met Duke Paul of Württemberg on his western venture in 1823 and accompanied Duke Paul to Europe, 1824-1829, as his protégé. Back in America, Jean-Baptiste became a mountain man for the next 15 years, a period covered well in this volume. For a time he was employed by Bent and St. Vrain. He met John Fremont and Kit Carson in 1842, traveled with William Drummond Steward in 1843, and was a hunter at Bent's Fort in 1844.

He accompanied Lt. James W. Abert in 1845 on a trip from Bent's Fort to the Canadian River. In 1846 Jean-Baptiste was guide for the Mormon Battalion from New Mexico to California. He participated in the California gold rush. He died, probably of pneumonia, in Oregon in May 1866. In all, this is a remarkable story of an extraordinary life.

KATIE BOWEN LETTERS, 1851: PART X

edited by Bonita and Leo Oliva

[*Katie Bowen Letters (Bowen Family Papers, U.S. Army Military History Institute, Carlisle Barracks, PA), telling of a trip to New Mexico over the Trail to Fort Union in 1851, continue from Fort Union. Some of the gossip in her letters does not mean much without knowing the people mentioned, but it is all very interesting.*]

Fort Union New Mexico, August 24th, '51

My dear Mother. At last we are at our destination safe in every particular, in health and our goods in

as good order as anything could possibly be after the hard journey they have had. I for one have not found the trip at all annoying. The time did not seem long, for every thing was pleasant, weather and country. This point is one hundred miles nearer home than Santa fé, located particularly with a view to the extensive farming operations, and certainly it is well adapted, plenty of water, abundance of wood and to all appearances a fertile valley, with mountains on two sides of us. The hills are close by and timbered with pine, red or pitch pine I believe, anyway it makes good lumber and fine wood and will not fail a supply in a thousand years. We are putting up quarters as fast as possible of timber and adobies and in the mean time we are living in tents. I will send you a plan of our present arrangements before I close. The hospital[,] company quarters and commanders quarters are well advanced and Maj. [E. S.] Sibley's commenced. Next comes ours, as all are built according to rank, and Col. [E. V.] Sumner ordered that all the married officers houses should be built first. He with a moderate force has gone to the Navajoes' country and will not be back till November. The accommodations will be comfortable during the winter and I will keep you advised of all our plans and actions. The morning I came in, Mrs. Sibley took me to her house, or rather tents, and entertained me in the kindest manner. Everything looked so cool and homelike that I really felt glad that we are to be settled in the country instead of a town. Those who came with Col. Sumner had to go to Santa Fe before he decided to locate, and the hundred miles there and back was the most tedious part of their journey, nearly all the way over the mountains and then the temptations that the pretty shops exposed them to was rather heavy on some of the husbands pockets. Mrs. Sibley went into the extravagance of buying nice furniture, but I shall be equally comfortable with my home made lounges and benches. Isaac had frames of two easy chairs made at Leavenworth and I shall take some of my extra pillows and cover them

with turkey red and find them charming. The handsome pillows you gave me I am making linen cases for, have got one pair nearly done the two days we have been here. Thursday and Friday we lived in one tent but yesterday we got into these three, and they are very nice, had light frames put up and stretched the tents over them. They are all double thicknesses of firm duck and we roll up the sides and get all the breeze there is going. This point is supplied with a delicious spring and we have its waters brought twice a day. For the stock and for irrigating there are several ponds and one lake. The river Moro runs six miles below us and there the mail route comes in on its way to Santa Fe. There is a fort owned by Mr. [Alexander] Barclay and the post office is at the fort on the Moro. Mrs. Sibley brought all our letters from Santa fé. I have two from you, both written in May, and Isaac has one from Dennis. He has lost his dear little girl. She died on the 26th of May after an illness of 13 hours was taken in a fit, but as he only wrote three lines we have no particulars. She was a sweet child and the little cousins are now angels together, in their bright home above. Earthly aid avails not when God says come, and it is all for the best or else it would not be. Mrs. Maj. Thompson left Leavenworth with a lovely child 18 months old, healthy, and with a prospect of a long life before here, but at Riyado [Rayado], a point 40 miles back, she got radishes to eat and died very soon, although she had the best of medical aid. I commenced this intending to make a long letter of it, but a gentleman here just came in who is going to the states with papers and will get through in 12 days, so I hasten to tell you that I will write on the 12th of September when the mail goes out. You can direct my letters to "Fort Union New Mexico" and they will come safely. In all probability we shall soon have a postmaster here, and I believe the mails are coming once in two weeks. I will finish up my notes to this place and send them in the next letter. We send to Los Vegas, 25 miles distant, for ice and vegetables and expect a couple dozen hens and chickens tomorrow so to make our

own eggs. I had a pint of cream yesterday and stirred up nearly a pound of butter in a tin cup just to say that I had made butter before Mrs. Sibley, who has been fixed a month and lived without butter and the milk of two cows and I have but one at present though will have more as soon as I want them. I have 30 pounds of melted butter that I put down at Leavenworth and it is as sweet as new cream, but you know I am always trying experiments and I want to have new butter. A man brought some for sale yesterday at 75 cents a pound and corn is \$3.00 or \$4.00 a bushel. Uncle Sam charges transportation on everything that comes to the commissary and as that is the only subsistence depot, we pay 8 cents additional for every pound that we eat, 15 cents for sugar and 20 or \$22 for every barrel of flour. We draw rations but they are 32 cents a piece and in money one only gets 20 cents in their stead. The officers in this country have not the privileges that those of California or Oregon have. They are allowed to purchase everything at contract prices in the states and allowed \$2.00 a day extra besides, while we pay transportation and draw no extra pay. So much for Uncle Sam, he is a mean old fellow. We hope for more letters as soon as the Santa fé mail returns and do continue to write often. If we get two or three every mail so much the better. I shall write to Mrs. Hodgden by the mail. I think it very queer that none of her letters reached me and none of yours have failed of coming in good time. I am very anxious to get later letters from you and know if mine from along the road have reached you. I believe the mails are pretty regular and these will go safely. Tell some of the good folks to write. They have every convenience and are not living from hand to mouth, and heat and wind and flies etc. to annoy them. I am glad that Bertha Williams is at last married, give her my congratulations. If Mrs. Whitaker takes my advice she will stay at home, for she knows well enough how liberal Frank is and I will not speak of the amiability of the rest. Mrs. Turner has my best wishes for her success in her undertaking. No

doubt it will be devoted to the ministry. I should christen it Methody. Isaac is well and we talk about home every day and I never cease wishing for some of your new potatoes and vegetables. No potatoes are raised in this country, but next year we will show them how it is done. The soldiers at Riyado have a fine garden and send down things occasionally but they don't taste like home. Give my love to everybody. I am delighted to hear that Father is so well. I will write to him soon. Isaac sends love and hopes you got our letters from Mackey. This is hurried and you must overlook mistakes. The gentleman is going soon, and this will reach you in six weeks I think. This is a pretty country and I hope will be easily cultivated. With many well wishes and true affection I am ever your daughter Katie

(continued next issue)

TRAIL TROUBADOUR

—Traffic in Verse—

Sandra M. Doe, Editor

This column seeks poetry which addresses the history, realism, romance, and diversity of the Trail and demonstrates authentic emotion, original images, and skill in craftsmanship. Please submit poems for consideration to Sandra M. Doe, Dept. of English, Campus Box 32, Metropolitan State College of Denver, PO Box 173362, Denver CO 80217-3362.

Cottonwood Chapter President Vernon Lohrentz wrote the following about the opening of the Trail by William Becknell and five others in 1821, a tribute to their daring venture and its far-reaching results. Thanks to him for his contribution.

Becknell's First Trip West

by Vernon Lohrentz

In the year of twenty-one,
the course of trade not yet begun
(Attempts were made but were repelled,
Until Mexico from Spain rebelled).
A motley crew with pack-mule loads
went out to trade on unknown roads,
With wares to sell—a venture bold—
to pay their debts, so we are told.
They set out from Franklin, a westward course,

no looking back and no remorse.
To Arrow Rock and up the hill
along a trail we follow still.
To Fort Osage, the last frontier,
to rest a while and check their gear.
They sought high ground and crossed the Blue.
Tall grass was next, a waving view.
To Council Grove (without the name),
with all those trees it still had fame.
To Diamond Spring so sweet and cool,
and Lost Spring too with grassy pool.
The Cottonwood was in their path;
it probably incurred their wrath.
But camping there was really good,
with lots of grass and firewood.
Turkey Creek they had to cross,
each branch in turn without a loss.
The Little Ark' was crossed quite well
and Cow Creek, too, no tale to tell.
The Arkansas was soon their guide;
it wasn't deep but it was wide.
Another stream they had to ford,
the Walnut Creek, with one accord.

At Pawnee Rock a view was spread,
the path behind, the trail ahead,
And bison herds too vast to count;
some men gave chase with sturdy mount.
The heaving herds went rumbling by;
they were a ready food supply.
The hump-backed beasts were such a sight,
inspiring awe and maybe fright.
Becknell wrote scant, his log was short,
a measly bit did he report.
Who did he meet, what did he see?
We only know in fantasy.
Among things he saw and did describe
were prairie dogs, a frisky tribe.
Beneath the mounds their burrows twist,
with owls and snakes they coexist.
Far up the Arkansas they did go,
seeking a path to Mexico,
Past Chouteau's Isle, Big Timbers too,
they soon would have a higher view.
The Purgatoire was a place to choose
(did they have maps or other clues?).
Up Chacuaco Creek the party went,
finding rough terrain and steep ascent.
Emery Gap was bad with cliffs so steep;
they lost a mule and worked a heap.
After the Dry Cimarron, they relaxed;

no more were men and mules so taxed.

On foreign soil an armed force came;
should they withdraw or give their name?

The answer came with friendly smiles,
"Just come with us a few more miles."

A hearty welcome they enjoyed;
with handsome profits they were buoyed.

And Santa Fe was such a sight;
the great time there was in the night.

"You might go back another way,
a shorter route," he heard them say.

"Avoid the mountains, that wicked climb.
Besides that you'll save some time."

So they returned across the land,
the way was strange and dry and bland.

They hurried home as well they should,
and as they went their luck was good.

On home they went to Franklin (old),
a trip well made though it was cold.

Their coins poured out, their debts undone.
A newfound trade had now begun.

We honor them, that pack-mule bunch,
who dared to trade based on a hunch.

They found a way where wheels could go,
to Santa Fe and Mexico.

COUNCIL TROVE

—DOCUMENTS—

NEWS FROM BENT'S FORT, 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.—



PIKE'S COLUMN

[This special column will continue as a series in Wagon Tracks until the close of the Pike Southwest Expedition Bicentennial activities in 2007. It features documents, articles, bibliography, and notes which tell the story of Pike, his expeditions, and related topics. Submissions are solicited for this column.]

There are two items for this issue, a call for papers for a Pike Symposium in Colorado Springs next year and the tenth installment of Pike's journal. Keep informed with the Pike Bicentennial plans at <www.pikebi-

centennial.org>.]

CALL FOR PAPERS

THE Pikes Peak Library District in Colorado Springs will host a bicentennial symposium, "Spare No Pains: Zebulon Pike and His 1806-1807 Expedition," June 3, 2006. The symposium will examine the life of soldier and explorer Zebulon Montgomery Pike in recognition of his 1806 travels through the region. Papers for presentation at the conference are sought for consideration. Proposals should be sent to Chris Nicholl, Symposium Co-Chair, Pikes Peak Library District, PO Box 1579, Colorado Springs CO 80901, e-mail <cnicholl@ppld.org>. The deadline for proposals is February 1, 2006.

PIKE'S JOURNAL, PART X

This reprint of Pike's journal of the expedition of 1806-1807 continues, starting with the entry for March 2, 1807. Pike was on his way to Santa Fe as a guest of Spanish troops.

Pike's Journal

2d March, Monday.—We marched late, and passed several little mud walled villages and settlements, all of which had round mud towers of the ancient shape and construction, to defend the inhabitants from the intrusions of the savages. I was this day shewn the ruins of several old villages, which had been taken and destroyed by the Tetaus [Comanches]. We were frequently stopped by the women, who invited us into their houses to eat; and in every place where we halted a moment, there was a contest who should be our hosts. My poor lads who had been frozen, were conducted home by old men, who would cause the daughters to dress their feet; provide their victuals and drink, and at night, gave them the best bed in the house. In short, all their conduct brought to my recollection the hospitality of the ancient patriarchs, and caused me to sigh with regret at the corruption of that noble principle, by the polish of modern ages.

We descended the creek of Aqua Caliente, about 12 miles, where it joined the river of Conejos from the west. This river was about 30 yards wide, and was settled, above its junction with the Aqua Caliente, 12 miles, as the latter was its whole course from the village of that name.

From where they form a junction, it was about 15 miles to the Rio del Norte, on the eastern branch of which was situated the village of St. John's, which was the residence of the president priest of the province, who had resided in it 40 years.

The house tops of the village of St. John's, were crowded, as well as the streets, when we entered, and at the door of the public quarters, we were met by the president priest. When my companion who commanded the escort, received him in a street and embraced him, all the poor creatures who stood round, strove to kiss the ring or hand of the holy father; for myself, I saluted him in the usual style. My men were conducted into the quarters, and I went to the house of the priest, where we were treated with politeness: he offered us coffee, chocolate, or whatever we thought proper, and desired me to consider myself at home in his house.

As I was going some time after, to the quarters of my men, I was addressed at the door by a man in broken English:—"My friend, I am very sorry to see you here: we are all prisoners in this country and can never return: I have been a prisoner for nearly three years, and cannot get out." I replied, "that as for his being prisoner, it must be for some crime, that with respect to myself, I felt no apprehension, and requested him to speak French, as I could hardly understand his English." When he began to demand of me so many different questions on the mode of my getting into the country, my intention, &c.; that by the time I arrived in the room of my men, I was perfectly satisfied of his having been ordered by some person to endeavor to obtain some confession or acknowledgment of sinister designs in my having appeared on the frontiers, and some confidential communications which might implicate me. As he had been rather insolent in his enquiries, I ordered my men to shut and fasten the door; I then told him that I believed him to be an emissary sent on purpose by the governor, or some person, to endeavour to betray me, that all men of that description were scoundrels, and never should escape punishment, whilst I possessed the power to chastise them, immediately ordering my men to seize him, and cautioning him at the same time,

that if he cried out, or made the least resistance, I would be obliged to make use of the saber, which I had in my hand; on which he was so much alarmed, that he begged me for God's sake not to injure him; that he had been ordered by the government to meet me, and endeavour to trace out, what, and who I was, and what were my designs, by endeavoring to produce a confidence in him, by his exclaiming against the Spaniards, and complaining of the tyranny which they had exercised towards him. After this confession, I ordered my men to release him, and told him, that I looked upon him as too contemptible for further notice, but that he might tell the governor, the next time he employed emissaries, to choose those of more abilities and sense, and that I questioned if his excellency would find the sifting of us an easy task.

This man's name was Bapiste Lalande, he had come from the Illinois to the Pawnees, to trade with goods furnished him by William Morrison, a gentleman of the Illinois, and from thence to New Mexico with the goods, which he had procured and established himself, and was the same man on whom Robinson had a claim. He returned into the priest's house with me, and instead of making any complaint, he in reply to their enquiries of who I was, &c. informed them, that when he left Louisiana, I was governor of the Illinois. This I presume he took for granted from my having commanded for some time the post of Kaskaskias, the first military post the United States established in that country since the peace; however the report served but to add to the respect with which my companion and host treated me. Having had at this place the first good meal, wine, &c. with the heat of the house, and perhaps rather an immoderate use of the refreshments allowed me, produced an attack of something like the cholera morbus, which alarmed me considerably, and made me determine to be more abstemious in the future. This father was a great naturalist, or rather florist: he had large collections of flowers, plants, &c. and several works on his favorite studies, the margin and bottoms of which were filled with his notes in the Castilian language. As I had neither a natural turn for bot-

any, sufficient to induce me to puzzle my head much with the Latin, and did not understand Castilian, I enjoyed but little of his lecture, which he continued to give me nearly for two hours on those subjects, but by the exercise of a small degree of patience, I entirely acquired the esteem of this worthy father, he calling me his son, and lamenting extremely that my fate had not made me one of the holy catholic church.

St John's was enclosed with a mud wall, and probably contain 1000 souls; its population consisted principally of civilized Indians, as indeed does all the villages of New Mexico, the whites not forming the one twentieth part of the inhabitants.

3rd March, Tuesday.—We marched after breakfast, B. Lalande accompanying us, and in about six miles came to a village, where I suppose there were more than 2000 souls. Here we halted at the house of the priest, who understanding that I would not kiss his hand, would not present it to me.

The conduct and behaviour of a young priest who came in, was such as in our country would have been amply sufficient forever to have banished him from the clerical association, strutting about with a dirk in his boot, a cane in his hand, whispering to one girl, chucking another under the chin, and going out with a third, &c. From this village to another small village of 500 inhabitants, is seven miles. At each of those villages is a small stream, sufficient for the purpose of watering their fields. At the father's house we took coffee. From this village, it was 17 miles to another of 400 civilized Indians. Here we changed horses and prepared for entering the capital, which we came in sight of in the evening. It is situated along the banks of a small creek, which comes down from the mountains, and runs west to the Rio del Norte. The length of the capital on the creek may be estimated at one mile; it is but three streets in width.

Its appearance from a distance, struck my mind with the same effect as a fleet of flat bottomed boats, which are seen in the spring and fall seasons, descending the Ohio river. There are two churches, the magnificence of whose steeples form a striking contrast to the miserable appearance of the houses. On the north side

of town is the square of soldiers houses, equal to 120 or 140 on each flank. The public square is in the centre of the town; on the north side of which is situated the *palace* (as the[y] term it) or government house, with the quarters for guards, &c. The other side of the square is occupied by the clergy and public officers. In general the houses have a shed before the front, some of which have a flooring of brick; the consequence is, that the streets are very narrow, say in general 25 feet. The supposed population is 4,500 souls. On our entering the town, the crowd was great, and followed us to the government house. When we dismounted, we were ushered in through various rooms, the floors of which were covered with skins of buffalo, bear, or some other animal. We waited in a chamber for some time, until his excellency [Governor Joaquín del Real Alencaster] appeared, when we rose, and the following conversation took place in French.

Governor. Do you speak French?

Pike. Yes sir.

Governor. In what character are you?

Pike. In my proper character, an officer of the United States army?

Governor. And this Robinson, is he attached to your party?

Pike. No.

Governor. Do you know him?

Pike. Yes, he is from St. Louis. [I had understood the doctor was sent 45 leagues from Santa Fe, under a strong guard, and the haughty and unfriendly reception of the governor induced me to believe war must have been declared, and that if it was known Dr. Robinson accompanied me, he would be treated with great severity. I was correct in saying he was not attached to my party, for he was only a volunteer, he could not properly be said to be one of my command.]

Governor. How many men have you?

Pike. Fifteen.

Governor. And this Robinson makes sixteen.

Pike. I have already told your excellency that he does not belong to my party, and shall answer no more interrogatories on that subject.

Governor. When did you leave St. Louis?

Pike. 15th July.

Governor. I think you marched in June.

Pike. No, sir!

Governor. Well! Return with Mr. Bartholemew [Lt. Bartholemew Fernandez] to his house, and come here again at seven o'clock, and bring your papers; on which we returned to the house of my friend Bartholemew, who seemed much hurt at the interview.

At the door of the government house, I met the old Frenchman, to whom I had given the scrap of paper on the 17th February. He had left us in the morning, and as I suppose, hurried in to make his report, and I presume had presented this paper to his excellency. I demanded with a look of contempt, if he had made his report? to which he made reply in an humble tone, and began to excuse himself, but I did not wait to hear his excuses. At the hour appointed we returned, when the governor demanded my papers; I told him, I understood my trunk was taken possession by his guard: he expressed surprise, and immediately ordered it in, and also sent for one Solomon Colly [Cooley], formerly a serjeant in our army, and one of the unfortunate company of [Philip] Nolan. We were seated, when he ordered Colly to demand my name, to which I replied; he then demanded in what province I was born; I answered in English, and then addressed his excellency in French, and told him that I did not think it necessary to enter into such a catechizing; that if he would be at the pain of reading my commission from the United States, and my orders from my general, it would be all that I presumed would be necessary to convince his excellency that I came with no hostile intentions towards the Spanish government, on the contrary, that I had express instructions to guard against giving them offence or alarm, and that his excellency would be convinced that myself and party were rather to be considered object, on which the so-much-celebrated generosity of the Spanish nation might be exercised, than proper subjects to occasion the opposite sentiments.

He then requested to see my commission and orders, which I read to him in French; on which he got up

and gave me his hand, for the first time, and said he was happy to be acquainted with me as a man of honor and a gentleman; that I could retire this evening, and take my trunk with me; that on the morrow he would make further arrangements.

4th March, Wednesday.—Was desired by the governor to bring up my trunk, in order that he might make some observations on my route, &c. When he ordered me to take my trunk over night, I had conceived the examination of papers was over, and as many of my documents were entrusted to the care of my men, and I found that the inhabitants were treating the men with liquor; I was fearful they would become intoxicated, (and through inadvertency) betray or discover the papers; I had therefore obtained several of them and had put them in the trunk, when an officer arrived for myself and it, and I had no opportunity of taking them out again before I was taken up to the palace. I discovered instantly that I was deceived, but it was too late to remedy the evil.

After examining the contents of my trunk, he informed me, I must (with my troops) go to Chihuahua, province of Biscay, to appear before the commandant-general; he added, you have the key of your trunk in your own possession; the trunk will be put under charge of the officer who commands your escort. The following conversation then took place.

Pike. If we go to Chihuahua we must be considered as prisoners of war?

Governor. By no means.

Pike. You have already disarmed my men without my knowledge, are their arms to be returned or not?

Governor. They can receive them any moment.

Pike. But sir, I cannot consent to be led three or four hundred leagues out of my route, without its being by force of arms.

Governor. I know you do not go voluntarily, but I will give you a certificate from under my hand of my having obliged you to march.

Pike. I will address you a letter on the subject.

Governor. You will dine with me to day, and march afterwards to a village about six miles distant, escorted by captain Anthony D'Almansa, with a detachment of dragoons, who will

accompany you to where the remainder of your escort is now waiting for you, under the command of the officer who commanded the expedition to the Pawnees.

Pike. I would not wish to be impertinent in my observations to your excellency, but pray sir! Do you not think it was a greater infringement of our territory to send 600 miles in the Pawnees, than for me with our small party to come on the frontiers of yours with an intent to descend Red river?

Governor. I do not understand you.

Pike. No Sir! Any further explanation is unnecessary.

I then returned to the house of my friend Bartholemew and wrote my letter to his excellency, which I had not finished before we were hurried to dinner.

In the morning I had received from the governor by the hands of his private secretary twenty one dollars, notifying to me that it was the amount of the king's allowance for my party to Chihuahua and that it would be charged to me on account of my subsistence; from this I clearly understood that it was calculated that the expences of the party to Chihuahua would be defrayed by the United States. I also received by the same hands from his excellency a shirt and neck cloth, with his compliments, wishing me to accept them "as they were made in Spain by his sister and never had been worn by any person;" for which I returned him my sincere acknowledgments, and it may not be deemed irrelevant if I explain at this period the miserable appearance we made and situation we were in; with the cause of it. When we left our interpreter and one man on the Arkansaw, we were obliged to carry all our baggage on our backs, consequently that which was the most *useful* was preferred to the few ornamental parts of dress we possessed. The ammunition claimed our first care, tools secondary, leather, leggins, boots and mockinsons were the next in consideration; consequently, I left all my uniform, clothing, trunks, &c. as did the men, except what they had on their backs; conceiving that which would secure the feet and legs from the sold, as preferable to any less indispensable portion of our dress. Thus, when we

presented ourselves at Santa Fe; I was dressed in a pair of blue trowsers, mockinsons, blanket coat and a cap made of scarlet cloth, lined with fox skins and my poor fellows in leggings, breech cloths and leather coats and not a hat in the whole party. This appearance was extremely mortifying to us all, especially as soldiers, and although some of the officers used frequently to observe to me, that "worth made the man," &c. with a variety of adages to the same amount. Yet the first impression made on the ignorant is hard to eradicate; and a greater proof cannot be given of the ignorance of the common people, than their asking if we lived in houses or camps like the indians, or if we wore hats in our country; those observations are sufficient to shew the impression our uncouth appearance made amongst them.

The dinner at the governor's was rather splendid, having a variety of dishes and wines of the southern provinces, and when his excellency was a little warmed with the influence of cheering liquor, he became very sociable. He informed me that there existed a serious difficulty between the commandant general of the internal provinces and the marquis Caso Calvo, who had given permission to Mr. Dunbar, to explore the Ouchata contrary to the general principles of their government; and in consequence of which, the former had made representations against the latter to the court at Madrid. After dinner his excellency ordered his coach; captain D'Almansa, Bartholemew and myself entered with him, and he drove out 3 miles. He was drawn by six mules and attended by a guard of cavalry. When we parted his adieu was "remember Allencaster, in peace or war."

Left a note for my sergeant, with instructions to keep up good discipline and not be alarmed or discouraged. As I was about leaving the public square, poor Colly (the American prisoner,) came up with tears in his eyes and hoped I would not forget him, when I arrived in the United States.

After we left the governor we rode on about three miles to a defile where we halted for the troops and I soon found that the old soldier who accompanied us and commanded our

escort was fond of a drop of the cheering liquor, as his boy carried a bottle in his cochmelies (a small leather case attached to the saddle for the purpose of carrying small articles.) We were accompanied by my friend Bartholemew. We ascended a hill and galloped on until about ten o'clock; snowing hard all the time, when we came to a precipice which we descended, meeting with great difficulty (from the obscurity of the night) to the small village where we put up in the quarters of the priest, he being absent.

After supper, captain D'Almansa related to me that he had served his catholic majesty, 40 years to arrive at the rank he then held, which was a first lieutenant in the line, and a captain by brevet, whilst he had seen various young Europeans promoted over his head; after the old man had taken his *quantum sufficit* and gone to sleep, my friend and myself sat up for some hours, he explaining to me their situation, the great desire they felt for a change of affairs, and an open trade with the United States. I pointed out to him with chalk on the floor the geographical connection and route, from North Mexico to Louisiana, and finally gave him a certificate addressed to the citizens of the United States, stating his friendly disposition and his being a man of influence. This paper he seemed to estimate as a very valuable acquisition, as he was decidedly of opinion we would invade that country the ensuing spring and not all my assurances to the contrary, could eradicate that idea.

(continued next issue)

CAMP TALES

—CHAPTER REPORTS—

Cimarron Cutoff

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

The chapter met at the Eklund in Clayton, NM, on July 16, with the program presented by Inez Ross and Phyllis Morgan. Both autographed their new books. Ross has two books, *Perilous Pursuit on the Santa Fe Trail* (a novel) and *Without a Wagon on the Santa Fe Trail—Hiking into History*. Morgan signed her new bibliography, *Marc Simmons of New Mexico—Maverick Historian*.

Texas Panhandle

President Kathy Revett Wade
1615 Bryan Place #14
Amarillo TX 79102
(806) 371-9309
<krevett@arn.net>

No report.

Wagon Bed Spring

President Edward Dowell
602 E Wheat Ave
Ulysses KS 67880
(620) 356-4525

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

El Alcalde George Donoho Bayless
1024 Bishop's Lodge Rd
Santa Fe NM 87501
(505) 983-6338

On May 7 the chapter visited the Martinez Hacienda near Taos, with Peter Mackaness serving as tour guide.

Willard Chilcott has proposed the installation of four "silhouette statues" on the roads leading into Santa Fe, depicting scenes from three cultural groups: Indian, Hispanic, and Anglo. These would be similar to those located around Council Grove, KS.

Corazón de los Caminos

President Faye Gaines
HC 60, Box 27
Springer NM 87747
(505) 485-2473
<fayegaines@yahoo.com>
<<http://santafetrail.org/corazon/>>

The chapter participated in the Fort Union National Monument program, "Cultural Encounters on the Santa Fe Trail," July 16-17.

Tibor Remenyik and Alma Gregory have completed the inventory of the chapter's archives located at the Fort Union Library. Special thanks are extended to them for this work.

Everyone is invited to the chapter meetings:

Aug. 20, outing at Loma Parda

Sept. 17, field trip to Tiptonville area

Oct. 15, field trip to Blanco Canyon

Nov. 19, annual membership meeting at the Eklund Hotel in Clayton for lunch.

Please check the chapter web site for all meeting details.

Wet/Dry Routes

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

The Wet/Dry Routes Chapter conducted its summer meeting in conjunction with the Dodge City/Fort Dodge/Cimarron Chapter at the Kansas Soldiers Home, Fort Dodge, on July 2. Following the program presented by David Clapsaddle, the chapters met separately to hold their respective business sessions.

The Wet/Dry Routes Chapter discussed (1) the poster contest scheduled to be initiated this fall for 5th-grade students; (2) the proposed Zebulon Pike Plaza to be established at Larned; (3) and an interpretive marker to be placed at the Battle of Coon Creek site.

Following, both chapters adjourned to install and dedicate an interpretive marker at the Soldiers Home in honor of Dr. Richard Dryden, recently deceased. Dryden was an active member of both chapters.



(Photo courtesy of Larry Mix)

Dodge City/Fort Dodge/Cimarron

President Bill Bunyan
2207 McCoy
Dodge City KS 67801
(620) 227-8203

The chapter met at Fort Dodge on

July 2, with a program by David Clapsaddle who portrayed Richard Blinn, whose wife Clara and son Willie were captured by Cheyennes and both were killed during the Battle of the Washita in 1868.

SFTA Manager Clive Siegle was present and made a few remarks. There was a short business meeting.

The chapter, in cooperation with the Wet/Dry Routes Chapter, then dedicated a new interpretive sign at Fort Dodge in memory of the late Richard Dryden.

Missouri River Outfitters

President John Atkinson
1113 Safari Dr
St Joseph MO 64506
(816) 233-3924
<atkin@mwsc.edu>

No report.

Quivira

President Janel Cook
815 S St John
Lyons KS 67554
(620) 257-2918
<cqmuseum@hotmail.com>

The chapter looks forward to seeing you at the symposium, September 29-October 2, at McPherson, KS.

Cottonwood Crossing

President Vernon Lohrentz
400 W 24th St #1
Newton KS 67114
(316) 283-6361

The executive committee met on June 2 to plan a chapter picnic in July and work on details of the east tour during the symposium. Another executive committee meeting was held June 11 to continue work on the east tour.

The chapter hosted a picnic on July 9 in the city park in Tampa, KS, located right on the historic Trail. There were 27 members and guests present. Kevin Heibert of Goessel, KS, a longtime student of Indian culture and collector, presented a program and displayed numerous items and artifacts. He explained how early tools and wearing apparel were used by American Indians.

The chapter looks forward to seeing you at the symposium.

Bent's Fort

President Dub Couch
PO Box 325
Rocky Ford CO 81067
(719) 254-3000
<Dubcouch1@mindspring.com>

The chapter has been busy with

meetings and tours as reported in their fine newsletter. Officers elected for the coming year include President Dub Couch, Vice-President Charlie Hutton, Secretary LaDonna Hutton, and Treasurer Emery Murray.

The chapter will host the 2007 symposium at Trinidad, Sept. 27-29, with SFTA board member Richard Loudon serving as symposium chairman.

HOOFF PRINTS

—TRAIL TIDBITS—

Joanne VanCoevern, SFTA board member, has completed her chemo treatments and continues to recover from breast cancer surgery. She is still in physical therapy and says, "I'm starting to get some strength back, but I'm surprised how far I have to go yet to get back to normal. Anyway, I'm taking it a day at a time and getting better every day."

Bent's Old Fort NHS hosted the Santa Fe Trail Encampment, July 29-31, with living-history activities. Gen. Stephen W. Kearny's Army of the West, 1846, was the focus of attention. Other activities included a Plains Indian camp and an evening fandango.

SFTA Ambassador Pat Heath, Lakin, KS, has been in the hospital for several weeks. She hopes to return home soon, saying "I've had my ups and downs." Cards may be sent to her at PO Box 907, Lakin KS 67860.

The National Park Service has conducted special search for the route of the Santa Fe Trail in portions of southern Kansas City, where the exact route of a few sections remains to be verified.

Two more Las Vegas families, the Romero Family and the Lopez Family, have joined the Tafoya Family in the "Freighting Families of Las Vegas" exhibit at the Citizens' Committee for Historic Preservations Interpretive Center, 127 Bridge St, Las Vegas, NM. The exhibit is curated by Marcus Gottschalk.

Diana Stein has sold La Galeria de Los Artesanos on the Old Town Plaza in Las Vegas, NM, after 56 years in business. We wish her well

in retirement.

During the Santa Fe Trail Days celebration at Boggsville Historic Site, April 30, 2005, a monument was dedicated to commemorate the original grave site of Kit and Josefa Carson, whose remains were later moved to Taos, NM. The guest of honor was SFTA member John Carson, great-grandson of Kit & Josefa.

The National Frontier Trails Museum, Independence, MO, unveiled its newest exhibit, "Outfitting on the Missouri River Frontier," on June 21.

The Allegawaho Memorial Heritage Park near Council Grove, KS, held dedication ceremonies to officially open the Kaw Agency Building and the Kanza Heritage Trail on June 19.

NEW SFTA MEMBERS

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

FAMILY MEMBERSHIPS

Billy & Peggy Fox, 525 W Baca St, Trinidad CO 81082

Wayne & Martha Pritchard, 728 Tillotson, Trinidad CO 81082

Gilvin & Karen Walker, 605 W 15th, Harper KS 67058

INDIVIDUAL MEMBERSHIPS

Mark Carrara, W 6220 Lakeshore Dr, Tony WI 54563

Louise Clapp, 23980 CR 50.9, Agui-

lar CO 81020

Raymond DeLeal, PO Box 20002, Colorado City CO 81019

Mary Ellen Hadad, 252 Nona Ave, Trinidad CO 81082

Rene Harris, PO Box 2087, Santa Fe NM 87504

Mike Summers, 4012 NW Delwood Dr, Blue Springs MO 64015

Janice Swenson, PO Box 240, Concordia KS 66901

Dennis Tevebaugh, 2492 County Rd. 48, Stonington CO 80190

Anita Witcher, PO Box 1065, Elkhart KS 67950

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, 2005. Other events are listed in articles and chapter reports. Thank you.

Aug. 28-Oct. 9, 2005: Santa Fe Trail Historical Exhibition, in conjunction with the SFTA symposium, Shafer Gallery, Barton County Community College, Great Bend, KS, hours 10 a.m. to 5 p.m. Monday-Friday and 1-4 p.m. Sunday. Free admission. Special reception Sept. 25, 1-4 p.m. with program by Bob Button and Robert Yarmer.

Sept. 11-30, 2005: Biennial Santa Fe Trail Bicycle Trek.

Sept. 16, 2005: Cimarron Heritage Center, Boise City, OK, Living-History Day.

Sept. 22, 2005: Kaw Council Program, Council Grove, 7 p.m., featuring Sara Jane Richter speaking on

"Plucky & Purty: Women on the Santa Fe Trail."

Sept. 29-Oct. 2, 2005: SFTA Symposium, McPherson, KS.

Oct. 8, 2005: Cimarron County, OK, Santa Fe Trail tour.

Oct. 16-Dec. 11, 2005: "Homage to the Flint Hills: A Gathering of Art Inspired by the Tallgrass Prairie of Kansas," Shafer Gallery, Barton County Community College, Great Bend, KS.

FROM THE EDITOR

Part II of Mary Jean Cook's article on Manuel Alvarez has been delayed until a later issue.

Emily Kieta's fine article about fandangos sparked several favorable comments. As soon as space is available, we will publish information about some incidents of violence associated with a couple of fandangos.

Reports are that the 5th- and 6th-graders who traveled the Trail this summer had a great trip, and we hope to have some of their journals for the next issue.

The SFTA needs to implement a master calendar (something mentioned many times but still not done). It is too bad when chapters schedule events during the time of the SFTA symposium, especially since the symposium dates were announced two years ago. Now, all chapters please take note; the Trinidad Symposium is scheduled for Sept. 27-29, 2007.

We hope to see you at the symposium.

Happy Trails!

—Leo E. Oliva

Santa Fe Trail Association
PO Box 31
Woodston, KS 67675

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