

# Wagon Tracks

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Issue 1 *Wagon Tracks* Volume 17, Issue 1 (November 2002)

Article 1

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2003

## Wagon Tracks. Volume 17, Issue 1 (November, 2002)

Santa Fe Trail Association

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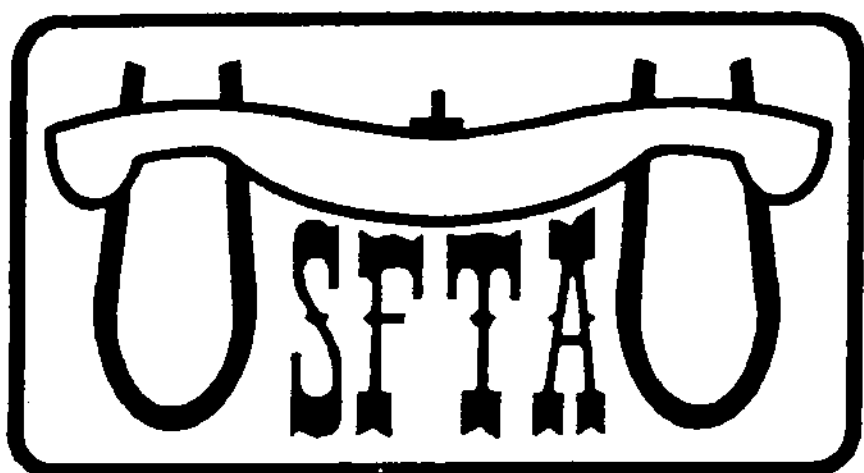
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# WAGON TRACKS

**SANTA FE TRAIL ASSOCIATION QUARTERLY**

VOLUME 17

NOVEMBER 2002

NUMBER 1

## LIFE MEMBERSHIP

THE SFTA board and the membership have approved the provisions for reinstating a life membership in the SFTA. Life memberships were available during the first year after founding, when two life memberships were paid, and then the category was dropped. After much discussion and several proposals, it is available again, a part of the Association's bylaws.

The primary benefits of life membership, beyond the commitment of the life member to the purposes and programs of SFTA, is to help build an endowment fund so the Association will have resources in perpetuity. All moneys received for life memberships are restricted and may not be spent, while the income from the investment will service the membership during the life of the member and continue to support SFTA continuously after the life of the member.

For young people (and life-membership gifts to children and grandchildren are encouraged), the life membership will also be a long-term saving for the member (less than annual dues over a period of many years). For older members, it is a commitment to SFTA as well as a public statement to potential members that the member believes this Association is worthy of support.

The board approved a life membership fee of \$885 (payable over three years if desired), the income from which will service the membership and provide, depending on interest rates, some additional annual support to programs. In the year 2005, the life membership fee will go to \$1,000. Please consider taking advantage of this introductory offer and boost your membership category to life. A special insert in this issue makes this an easy task. Several members have already done this. A listing of all life members is included in an insert in each issue of *WT*.

**FEBRUARY 15, 2003  
SFTA RESEARCH GRANT  
APPLICATIONS DUE**

## ZEBULON M. PIKE EXPEDITION BICENTENNIAL, SFTA PROJECT

ZEBULON Montgomery Pike led an exploring expedition from St. Louis to the Rocky Mountains in 1806, on a mission to discover what was included in a portion of the Louisiana Purchase, as Lewis and Clark had done 1804-1806. Pike was captured by Spanish troops and taken to Santa Fe and Chihuahua as a prisoner before he was released to return to the United States in 1807. His published report of that expedition, in 1810, sparked renewed interest in trade between the United States and New Mexico, inspired some traders to attempt to open that trade (which remained closed until Mexico won independence from Spain in 1821), and provided important information on geography and how to get from the Missouri Valley to Santa Fe. In other words, the Pike Expedition was a major factor in the opening of the Santa Fe Trail and the creation of valuable commerce that followed.

The SFTA board has committed the Association to take leadership in the celebration of the Pike Expedition Bicentennial, and a special committee is organized and will meet in November to begin planning for the celebration. Articles about Pike will appear in *Wagon Tracks*, special events will be organized at selected points to commemorate the 200th anniversary of the Expedition, possibly a seminar with scholarly papers and a Pike reenactor can be scheduled, and new research about Pike and his trip to the Southwest will be encouraged (perhaps a new book pulling the latest scholarship together about the subject can be commissioned). Anyone with suggestions or who is willing to help with this project, please contact SFTA President Hal Jackson.



## PIKE'S COLUMN

*[Beginning with this issue and running until the close of the Pike Expedition Bicentennial activities in 1807, this column will be a feature of Wagon Tracks. It will contain documents, articles, bibliography, and notes which tell the story of Pike, his expeditions, and related topics. Submissions are solicited for this column, and suggestions are welcome. The following is a footnote found in Kansas Historical Collections, VII (1901-1902): 279-281, showing a connection of the Pike family to Larned and other interesting information about the family. To understand some references in the following, it will be helpful to know that that Brigadier General Zebulon M. Pike was killed during the War of 1812 while leading an attack against the British at Toronto on April 27, 1813. This footnote is reprinted as originally published in 1902.]*

**MRS.** Sarah Sturdevant, living at Larned, Kan., is a niece of Lieut. Zebulon M. Pike. She is the daughter of Pike's favorite sister, Maria Pike. Her first husband was named Joseph Wardell. Her second husband was a Presbyterian minister. They came to Kansas in 1875, located at

*(continued on page 11)*

## PRESIDENT'S COLUMN

**RENDEZVOUS** 2002 is now history and what fine history it was. Everyone I spoke with raved about the high interest in the talks, the very well-led field trips (Leo Oliva and David Clapsaddle—leaders), and good camaraderie. Our hats are off to Ruth Peters and her organizing committee for a job well done.

The SFTA board met on Thursday morning before Rendezvous. The board addressed the life membership issue and passed a positive resolution (again) dependent on membership acceptance of the modest bylaw change necessary for the Association to have life members. The modification was accepted and we have a life membership category. Won't you consider becoming a life member?

The board was pleased to hear of some mapping progress and hope to have even more accomplished by spring. The National Park Service (NPS) has been very helpful in supporting SFTA mapping efforts.

The Education Committee reported that a workshop for teachers is planned in spring at Lamar, Colorado. This is intended as a pilot project with more workshops to come in summers in subsequent years.

One of the most important issues brought to the board's attention was a proposal to adopt Zebulon Pike as a founder of the SFT. The board agreed that Pike pioneered and publicized the SFT. Since September I have arranged a planning meeting for a modest Zebulon Pike Bicentennial. The first meeting of the committee is to be held in November and I will keep you abreast of our progress. We hope to include an article on Pike in each *Wagon Tracks* until the Bicentennial concludes in 2007.

SFTA membership has declined since 2001. I am making every effort to address this situation. Letters have been sent to elapsed members and people belonging to local chapters and not the SFTA. Additionally, we are placing an advertisement in *True West* (circulation 90,000) to coincide with an article they are running on the SFT in their February issue. I hope all of these efforts result in turning the tide in membership.

The time is fast approaching for chapters and individuals to consider

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

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projects in which the NPS might be invited to participate. The deadline for application for these cost sharing grants is January. Please call John Conoboy at 505-988-6733 if you think you have a project the NPS can support. John is very willing to discuss your idea with you and even help you write your proposal. Don't let these opportunities escape!

Finally, we have a new board member from Texas, Robert Kincaid. The board welcomes Robert and looks forward to his contributions. We still have an opening in Colorado (to fill the seat held by the late Mary Gamble) and one in Oklahoma (to fill the seat vacated by Dick Poole). I encourage you to think of people in your area who love the Trail as much as you do and have time and interest to serve the Association as a board member.

Please feel free to contact me any time if you have questions about the SFTA or have ideas that might benefit our Association.

—Hal Jackson

## CALL FOR PRESENTATIONS

The Symposium Committee seeks proposed presentations for the 2003 Symposium in the Kansas City/Independence area. Programs will be offered during the mornings of September 25, 26, and 27. Program proposals are due by April 1, 2003. A one-page summary of the topic is sufficient. The committee invites subject matter that reflects a variety of Trail issues as well as research findings that highlight the immediate Missouri/Kansas area. Please include biographical information. Send proposals to John Atkinson, 1113 Safari Dr, St Joseph MO 64506, phone (816) 233-3924, e-mail <atkin@mwsc.edu>.

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### Membership Categories

Life	\$885
Benefactor	\$1,000
Patron	\$100/year
Institutional	\$40/year
Business	\$40/year
Family	\$30/year
Individual	\$25/year
Youth (18 & under)	\$15/year

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## MARY GAMBLE

SFTA board member Mary B. Gamble, 87, wife of the late Leo E. Gamble, died August 30, 2002, at Topeka, KS. Leo died July 14 at Springfield, CO. Mary was a native of Cimarron, KS, and had lived in Oklahoma, Colorado, and Kansas.

She had worked for the Dodge City *Daily Globe* and Dodge City Public Library. She was a charter member of SFTA and served several terms on the board. She had been active in the Cimarron Cutoff Chapter, writing the chapter reports for *Wagon Tracks*. She was a member of the Daughters of the American Revolution, and she and Leo had helped maintain all the Santa Fe Trail DAR markers in the state of Colorado.

Mary was a genealogist and collected glass and American Indian and Hispanic arts and crafts. She was a great friend of the Trail.

Mary is survived by three sons and their families. She is missed by her many friends in SFTA. Memorials may be sent to the Springfield United Methodist Church or SFTA.

## ARTHUR CLAY HODGSON

Arthur Clay Hodgson, 95, of Little River, KS, died October 13, 2002. He was a longtime supporter of the Santa Fe Trail and a member of SFTA for several years. He practiced law until he was nearly 90 years old, being one of the most respected attorneys in the state of Kansas. The Kansas Trial Lawyers Association named him "Trial Lawyer of the Year" in 1975. Art spent a lifetime in public service. In 1941 he played the role of Coronado in a pageant commemorating the 400th anniversary of the famous expedition to Quivira. He was president of the Kansas State Historical Society in 1997. He was a strong supporter of the Rice County Historical Society, Kansas Corral of the Westerners, Fort Larned NHS, Kansas State Historical Society, and SFTA.

Art Hodgson had a rare devotion to justice and fairness, and his sense of humor was legendary. Sympathy is extended to his wife, Annie, and their children and families. Memorials may be sent to the Rice County Historical Society, Kansas State Historical Society, or SFTA.

## SISTERS OF LORETTO ANNI-VERSARY CELEBRATION

THE 150th anniversary celebration of the arrival of the Sisters of Loretto in Santa Fe, held in Santa Fe, September 20-21, 2002, was a resounding success.

Marc Simmons, Santa Fe Trail historian, was true to his reputation as an informed and entertaining speaker when he spoke Friday evening to an audience of some 500 persons. His description of "The Santa Fe of 1852," which the first four Sisters of Loretto faced at the end of the Santa Fe Trail, presented a colorful description and prompted many laughs.

Alice Thompson, of St. Louis, whose search for the 1867 burial site of her great aunt in Kansas has been in recent publications, followed Simmons on the panel. Mary Jean Cook of Santa reported about discoveries she has made relative to the builder of the Loretto Chapel stairway.

The weekend celebration opened on Friday evening with a musical history performed by a chorus of 75 in the Cathedral of St. Francis of Assisi. The original script and music featured members of the Loretto Community from across the country and students from two high schools, St. Mary's Academy, Denver, CO, founded in 1864 from Santa Fe, and Loretto Academy, El Paso, TX.

The audience that packed the Cathedral gave the performance a standing ovation. A reception followed at the Inn at Loretto, which is on the grounds of the original Our Lady of Light Academy which started in January 1853.

Mayor Larry Delgado presented President Mary Catherine Rabbitt with a memorial plaque designating the weekend of appreciation to the Loretto Sisters who pioneered education in New Mexico, including some of the first public schools.

During the weekend the books, *Beyond the Adobe Wall* by Patricia Jean Manion SL and *Loretto: The Sisters and Their Santa Fe Chapel* by Mary Jean Cook (available through Last Chance Store), gave many their first introduction to the early legacy of the Sisters in New Mexico. Marc Simmons wrote the introduction or foreword for each book.

## SFTA RESEARCH GRANT APPLICATIONS DUE FEB. 15

SFTA invites applications for a limited number of grants to be awarded from its Scholarly Research Fund early in 2003. The grants, in amounts up to \$1500, may be used for supplies and materials, research services (literature searches, computer use, clerical and/or technical assistance, and copy fees) and travel. They may not be used to purchase equipment.

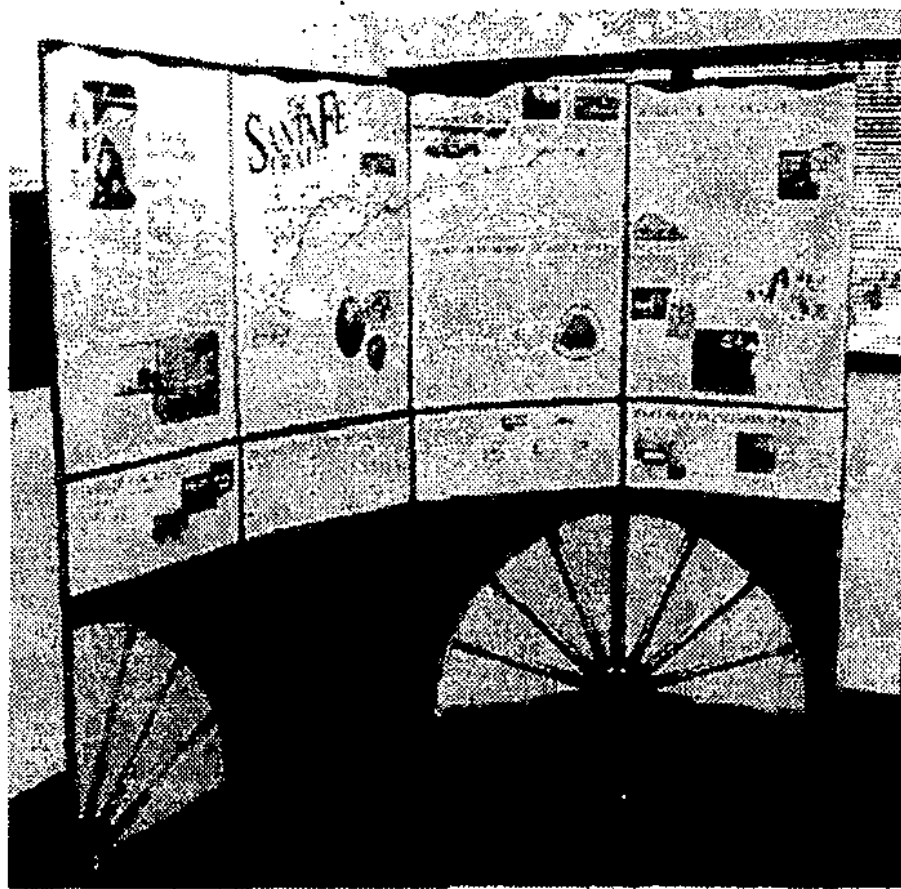
The purpose of the Fund, established by the SFTA Board last year, is to stimulate significant scholarly research on the Trail suitable for publication. Consideration for these grants is open to anyone whose application fulfills the procedures established. All applications are reviewed by the SFTA Scholarly Research Committee, whose members currently are Harry Myers, Leo Oliva, Mike Olsen, and Steve Whitmore.

Applications are due to the Committee by February 15, 2003. Grants will be awarded on March 15, 2003. Awards are for one year, until the following March 15. Funds not expended in that time revert to the Fund. A report is required from the grantee at the end of the year. Recipients may receive as many as two consecutive awards.

In its first year of activity, 2002, the Research Committee granted one award, to Topher McDougal, a graduate student in Geography at the University of New Mexico, for a project entitled "The Mora Grant and the Confluence of the Santa Fe Trails." We hope to receive more applications and make more awards in 2003. For an application form and further instructions, please contact the Committee Chairman, Stephen Whitmore, 120 Gabaldon Rte, Las Vegas, NM 87701, (505) 454-0683, <whitmore@newmexico.com>.

## NPS TRAIL EXHIBIT

The Santa Fe National Historic Trail traveling exhibit is available from the National Park Service for use by chapters, museums, and others along the Trail. Comprised of eight linked panels (two high, with four on top and four on bottom), the exhibit displays photographs, illustrations, and text about the Trail's



history and significance. The exhibit can easily be unfolded and set up by two people. The cost for use is shipping and insurance.

For more information or to reserve the exhibit, contact Sharon A. Brown, Interpretive Specialist, National Park Service, National Trails System Office, PO Box 728, Santa Fe NM 87504, phone: 505-988-6745, fax: 505-986-5214, e-mail: <sharon\_brown@nps.gov>.

### WET/DRY ROUTES CHAPTER TRAIL SEMINAR, MAY 3

THE annual Wet/Dry Routes Chapter Trail Seminar will be May 3, 2003, at Fort Larned NHS, in conjunction with the annual meeting of the Fort Larned Old Guard (seminar in the morning and Old Guard activities in the afternoon and evening). The theme for this seminar is "The Mexican War and the Santa Fe Trail."

Arnold Schofield, historian at Fort Scott NHS, will open the seminar with an overview of the war, the Army of the West, and its use of the Trail.

Francis Cuppage, M.D., will speak to the medical aspects of the First Illinois Volunteer Infantry in the war as they marched over the Trail to Santa Fe. He will draw on diaries of three separate soldiers with the regiment, including Dr. Thomas B. Lester, who enlisted as a private but was appointed acting assistant surgeon. Lester later became the second physician in Kansas City in 1854. He was the uncle of Dr. Thomas B. Hall, who edited and published the diary in *Medicine on the Santa Fe Trail* (1971). His son, Dr. Thomas B. Hall III published a second edition of the

book in 1987 (still in print and available through Last Chance Store).

Leo E. Oliva, WT editor and author of *Soldiers on the Santa Fe Trail*, will conclude the seminar with the story of the Indian Battalion, organized in 1847 to protect the Trail from Indian raids during the war with Mexico.

The seminar will include a catered lunch. Mark your calendar now and plan to attend this seminar. Details of the Old Guard annual meeting will appear in the next issue.

### SEARCH FOR NUN'S GRAVE

by Alice Anne Thompson

*[SFTA member Alice Anne Thompson, St Louis, is the great-grand niece of Sister Mary Alphonsa Thompson who died and was buried along the Santa Fe Trail in 1867. The search for the gravesite continues. If anyone wishes to participate in this project or would like more information about geo-forensics research, please contact Alice Anne at 12836 J Portulaca, St Louis MO 63146, (314) 434-3982.]*

THE search for the burial site of Sister Mary Alphonsa Thompson continued August 12-13 near "Point of Rocks" in Finney County, KS. The search site was scraped by excavators in July. Soil conservation experts had analyzed soil samples so the search team could factor in data about flooding and other changes to the surface since 1867. Tim Wenzl, archivist with the Dodge City Diocese, helped coordinate the preparation.

On August 12 some 20 people met at the site on the ranch of Hazel and Jimmy Tancayo. Some came to participate and others, including reporters, came to observe and photograph. The field investigation was conducted by Clark Davenport of Geo-Forensics, Inc. He and his assistant, Dave Edwards, used proton magnetometers and ground penetrating radar to scan the site for subsurface anomalies which might suggest places where there might be grave shafts.

Davenport, who conducts workshops on the use of subsurface technology for the FBI, located five sites which were marked for further investigation by Dodge City archaeologist Carolyn Johnson. She is currently working on this and analyzing the bone fragments which were uncovered during the search.

Meanwhile, arrangements are under way to use archaeological-sniffing dogs from Michigan at the site. These dogs have been used to trace scents from historical burial sites from the War of 1812 and the Civil War. They will be able to cover a large area in a short time. Reports will be sent to *Wagon Tracks*.

Alice Anne Thompson reported on her search for the nun's grave at the 150th anniversary celebration of the Sisters of Loretto in New Mexico in September. She is writing a book about the search, hopefully with a final chapter that reports a successful conclusion, identification, and proper reinterment of remains in Santa Fe.



Search team in Finney County, August 12, 2002, l to r: Carolyn Johnson, Jesse Scott, Connie Richmeier, unidentified, Pat Baughman, Tim Wenzl, two unidentified, ranch neighbor and son, Alice Anne Thompson, Clark Davenport, Dave Edwards, and kneeling in front, Jimmy Tancayo. Photo by Alice Carmody.



## PRAIRIE CHICKENS ON THE SANTA FE TRAIL

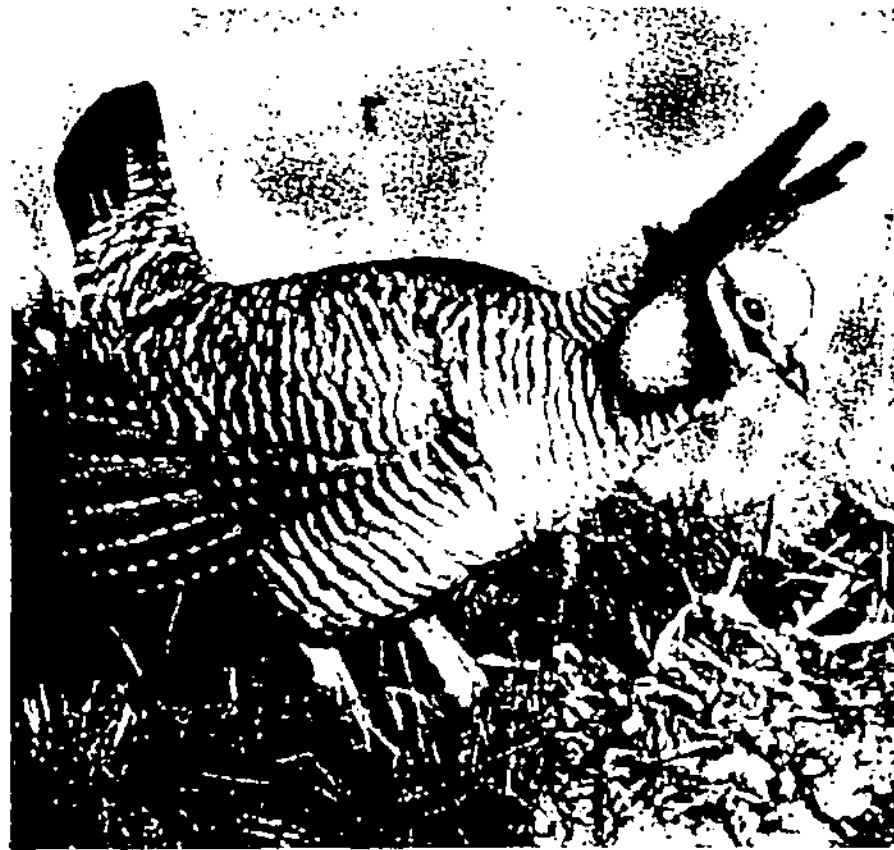
by Phyllis S. Morgan

[This is second in a series about wildlife on the Trail by SFTA member Phyllis Morgan, Albuquerque. She extends sincere thanks to Bev Aldrich at the Kansas Department of Wildlife & Parks Operations Office in Pratt, for information and other helpful assistance, and to Joe Hartman, District Ranger, Cimarron National Grassland, Elkhart, Kansas, for assistance with this article. Her next topic will be rattlesnakes.]

ON a bone-chilling April morning long before sunrise, a small group of men and women huddle in a circle close to the "wagons" that will take them on an adventure across the Cimarron National Grassland in southwest Kansas, where Santa Fe Trail wagons once rolled for 23 miles on the Cimarron Route to and from Santa Fe. This morning's travelers, bundled from head to toe, may be from as far away as California, Connecticut, or Louisiana, and from other countries as distant as England, Germany, or Japan. Their common objective is not to reach Santa Fe, but to witness a Rite of Spring described by an observer as "one of the most spectacular sights in natural history."<sup>1</sup>

They have brought along some grub and gear. The grub, like that of the old Santa Fe Trail travelers on an early morning, includes a cup of hot coffee and something a bit similar to a griddle cake or a flapjack, but with a hole in the center. Their gear includes cameras, spotting scopes, binoculars, and flashlights. Once aboard the "wagons," they bounce along dirt roads in the darkness, reaching their destinations on the grassland about an hour before sunrise. Some remain aboard their "wagons," while others disembark into the brisk, calm air and walk to observation blinds that have been provided by the U.S. Forest Service for those who want to take photographs. All make themselves as comfortable as possible to quietly await a great performance that begins at dawn—the annual courtship ritual of prairie chickens.

Prairie chicken is the common name of two species of North American grouse (subfamily *Tetraoninae*)



**Male Lesser Prairie-Chicken in full courtship display.** Photo courtesy of Kansas Department of Wildlife and Parks.

found in abundance by travelers on the Santa Fe Trail as they crossed the vast expanse of prairies on their way west and southwest. These two are the Lesser Prairie-Chicken (*Tympanuchus pallidicinctus*) and the Greater Prairie-Chicken (*Tympanuchus cupido*).<sup>2</sup> Ground-dwelling, chicken-like game birds, they are larger than quail and feed on seeds, leaves, insects, buds, berries, and grains. Closely related and similar in appearance, both species have predominantly brown and white barred feathers, rounded darker tail, a black bar across the eye, and a small, yellow-orange brow comb. Physical differences are primarily in their size and the color of the air sacs, called tympani, located on either side of the throat. Courtship habits and rituals are also similar. However, their prairie habitats and ranges differ considerably and do not overlap.<sup>3</sup>

These grouse of the prairies constitute one of the four distinct subfamilies in the large family *Phasianidae*; the other three subfamilies comprise pheasants and partridges in one group, turkeys, and guinea-fowl. All of the birds in this diverse family are ground dwellers with well-developed legs for walking. They have three long, forward-pointing toes on each foot, used for scratching the ground, and a small hind toe.<sup>4</sup> This family of birds is also comprised of flyers. The flight of prairie chickens is considered a thrilling sight by many observers. It

has been described as "a brief burst of rapid pulses from the short wings, followed by a long fixed-wing glide,"<sup>5</sup> and as volplaning, a term normally used in aviation that refers to their bent-down-wing glide. William Least Heat-Moon saw them burst into the air while hiking across grassland in Chase County, Kansas, and later wrote in his book *PrairieErth*: "prairie chickens broke noisily and did their sweet, dihedral-winged glides to new cover."<sup>6</sup> Their flight can be deceiving, because they are able to exceed 30 miles per hour.<sup>7</sup>

Lesser Prairie-Chickens measure about 16 inches long, have a wingspread of about 25 to 26 inches, and have deep reddish-colored air sacs.<sup>8</sup> Their habitat is the sand-sage prairie or sandhill areas with short- and mid-grasses, sagebrush, and yucca that provide cover, nesting places, and food. They live southwest of the range of the Greater Prairie-Chicken and are found mostly in southwestern Kansas, extreme southeastern Colorado, eastern New Mexico, and the panhandle country of Texas and Oklahoma.<sup>9</sup> Today, it is believed they occupy only about 10 percent of their historical range in North America; Cimarron National Grassland supports a significant portion of this remaining population and is considered one of the premier spots to observe these fascinating birds.<sup>10</sup> Those living on the Cimarron National Grassland are found mostly south of the Cimarron River on a strip about two to five miles wide. Although the overall population in this area is unknown, it is thought to total several hundred.<sup>11</sup>

Greater Prairie-Chickens are approximately 18 inches long with a wingspread of 28 inches, weigh about two to two-and-a-half pounds, and have yellow-orange air sacs.<sup>12</sup> These birds prefer native tall-grass prairies and have a range extending from North Dakota and Minnesota south through the Great Plains and into Texas. They are more common in Kansas, inhabiting the central and eastern parts of the state. The Flint Hills of Kansas, the last remaining expanse of tall-grass prairie, is one of the places where these birds can be observed. With the dis-

appearance of tall-grass prairie from many areas, Greater Prairie-Chickens have been able to adapt to pasture and cropland, which provide additional food, particularly in winter.

Back at the observation sites on the Cimarron National Grassland, an hour has passed and first light has broken. Having waited patiently in place, the avid bird watchers stir in anticipation. The male prairie chickens begin arriving on their leks, the display areas for their courtship ritual. The leks, also referred to as "booming grounds," are located on rises or slightly elevated areas where vegetation is generally sparser and the visibility is better than on lower ground. The males take up their positions on the territories they claimed earlier after their arrival on the leks in late February or early March. In this area, the prime time for the observation of their Rite of Spring is from mid-March through May, with peak activity occurring during the month of April.

The courtship display of male prairie chickens commences with deep bowing, the dropping of wings at their sides, the spreading and raising of the rounded tail, and the raising of black neck feathers (pinnae feathers that usually lie flat), which make them look as though they have horns. Their fancy footwork is composed of short steps and rapid foot stamping. The colorful air sacs are fully inflated with air and a booming sound is emitted upon release of the air that resembles "a hollow oo-loo-woo,"<sup>13</sup> followed by cackling and clucking. The stillness of the prairie is filled with wondrous sounds. On a quiet, calm day their booming can be heard up to a mile away.

The hens begin congregating after the booming has started, and watch the males' displays from the cover on the edges of the leks. The hens visit the leks where males are performing for about a two- or three-week period, during which they eventually select a mate from the performing males. In fierce rivalry for a mate, the males will frequently leap into the air and confront other males, but they do not actually fight. This is more a show of bravado and to keep other males from encroaching on their territory. As a hen approaches

a booming male, usually one of those with a "preferred" territory in the central part of the lek, the male prostrates himself on the ground. The hen steps up to him, bowing and slightly spreading her wings, to show that he is "the chosen one." Following mating, the male returns to the lek to continue the ritual and seek another mate, while the hen departs to attend to the tasks of nesting and raising her brood. She will lay 10 to 14 eggs that have an incubation period of about 23 or 24 days.<sup>14</sup> The males generally leave the leks at the end of spring and disperse to their habitats on the grassland. They usually return to the same lek year after year.

A modern-day observer described this annual ritual: "It was a combination of timpani drum and empty, blow-across-the-top Coke bottle chorus—a low-pitched woo, woo, woller, if one had to attach words to it. It was beautiful. And I knew what it was the instant I heard it, even though I'd never seen a prairie chicken in my life. I quickly put down pen and paper and scrambled for my camera to poke through the blind openings and capture with my eyes and on film what my ears just heard. I wasn't disappointed."<sup>15</sup>

An earlier observer of prairie chickens, Marion Sloan Russell saw them when she traveled the Santa Fe Trail in 1852 at the age of seven. Marion made a total of five round trips on the Trail, and in later years vividly recalled in her memoirs, *Land of Enchantment* (1954), the beginning of a new day on the Trail and seeing flocks of prairie chickens: "There stretched out before us was a new-coined day, a fresh-minted world under a glorious turquoise sky. Sunbonnets bobbed merrily over cooking fires, on the air a smell of coffee. Packing was done swiftly and the mules hitched to the wagons. Then the children were counted and loaded. A swift glance about to see that nothing was left behind and we were off for another day on the trail. Drivers were calling, 'Get up there! Come along, boys!' Bull whips were cracking and all about the heavy wagons began groaning. The mules leaned into the collar and the great wheels began a steady creaking. Turn where we would, flocks of prairie chicken rose and went sailing

across the open country."<sup>16</sup>

Other Santa Fe Trail travelers wrote about the abundance of these birds or recorded seeing them on their journeys across the prairies. Among them was Josiah Gregg, who stated in his classic account of the overland trade, *Commerce of the Prairies* (1844): "That species of American grouse, known west as the *prairie-hen*, is very abundant on the frontier, and is quite destructive, in autumn, to the prairie corn-fields."<sup>17</sup>

Gregg concluded that prairie chickens and partridges, along with wild turkeys, geese, ducks, sandhill and white cranes, plover, curlew, hawks, and ravens comprised "most of the fowls of the Prairies."<sup>18</sup> David Kellogg, an adventurer in the first wave of gold seekers on their way to the Colorado gold fields, recorded in his diary on September 23, 1858, after reaching "the last outpost of civilization"—Council Grove: "Prairie chickens were plentiful along the road yesterday."<sup>19</sup> Samuel Raymond, on his way to the Pikes Peak gold mines, made a brief note in his journal on April 19, 1859: "Boys went hunting for prairie hens and rabbits."<sup>20</sup> Lewis Garrard, author of *Wah-to-Yah and The Taos Trail* (1850), also noted in passing that he saw them on a "detour through the prairie."<sup>21</sup>

In 1852, Dr. Michael Steck traveled to Santa Fe via the famous Trail to assume his new position as the superintendent of Indian affairs for New Mexico Territory. His party of 18 men, three women, and two children set out on October 10 from Independence, Missouri, reaching Santa Fe on December 12. In a letter to a friend back home in Pennsylvania, Dr. Steck included a comment about the prairie grouse: "we amused ourselves shooting grouse (prairie chickens), which I can assure you are fine eating particularly when you superintend the cooking of them yourself."<sup>22</sup> Although considerable rain and snow were encountered, plenty of game birds were found along their route. In addition to prairie chickens, he mentioned ducks, geese, and turkeys, which they found "in great abundance."<sup>23</sup>

Dr. Steck was not the only Trail traveler to comment on "the fine eating" provided by prairie chickens. J. W. Chatham of South Carolina, for



instance, made an entry in his private journal on June 6, 1849: "Soon after day[break] we had a light shower, wind S.W. warm and a fine breeze. I had the pleasure of breakfasting on Buffalo calf and Prairie chicken—both very fine and palatable. We all ate with wolf-like appetites."<sup>24</sup>

In 1851, Catherine Cary Bowen, called Katie by her family and friends, traveled the Santa Fe Trail from Fort Leavenworth, Kansas, to newly established Fort Union in New Mexico with her husband, Captain Isaac Bowen. She wrote to her family on June 28, 1851, at the Wakarusa River,<sup>25</sup> where their party had stopped because of heavy rains: "we are fixing up to spend the remainder of the day here and another night on this camp ground. The men servants managed to make us a cup of coffee in the rain, and as we had a quantity of cream & biscuit, we did not fare badly for breakfast. Now at noon the clouds are giving place gradually to the 'deep azure and gold' of a western sky and, oh sentiment, our Dinah [Katie's servant] has gone about baking beans and roasting a fat prairie chicken that one of the teamsters just brought me. We do not fare so badly as some would imagine and you town people with fastidious appetites have no idea how well we relish our homely mess."<sup>26</sup> On Christmas Day 1851, Katie and Isaac hosted the first Christmas dinner given for the officers and wives at Fort Union. Meat dishes served included "a roast pig, saddle of venison, fillet of veal, and cold roast fowls with jellies,"<sup>27</sup> but whether the cold roast fowls included prairie chicken is not known.

James Francis Riley commented on prairie chickens in his recollections of freighting on the Santa Fe Trail and other trails west. These recollections were privately printed for family and friends by his grandson John Riley James in 1959. In his descriptions of a westward trip in 1859, James related: "Perhaps I had better tell you here (using the common bull whacker's language) what our grub consisted of. The first on the list was black coffee with sugar, next slapjacks or flat cake. Our only meat was called sow belly [colloquial for salt pork] that was usually fried and the grease saved up to sop our bread

in or make gravy or for shortening. These were the mainstays. . . . After we got out to where wild game was plentiful we fared much better. We could get plenty of prairie chicken and antelope. That year buffalo was scarce on our route. . . . Of course, we had most of the necessary seasonings to go with those things to make them palatable and best of all we had good strong appetites."<sup>28</sup>

Prairie chickens were roasted, stewed, boiled, or pan-fried by travelers on the Trail. The "necessary seasonings," referred to by Riley, carried among the provisions consisted of salt and pepper and a variety of spices, including cinnamon, cloves, ginger, allspice, nutmeg, and mace. According to Samuel P. Arnold, author of the popular *Eating Up the Santa Fe Trail* (1990), in addition to spices sold in individual tin containers, seasoning mixtures were also available to wagon train cooks and travelers. One example was Dr. Kochpoder's special mixture processed in Philadelphia, containing salt, pepper, coriander, cloves, and other common spices.<sup>29</sup>

The word spread about the sweet, fine-flavored, medium-colored meat of the prairie chicken. It became a fashionable delicacy across the country and was served in fine restaurants in many cities, such as Chicago, New York City, and Paris. Market, or commercial, hunting was prevalent by the 1860s, lasting until the end of the 1800s. The numbers killed and sold are described as "beyond comprehension;" records of prairie chickens shipped to meat markets show that 513,000 were sold in Chicago in 1871, over 600,000 were sold in New York City in 1873, and one large establishment in New York City sold 2,400 daily during the 1878 holiday season. Over 14,000 were shipped to Paris in 1875.<sup>30</sup>

The greatest number of prairie chickens occurred before large-scale conversion of native rangeland to cropland. The Dust Bowl during the 1930s caused serious declines in their numbers, especially in the number of Lesser Prairie-Chickens in southwest Kansas and adjoining regions of other states where devastation was most severe. Their longtime decline has been caused by many factors, in particular the eradication of native prairie vegetation by

removal, cultivation and overgrazing, conversion to irrigated cropland, and the spread of towns and cities. Also, excessively dry years in their ranges can exacerbate problems for prairie chickens because there are less cover and food to raise their young.

Efforts are being made in many areas to reverse the longtime decline of prairie chickens. Today, most of these birds live on private land. Partnerships and alliances have been formed in recent years to bring ranchers, farmers, and other private landowners together with state and federal government game and range specialists, conservationists, wildlife biologists, hunters, and many others interested in working to improve native habitat.

For instance, the Lesser Prairie Chicken Interstate Working Group was organized in 2001 by the five states in which these birds are found (Kansas, Oklahoma, Colorado, New Mexico, and Texas) to implement range management practices designed to improve conditions for their recovery. Similar groups are focused on helping Greater Prairie-Chickens throughout their range, including areas in Missouri where this species is endangered. Activities related to the improvement of habitat on public and private lands have shown small, but promising, increases in numbers and in range. For example, changes in grazing management on parts of the Cimarron National Grassland have resulted in a small increase in the population living there, demonstrating that improving range and grazing management methods can make a difference.<sup>31</sup> The continued dedicated efforts of these groups and countless individuals will ensure that prairie chickens will always be found on parts of the old Santa Fe Trail, and their colorful courtship ritual will be heard and seen on the prairies for many years to come.

#### NOTES

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## THE OLD SANTA FE TRAIL, PART II

by Matt Thomson

Reprinted from *Early History of Wabaunsee County, Kan* (1901)

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24. J. W. Chatham, *Private Journal Commencing February 27, 1849* (Ms, University of New Mexico General Library Special Collections, Albuquerque, New Mexico), 35.
25. Marc Simmons and Hal Jackson, *Following the Santa Fe Trail*, 3<sup>rd</sup> ed. (Santa Fe: Ancient City Press, 2001), 75. There were two routes from Fort Leavenworth that connected to the Santa Fe Trail; one route crossed the Kansas River near its confluence with the Wakarusa River in Douglas County.
26. Leo E. Oliva, ed., "'A Faithful Account of Everything': Letters from Katie Bowen on the Santa Fe Trail, 1851," *Kansas History*, 19:4 (Winter 1996-1997): 270.
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28. John Riley James, "Recollections of James Francis Riley, 1838-1918: Part 1," *Wagon Tracks*, 9:2 (February 1995): 16c.
29. Telephone conversation, Samuel P. Arnold, September 2, 2002.
30. Horak, *The Prairie Bird*, 10.
31. Telephone conversation, Joe Hartman, District Ranger, Cimarron National Grassland, October 18, 2002.

*[This concludes the reprint of a chapter about the Trail from Early History of Wabaunsee County, Kan (Alma: Alma Signal Enterprise, 1901), 205-220, picking up the story after moving west from present Raton, NM. See introduction to Part I in previous issue for more information. Thanks again to Michael Stubbs for providing a copy from the 1901 publication. Thomson's footnotes and editorial notes appear in brackets.]*

LESS than a day's drive from this point the old trail crossed the Cimarron, just as it emerges from the mountains. Here, lived Lucien B. Maxwell, a Frenchman; one of the Fremont party, who, with Kit Carson, and several other members, settled in New Mexico, married Spanish women, and thereby came into possession of princely fortunes. Maxwell's possessions exceeded in area several counties as large as our own. Though autocratic, the old guide and ranchman was generous to a fault. His will was the only law recognized by the hundreds of Indians and Mexicans who looked to him for employment, and protection.

A one-company post was at one time established within a stone's throw of Maxwell's home, but certainly not by reason of any concern that might be felt for the safety of himself or his people. The whole Ute tribe was as absolutely under his control as is an obedient child to its mother. Then, the Mexicans about the place were always sufficiently numerous to guarantee immunity from the depredations of any marauding bands of plains Indians.

Separated by an adobe wall from the Maxwell home stands a two-story hotel of seventy rooms—Lambert's Hotel—that would be a credit to any city. Though the walls are of adobe you would never suspect it—they being plastered and penciled in imitation of stone and the iron caps over the windows with the heavy iron cornice above gives the building an appearance that inspires the question—how came it here? Look for the answer in the turbid waters of the Cimarron—made turbid by the miners washing for gold. Here the

miners would spend their winters and with the vanishing snows on the range they would return to the diggings-wiser, maybe, but penniless.

Though a number of the rooms are now unused the handsome carpets and furnishings of others are indicative of the luxurious tastes of the man who built the hotel—Mr. Lambert.

But Lambert's bar-room has a record. Though built in 1871 no less than 25 men have died with their boots on in front of Lambert's bar. A flash of steel or a shot and another score was settled—another grudge wiped out.

One wouldn't think that the quiet, thin-faced Frenchman who today attends personally to the comfort of his guests at the Hotel Lambert had, in the years gone by, with a nerve just as cool, and a face just as calm, witnessed time and time again, in his own house, scenes that would rival those of the French revolution. In the days prior to the advent of the railroad Lambert's bar-room, a score of times, presented more the appearance of a slaughter-pen than of a hotel of Metropolitan pretensions. But the tourist who today comes in contact with the proprietor of the only hotel at the old historic ranch sees only the genial host in Mr. Lambert, the friend and companion of Maxwell.

While making a trip over the Santa Fe trail in 1867 two of our teamsters met with a narrow escape from the Indians that may be of especial interest to all "tenderfeet" who may pass that way—on the cars.

The name of one of them was Schaffer, a young Jew, who had taken advantage of the high wages paid at the time (on account of the Indian hostilities) to raise the funds necessary to get a start in the wool business. The air castles he was continually building with reference to the profits he hoped to realize in his proposed wool speculation fixed upon him the sobriquet of "Wool Dealer." During the whole trip he was known by no other name, so by that name we will call him. One of

the six mules composing Wool Dealer's team was remarkable for contrariness. The wool speculator had considerable difficulty in picking his team from the herd but this mule he claimed to know by his "general appearance." On this account that particular mule was dubbed: "General Appearance."

While encamped at Fort Dodge General Appearance, concluding, perhaps, that it was unwise to enter any farther into any wool speculations, resolved to follow the fortunes of his master no longer. At any rate, he started out over the hills north of the post, followed by Wool Dealer and a chosen companion. For three or four miles the boys followed the mule.

Then they espied in the distance what they supposed to be a band of Indians on the march—about 500 they thought. To be continually joked about the prospects of the wool trade was anything but desirable, but life in camp was preferable, by all odds, to the fate in store for them in case of capture by the Indians.

Rapidly taking in the situation the boys put spurs to their saddle mules and struck for camp. In a short time they left the formidable band of Indians far in the rear. The boys had got within about a mile of camp, and were congratulating themselves on their fortunate escape when a new danger presented itself.

Nearly in their front and just behind a little knoll, one of the boys (more scared than the other) saw four or five Indians trying to cut off their retreat. Galloping down a ravine, they followed the old trail into camp, without having been seen, as they supposed, by the straggling Indians.

The boys told the story of their narrow escape, and the facts being communicated to General Brooke he sent out a squad of soldiers to reconnoitre.

In a short time the soldiers overtook the four or five "straggling Indians," whom they found to be scouts from the fort on their way to meet the rock train, hauling stone from the quarries on Saw-Log creek. The rock train proved to be what the boys had mistaken for the band of Indians on the march.

Wool Dealer and his companion

never heard the last of their "Thrilling adventures among the Kiowas, or of "How we lost the old mule at Fort Dodge."

On our first trip to Santa Fe over the Old Trail we were impressed with the number of goats and burros to be seen everywhere. Back in the states a goat is a curiosity and a donkey more of a rarity than his bearded lordship.

Goats are sometimes kept about the barnyards of our eastern neighbors under the impression that their presence is desirable by reason of the possession on the part of the goat of peculiar disinfecting properties.

If there is any foundation in this, the country about the western terminus of the old trail should be, as it is, a healthful country, but it is doubtful about the goat being entitled to any part of the credit due for the fact. At any rate the two animals named are serviceable creatures and we are unable to see how their place could well be filled.

The goat is as essential to the welfare of our New Mexican neighbors as is the cow to the average Kansan. The ranchman without his herd of goats is an exception. The milk of cows is considered unhealthful as food for the human family and good for calves only. A Mexican, though the owner of fifty cows would not milk one of them, but would keep a herd of goats for the purpose of supplying the family with milk, cheese, etc. By the way, Goat's milk cheese, as an active agent in appeasing hunger is a product of no mean value, as the writer can testify from personal experience, and were we less willing to pander to our vitiated tastes, and more anxious to economize, so as to be enabled to live within our means we would follow the example set by our neighbors by keeping a few goats for the cheap food products with which they would provide us.

In other things besides the goat question is the example of our Mexican friends worthy of emulation—especially when we would view matters from an economical standpoint. A Kansas man must hitch a pair of big horses to a heavy lumber wagon to haul a load of wood, hay, or corn. If he finds it necessary to go to town for a few groceries, the same cumbersome wagon is called into requisition.

tion.

With the Mexican it is different. Should he find the wood supply getting short he mounts his burro and starts for the nearest timber. In a short time he returns with the wood but if you are a tenderfoot you may wonder what has become of the donkey. If you are a close observer you may discover his long ears and diminutive legs in front and beneath a huge mountain of wood.

With a load of hay you would see as much of the burro as in the former case except the ears and legs as aforesaid. You would probably indulge in a little speculation as to what new motive power had been invented by the descendants of Montezuma.

If our Mexican friend desires to go on a visit to his wife's people (which he often does) he has only to drive up to the door his favorite donkey, and the carriage is in waiting. It is not unusual to see a whole family riding upon a single donkey. It might be well to state, however, that the families that are in the habit of riding upon one donkey do not consist of more than four or five persons, but it is safe to add that their combined weight, in many cases, exceeds that of the donkey on which they are riding.

If the head of the family finds it convenient to go on a long journey he invariably takes the donkey along-to ride when he is tired, for, when he is in a hurry, he invariably goes on foot—in a dog trot, driving the donkey before him. On such occasions the donkey is a great convenience, the driver can ride while he is resting.

One must admit that the donkey isn't handsome, but he possesses many good qualities that recommend him. He does not object to eating hay and a little corn or oats but such luxuries are the exception and not the rule. A few dry tufts of grass, and an occasional gunny-sack and he is content. His digestive organs are usually in good condition. It has been said that he can digest miners' overalls, rubber boots and stray fruit cans, but these statements are not well authenticated.

But taken all in all, the burro, as a faithful servant of man is worthy of mention. He is hardy, or he would not survive the treatment he re-



ceives. It is claimed that he is a small eater. He might eat more but his opportunities in this direction are not usually good. He is reputed to be long lived. This is doubtless true, at least the writer never having seen a dead burro is not prepared to refute the statement.

But of one thing he is assured, and that is that the burro is utilized in every possible way. The sheep herder carries his sack of meal from place to place on the back of his donkey. To the miner he is indispensable, carrying his provisions and prospecting outfit along precipices and over mountainous districts where a horse would not venture. He is well adapted to the work required of him; he is worthy of better treatment than he receives and is capable of serving man in a wider field of action. Success to the burro and may we have more of him.

One of the many interesting landmarks of the western terminal point of the old Santa Fe trail is what is called the Pecos church, built more than 300 years ago by the Jesuit missionaries. The quaint carvings with which the edifice was once adorned are yet to be seen in many of the "casas" of the rancheros within a radius of many miles from the pile of debris that marks the site of the ancient edifice.

But more interesting still is Old Fort Barclay, twenty miles east of Las Vegas. The fort is built in the form of a square. At two of the corners, diagonally opposite, is a turret, or block house, the walls of which are perforated with holes, through which rifles may be, and often have been, thrust, to repel the attacks of marauding bands of Apaches, that were wont to make their visits more frequent than pleasant.

And that wasn't very long ago, either. This condition of things has existed for more than 300 years, and to this fact is due the quaint style of architecture peculiar to the country bordering on that part of the Santa Fe trail passing through New Mexico. The house of every ranchero is a fort. The home ranch is built in the form of a square with a court in the center. The roof is flat and the walls extending two feet above the roof furnish excellent means of defense against a hostile force.

What was once a necessity is now a custom and the "plaza" is the rule and not the exception in the style of building peculiar to the Mexican ranch.

Fort Barclay was for years the home of the proprietor of the Kroenig land grant. Mr. [William] Kroenig was one of the scores of men, who, after their term of enlistment in the regular army had expired, had settled down in the land of the Aztec. He was an old friend and companion of Maxwell and Kit Carson, and like them, had been smitten by a fair Senorita, the charm of whose smile had weaned the soldier from a life on the tented field. Within the walls of Fort Barclay and for the time a member of the family of Don Julian Kroenig the writer of these lines had every reason to be assured that the placid old gentleman never regretted that the partner of his joys—and sorrows, maybe—was one of the daughters of Castile.

While domiciled here as a receiver of forage for the Quartermaster's department at Fort Union (in the winter of '68 and '69) our duties were not so pressing as to debar us the privilege of becoming thoroughly acquainted with the Mexican character and it is with pleasure that we are enabled to testify to the many good traits of this quaint people.

At a distance from the military posts, where the native population has not been contaminated by adverse American influences, hospitality is a leading trait. Americans receive a hearty welcome at the hands of the better classes, and right here it might be said that some of the fair occupants of these Mexican homes have, time and again, taken a special interest in the welfare of their American cousins—teaching them to forget that back in the "States" be-dimmed eyes awaited in vain their promised home-coming.

The language of the people is the Spanish. Although Ollendorph claims that the pure Castilian is spoken in but two provinces of Spain, it may be said that comparatively few provincialisms have crept into the language, considering the isolation of the people from the mother country, the intermingling of the race with the native tribes of Indians, and other natural causes.

Though it has been claimed by a number of the know-all family that the Spanish language, in its purity, is not spoken in New Mexico, one can rest assured that no fears need be entertained that should a native of the country be addressed in the Spanish language that he will not comprehend the meaning of the words spoken.

The language is musical and flows from the lips in a way that adds much to the charm of conversation. Then, too, it is readily learned. There are many German residents in the country and their testimony is that the language can be mastered in half the time necessary to acquire equal familiarity with the English.

[A section of Spanish words omitted here.]

As to the time required to familiarize one's self with the language, that would depend, of course, on the degree of application with which the study is pursued, and the aptitude of the student. When one is thrown on his own resources, his perceptive faculties are quickened, and his memory is the better prepared to endure the tax made upon it. The writer can testify to the truth of this statement, having passed several weeks with the family of Don Vincente Romero, at La Cueva.

But one person on the ranch could speak a word of English. This was young Romero, who had received the benefit of a college education in the "States." Inasmuch as the greater part of his time was passed away from home, but little benefit was derived from his assistance in communicating with the native population.

But the result with reference to acquiring a knowledge of the language was very satisfactory. The fact that the phrase, "chili-con-carne" referred to a conglomerate mass of meat, gravy, and red pepper, with the latter ingredient largely in the majority, was learned at an early stage of the lingual development.

The words almuerzo, comida, and cena (breakfast, dinner, and supper) were learned by their association with the several occasions when all met around the family board to discuss the superiority of "chili-con-carne" over the commonplace American dish of ham and eggs.

But in the discussion let us not

forget the more practical side of our subject lest by our digression our readers lose all interest in the Old Trail.

A government train consisted of 26 wagons, drawn by six mules each. The train was in charge of a wagon-master, and an assistant, with a cook and one or two extra hands—usually 30 men to a train. Each wagon was drawn by six mules or six yoke (12) of oxen. Wagons of private freighters were drawn by 10 or 12 mules each, or by from four to six yoke of cattle to the wagon.

Government mule trains made but one drive of from 25 to 30 miles a day—breaking camp at daylight and going into camp about 10 o'clock in the summer and about 4 o'clock in winter. With ox trains two drives were made—early in the morning and late in the afternoon—often extending far into the night. Winter trips were seldom made with government trains drawn by oxen, but contractors paid but little heed to the weather or season.

The animals were guarded day and night by from two to six men—more if a dry camp was made, or stormy weather, or the presence of Indians deemed extreme caution necessary. [In 1862, our train lost 50 head of cattle, while making a dry camp in the Cheyenne bottoms. Moving the wagons to Cow creek we spent three days looking for the strays. The few water holes along the creek were filled with turtles and while encamped here a band of twenty Cheyenne Indians came along and went prospecting for meat. In half an hour there were twenty pony loads of turtles on the banks of Cow creek but not a single turtle in that hole of water. The Indians would dive for the turtles and seldom missed. Failure to secure a turtle brought shouts of derision from the other Indians that induced renewed exertion and better luck—but not to the turtle. The Indians requesting permission for the use of our camp-fire to cook a terrapin found on the prairie we were treated to our first lesson in the preparation of a terrapin a la Cheyenne. The terrapin was placed on its back before the fire and roasted alive. Without pepper or salt for seasoning the meal was devoured with seeming relish and the meat was so tender that neither knife nor

fork was needed in the serving. Their hunger appeased the Cheyenne braves wrapped their catch of turtles in their blankets and, happy and contented, departed for their camp on the Arkansas.]

While passing through the Indian country—when attacks from the hostiles were feared the animals were kept in a corral formed by the wagons—in a circle—or were securely tied with halters or lariats.

To outfit a government mule train 160 mules were required, but for a train drawn by oxen there were 312 oxen and four mules.

Guards were detailed by the assistant wagon-master. It was also his duty to draw and distribute rations, assist in repairing such parts of wagons as might be broken through careless driving, stampedes, or imperfect timbers. Extra timbers and full kits of tools and a medicine chest formed a necessary auxiliary to every outfit.

However inclement the weather men on the plains were seldom sick from exposure. To be warmly clad was the rule and to be prepared to endure the hardships incident to a trip across the plains was one of the pre-requisites to employment. Though rough fare and a hard life were the rule there was a fascination about the Old Trail that tended to obliterate from memory's tablet the pleasures of the home fire-side—it requiring years of time to enable the victim of the hallucination to realize that that fascination was but a glittering bauble.

Though the Old Santa Fe Trail is of the past, the memories clustered about it are not all unpleasant. Let us cherish these as we would the many kind acts and pleasant incidents that cheer us on as we wend our way over that other Trail that leads to the Great Beyond

[Among the incidents of our visit to the Kiowa camp, near the mouth of the Pawnee was a sick call that was unique in our experience. Lying under a canopy of green boughs was the worst used up specimen of the Lo family I ever saw. The Indian had been gored by a wounded buffalo and if that Kiowa ever went on another hunt the medicine man that patched him up ought to be interviewed and the case reported in full for the benefit of the medical profession.]

## PIKE'S COLUMN

(continued from page 1)

Olathe, where her husband died in 1886. She then moved to Larned, where one of her daughters is the wife of Col. Wesley Rowe Adams, and her only son, Charles Sturdevant, is engaged in business. She was a year old when Pike was killed, and her recollections are vivid and of marvelous interest. She has always been an ardent politician. Her son-in-law, Colonel Adams, was born in Ross county, Ohio, August 12, 1838; was educated in the common schools and at the Ohio Wesleyan University, Delaware, Ohio. Enlisted in the Union army August 1, 1861, and served as a private, corporal and sergeant in Company A, 27th O. V. I. [Ohio Volunteer Infantry], for about thirteen months; was in the battles at the siege of New Madrid, Mo., Island No. 10, and Corinth, Miss. Was appointed captain of company K, 89th O.V. I., September 6, 1862, and was with that regiment in all its marches and battles. Was captured, together with all the brigade, or what was left of it, at the battle of Chicamauga, Sunday evening, September 29, 1863, and confined to Libby prison until February 8, 1864, when he escaped through the tunnel, reached the Union lines in safety, and joined his company at Ringgold, Ga., and took part in Sherman's campaign. Was commissioned colonel of the 175th O.V.I. near the close of the war. He has a diary of his prison life and a brief account of his escape, which he is keeping for his children. He came to Independence, Mo., in 1865, and married Miss Jennie Sturdevant in 1866; moved to Olathe, Kan., in 1869, and to Larned, Kans., in 1873. While in Missouri he was engaged in farming and stock business, and in Olathe in the real-estate business. As president of the Larned Town Company, laid out the town of Larned in 1873, and since then has laid out his homestead in additions to Larned. Officiated as clerk of the district court of Pawnee county during the first term of court ever held in the county. Was the first school director, organized the first school, and appointed the first teacher in Pawnee county, paying a salary of \$33.33 per month. Held the office of probate judge by appointment one year and by election four years. He



holds the oldest commission of justice of the peace, though he never qualified as such. Was the first Methodist to locate in the county, and helped to organize the first Sabbath-school and church, in the early part of 1873.

Mrs. Maria H. Grafton, in the *Topeka Capital*, says:

"A number of interesting incidents concerning the Pike family, and which have never been published, were related to the writer recently by Mrs. Sarah W. Sturdevant, who was the daughter of General Pike's only sister, Maria Heriot. Mrs. Sturdevant now lives at Larned. When General Pike (he was a lieutenant then) started on his history-making expedition through the Southwest, he was accompanied by his wife and sister as far as St. Louis. The general was very fond of his sister, and took the liveliest interest in her welfare and training. He desired that she be well educated. He was particularly desirous that she become a good speller, and in his letters to her took from her letters the misspelled words and placed them in a column and in an opposite one he again placed the words correctly spelled. Mrs. Pike and her sister kept journals, as diaries were then called, but after the death of Mrs. Sturdevant's mother they were in some way destroyed.

"Lieutenant Pike was called upon to take command of the expedition going north at the request of General [Henry] Dearborn, whose health was such that he was unable to make the trip. In order that he take command of the expedition, it was necessary that he be made a brigadier general. This promotion he refused to accept unless his father, Major Zebulon Pike, who had served long and creditably in the army, was also promoted. The government acceded to his demand, and his father was made a colonel.

"General Zebulon Montgomery Pike left one child, a daughter, Clara Brown, named for her mother, whose maiden name was Clarissa Brown. The daughter married Symns Harrison, the eldest son of President William Henry Harrison. He died early in life, leaving his widow with six little children, three boys and three girls. The death of the husband seriously affected the wife, and to the

end of her life her mind was clouded. She died from taking the wrong medicine during a slight illness. Of the six grandchildren who were left by this sad occurrence solely in the care of Mrs. Z. M. Pike, the eldest, Pike Harrison, was, after his grandfather's death, adopted by the government and educated at West Point. He was killed by the Indians somewhere in the West during a skirmish in which the troops and regulars were engaged. [Montgomery Pike Harrison was killed by Indians October 7, 1849, near the Colorado River in Texas.] Symns Harrison, jr., was killed by lightning while crossing the Rio Grande river in a boat. William Henry married, settled in Kentucky, and reared a large family. The eldest granddaughter was named Zebuline, in honor of her two grandfathers. Two of the daughters married physicians. The death of the elder sister was most pathetic. The younger sister died of Cholera and the body was taken to the home of the eldest for burial. The body arrived shortly after noon and was buried at sunset. The remaining sister was stricken with the malady, and died at sunset on the following day.

"Mrs. Sturdevant is the representative of the Pike family in Kansas. Her husband was a Presbyterian minister. For many years they conducted a boarding-school for girls, first at Springfield, Ohio, and later at Indianapolis. They followed their children to Kansas. Rev. Sturdevant died in Olathe several years ago, after they had been married more than fifty years. Mrs. Sturdevant is eighty-nine years old. She takes an interest in everything about her, keeps up with current events, and is refined, cultured, and companionable. She lives with her widowed daughter, Mrs. Clara S. Byrne, who will be remembered as having visited Judge and Mrs. McFarlane in Topeka some years ago. Her other daughter is the wife of Colonel Adams, of Larned. She had one son. Col. Zebulon Pike, the father of Zebulon Montgomery Pike, was once honored by a visit from Lafayette, and warm friendship existed between the two. Many of the family mementoes were destroyed in a fire. Among them was the British flag which General Pike ordered to be folded and placed under his head when he was dying, the

suit he wore when he received his fatal wound, a life-size oil painting of himself, and a number of presents given him by the Spaniards while they held him a prisoner of war. The Spaniards also sent Mrs. Pike costly presents, among them a beautiful white silk dress-pattern, which later made her daughter's wedding gown.

"General Pike seemed to have had a presentiment that he would not return from his expedition to the north. He visited his daughter, who was in school in Philadelphia, and wrote on the margin of a letter to her mother loving messages and requests, one being to look after an orderly who had been with him long, and to whom he was much attached. General Pike's last words were, 'Keep the flag floating.' He was loyal to his country, a courageous commander, and a loving, indulgent husband and father."

## POST OFFICE OAK

### —LETTERS—

Editor:

I am so glad I was able to travel from Virginia to attend Rendezvous 2002 in September and to meet so many pleasant and congenial SFT scholars and students. The talks were informative and interesting, all the programs were excellent, the food was wonderful, and the entire event was beautifully planned and organized. The bus tours were tremendously interesting to me, and gave me the opportunity to see areas of the Trail only visualized in my imagination for many years. What a treat to meet Ralph Hathaway and to accompany him on a tour of Ralph's Ruts.

My one regret was that time did not allow Tour East to encompass the Cow Creek Crossing, of special interest to me due to a July 1864 Indian siege of the wagon train with which my grandfather and great-grandfather traveled (see *WT*, Aug. 2000). However, my cousin patiently allowed me a lot of time to explore and photograph Cow Creek sites on our trip from the Rendezvous to her home near Kansas City.

I was excited to find that natural features and the railroad's location correlate closely with my grandfather's and the 1914 Lyons, KS, newspapers' placement for the Cow Creek

Crossing used by the 1864 wagon train in question (their crossing was not the SFT marked crossing), as well as the location of this wagon train's camp and battle with Indians. This has fueled my interest in researching further the crossing(s), the reported sod hut and rifle pits used by soldiers there at some times, as well as the relative location of a nearby Mexican wagon train under Indian attack at the same time in July 1864.

If there is anyone who can direct me to 1864 or 1914 Cow Creek Crossing area maps, land deeds, or plats, I would appreciate this or any other relevant data.

Again, it was a rewarding and thoroughly enjoyable Rendezvous. I had a great time. The closing program at Fort Larned, "Yellow Bandannas? The Real vs. Hollywood," reminded me of an early "movie review" written by my grandfather, Thomas White Carmichael, for the *Odessa, MO, Ledger*, Sept. 28, 1923, about *The Covered Wagon* (copy enclosed).

Beverly Carmichael Ryan  
1515 Fairway Pl  
Lynchburg VA 24503

*Thank you. Your grandfather's movie review follows.*

*Editor*

## THE COVERED WAGON

by T. W. Carmichael

*[Reprinted from Odessa, MO, Ledger, Sept. 28, 1923.]*

One dozen, I think would cover the number of times that I have attended moving picture shows. They have never appealed to or interested me.

Some two weeks ago while in Kansas City, my friends urged me to see the movie, "The Covered Wagon." I went.

Now this show represents the story of an emigrant train that crossed the plains in 1848-75 years ago—from Missouri to Oregon.

The emigrants with families assembled at Liberty and Independence and when all things were ready, got together and started on that long six months trip of hardships, privations, and dangers.

And when the pictures began to appear on the screen and the scenes

and incidents that I had witnessed fifty-nine years ago, how I wished for John Cobb, Jimmie Renick, George Boxley, Tom Hockensmith and Oscar Galloway, all old plainsmen of sixty years or more ago. How we would have enjoyed together the old camps and other scenes.

Many of the pictures were true representations, many were faulty and subject to criticism from an old plainsman.

The dress of the women and children was certainly designed by some old, old woman who knew the styles of the day. In speaking of the dress of this show, and of other objects I refer to the dress and implements used in making the picture.

The skirts of the women reached the ground, wide aprons with long strings—a great contrast to the dress of the women tourists who travel the same trail today—no string to the apron she wears to tie the boy to.

Many incidents of the camp life were real and brought up vividly the past of an old plains man.

The buffalo hunt was the best and truest to the real of any of their pictures. The camp fires were invariably of wood—the old plainsman would wonder where they got it. Their river crossings were arranged from some imagination.

When they started their wagon covers were white and clean, and after six months of travel in dust and storm, they were still white and clean—ours weren't. The men and women landed in Oregon in the dress in which they started, clean and in good condition—ours were a sight when we got through.

But the greatest bungle of the picture to the old plainsman was the absence of corral. In the score or more of camp scenes shown the wagons were never in regular corral, but scattered around promiscuously here and there. The corral is an elongated circle made of the wagons, with front wheels of the wagon drawn close up to the hind wheel of the wagon in front. This corral serves two very important parts on the plains. It is the only pen or lot in which to yoke the oxen or to catch and harness their horses and mules. Then in an Indian attack they have a fort composed of heavy laden wagons all around them, and from such a

stronghold they can repel a much stronger force. In the picture, when on the move, the wagons were hardly ever in line, but mixed up—ox team wagons, mule or horse—sometimes driving as many as four abreast. Now when that picture was made, had any one of the old plainsmen named above been present, they could have set the picture men right.

The saddest picture represented the Indians charging into the camp, the wagons scattered about over a wide and open camp ground, shooting men, women and children with deadly and unerring arrows. Had that camp been as represented, no one of that camp would have lived to tell the story, for Indians never attacked without a greatly superior force.

Many dreadful scenes were shown in that battle and when the fight was over and the survivors were gathering up the dead, and wounded and pulling the arrows from their pierced bodies, I remembered seeing a wagon boss pulling an arrow from one of our wounded boys, and he had to place his foot on the boy to keep from lifting him from the ground. The man died the next day.

"The Covered Wagon" will clinch the attention of any old plainsman, and I think it will show to the younger generation to some extent to what hardships, privations, and dangers the pioneer who conquered the plains were subjected.

They say the picture was made from a "love story"—that part of it was of no interest to me for that part of it will never grow old as long as young men and young women inhabit the world. I would like to read the story and will if some one will tell me where to find it.

Now in closing let me say to the reader: if you have the opportunity to see "The Covered Wagon," with all its faults, it will prove a pleasure to the aged and an educator to the young.

T. W. Carmichael

REMEMBER THE SFTA IN  
YOUR WILL AND BE-  
COME A MEMBER OF THE  
JOSIAH GREGG SOCIETY



## "A BOLD AND FEARLESS RIDER": ED MILLER AND THE PAPER TRAIL

by John Stratton

*[John Stratton is a native Kansan and charter member of SFTA. He is currently director of the Regents Center Library at the University of Kansas, Edwards campus. Prior to that he was Director of Wallerstedt Library at Bethany College in Lindsborg, Kansas. The title for this article comes from Mollie Hoops's 1885 recollection of the death of Ed Miller: "Edward Miller was a young man about eighteen years old who was familiar with the trail and was a bold and fearless rider" (quoted in Franzwa, item 12 below). Stratton would be interested in knowing about any further materials not included in this article that notes or discusses Ed Miller's death. Please contact him at 2620 Cranley St, Lawrence KS 66046 (785) 842-2957, <jstratton@ukans.edu>.]*

ONE of the most poignant and potentially confusing tales in the history of the Santa Fe Trail in central Kansas may be one about the death of eighteen-year-old Ed Miller on July 20, 1864, at the hands of Cheyenne Indians near present-day Canton, Kansas. Research into this single, isolated incident reveals a plethora of conflicting historical accounts that detail the event, including the date of his death, Miller's purpose for traveling on the Trail, and even his given name.

There can be little doubt that Miller died on the day noted above, a fact corroborated by a significant amount of research and other contemporary accounts published since at least 1911, including the recollections of R. C. Coble, A. A. Moore, and Frank Doster, all published in the *Marion County Record* in the early years of the 20<sup>th</sup> century. The recollections of these persons serve to settle the facts: On July 20, 1864, young Ed Miller was traveling on the Trail on an errand of mercy for the purpose of bringing Mrs. E. P. Waterman from Big Turkey Ranch to Marion to care for her ailing daughter, Mrs. A. A. Moore, wife of A. A. "Lank" Moore, one of the early settlers in Marion County. Miller was killed by Cheyenne Indians near present-day Canton, Kansas, while undertaking the task.

Nonetheless, what the novice researcher may potentially discover are numerous published and occasional unpublished accounts recounting Ed Miller's death as occurring either in 1864, 1865, 1869, or even 1885. Further, it has been reported in some sources that Miller was either on an errand of mercy for an ill woman, a substitute mail carrier, a Pony Express rider, going to visit nearby friends, riding for help from a ranch besieged by Indians, or was a member of a caravan passing through the area, died of smallpox, and was buried at the present site of his grave. Moreover, his name has been reported as Ed, Edward, Edgar, and in two accounts as George. All accounts agree he was eighteen-years old at the time of his death in what is now extreme east-central McPherson County and that he was killed by Cheyenne Indians.

Examination of some of the research about Miller's death also reveals a lack of agreement as to the occupants of the Big Turkey Ranch near the site of Miller's death and who may have witnessed Miller's death some 3-4 miles to the northeast of that site. At least one record notes that Mrs. Fuller, wife of Charles Fuller, founder of Fuller's Ranch in 1855, was the person Ed Miller was going to fetch, while others note it was Mrs. Waterman, wife of E. P. Waterman, who was to be summoned. Indeed, Mr. Waterman has been identified as "E. P.," "Eli," "Vet.," and "Ira" Waterman. As noted above, historical accounts have indicated Miller's true errand was to retrieve Mrs. Waterman to care for her ill daughter in Marion Center. Indeed, this part of the Ed Miller story is linked to the wider history of the Fuller Ranch in McPherson County, another important Santa Fe Trail site in east-central McPherson County.

In addition, some accounts of the death of Ed Miller raise questions about the black tombstone marking Ed Miller's grave. Private citizens from Marion had marked Ed Miller's grave with this monument some 40 years after his death. Further, the Daughters of the American Revolu-



**Gravestone of Ed Miller, with DAR marker behind, Jones Cemetery, McPherson County, KS.** Photo courtesy of Gregory Franzwa.

tion placed a red granite marker directly behind (or in front of) the privately erected monument in 1906. The date inscribed on the privately-erected marker has added to the confusion surrounding the date of Miller's death, and there are legitimate but unanswered questions about whether or not the year of his death recorded on the marker was changed. For example, at least two contemporary accounts note the date on the marker appears to have been changed to 1869 from either 1864 or 1865. If this did occur, when was it changed, why, and by whom? These questions remain unanswered but have added to the general lack of consensus in written accounts about his exact date of death.

The purpose of this article is to present an annotated bibliography of some of the published (books, articles, and pamphlets) and unpublished literature (manuscript or typescript material) that note or discuss Miller's death. The intent is to guide interested readers and researchers through part of the "paper trail" that illuminates this incident of Santa Fe Trail history in central Kansas. All entries are numbered and arranged alphabetically by author or title. Following the bibliographical section, each numbered entry is indexed under the following headings: (A) date (year) of Miller's death as indicated in the entry, in this case either [1864], [1864 or 1865], [1864, 1865, or 1869], [1869],

or [1885]; (B) his name as reported in the item or document; and (C) the reason for Ed Miller being on the Trail to begin with, or his occupation, as articulated in the individual source (mail carrier, Pony Express rider, etc.).

#### Numbered entries:

1. Barry, Louise. "The Ranch at Little Arkansas Crossing." *Kansas Historical Quarterly*, 38:3 (1972): 287-294.

Barry's article discusses the widespread Indian raids along the Santa Fe Trail in central Kansas in July 1864. On page 291, to clarify comments made by G. W. Ridge in a letter dated July 24, 1864, Barry notes in parenthetical remarks that "the body of the youth [referred to by Ridge] killed on July 20—Edgar Miller, of Marion—was found near present Canton in McPherson county" (italics mine). Barry, of course, is well known to Santa Fe Trail scholars for her series of articles about ranches along the Trail as well as other contributions to Kansas history, including the invaluable *Beginning of the West: Annals of the Kansas Gateway to the American West, 1540-1854*. Note item 8 below, wherein it is noted that Ed Miller's brother (not identified) states Ed's name was Edgar, not Edward.

2. Berry, Mike. "Cemetery recalls deeds long past." *Wichita Eagle*, May 25, 1998, pp. 9A & 13A.

Berry's article provides information about the Jones Cemetery near Canton, Kansas, where Miller is buried. He states that Cheyenne Indians killed Ed Miller on July 20, 1864, and debunks the legend that Miller was a Pony Express rider when he was killed. As Berry wrote: "the Pony Express only operated for 18 months in 1860-61, and did not cross McPherson County" (p. 13A).

3. "Camp Tales – Chapter Reports" (under the chapter heading "Quivira"), *Wagon Tracks: Santa Fe Trail Association Quarterly*, 9:1 (Nov. 1994): 16.

The chapter notes for the Quivira Chapter of the Santa Fe Trail Association describe a tour of historical sites in McPherson County, among them the Ed Miller gravesite. It stated, "Miller was killed by a war-party of Cheyennes in July 1869."

4. *City of McPherson, Kansas. Com-*

*prehensive Plan*. "Chapter 2 / Historical Development: Early History of the McPherson Area . . ." <<http://www.mcphcitybpu.com/cpmc hpt2.htm>>, revised August 2, 1999.

This document was found on the Internet and states Ed Miller was killed by Cheyenne Indians on July 20, 1864 (p. 3). It reports that Miller was delivering a message to "Mr. and Mrs. Ira Waterman" at the "Big Turkey Creek Ranch (Fuller's Ranch) that their daughter was very ill and wanted them to come to her in Marion." The section discussing Miller's death also states, without further attribution, that "the date of death on Miller's marker has been altered." On p. 4, a brief description of Ed Miller's grave appears.

5. Cordry, Mrs. T. A. *The Story of the Marking of the Santa Fe Trail by the Daughters of the American Revolution in Kansas and the State of Kansas*. Topeka: Crane and Co., 1915.

Cordry writes on page 116: "The other markers in Marion county are placed as follows . . . the other at "George Miller's grave," on the McPherson county line, on land then belonging to M. M. Jones. This last marker is on a cement base, at the head of the grave of George Miller, who was killed at this point by Cheyenne Indians in 1865. His grave is at the tip of a small knoll by the side of the trail. The grave has been kept in good shape, and was the starting-point for a country cemetery." On p. 162, marker "34. George Miller's grave" is listed. It may be that the sources used by Mrs. Cordry included those articles in the *Marion County Record* published in 1911/1912 that originally (and erroneously) reported Miller's death as 1865 (see item 7 below).

Cordry's book was reprinted in 1996 with an added addendum entitled "Addendum to the Marking of the Santa Fe Trail" by Shirley S. Coupal and Mrs. Vincent Traffas. Following page 164, on page 11 of the separately-paged addendum, marker 34 is listed in McPherson County as follows: "Jones Cemetery, Ed Miller's grave, killed by Cheyenne in 1865."

6. Cress, Don. "Short Trail Ride 1988." *Wagon Tracks*, 2:4 (Aug. 1988): 6.

Cress's article describes a horse

and wagon ride on the Santa Fe Trail in central Kansas in 1988. The last paragraph notes that the riders visited Jones Cemetery "where 18-year-old Ed Miller was buried after being killed by Cheyennes in 1864."

7. "The Death of Ed Miller on the Santa Fe Trail: Articles from the *Marion County Record*, Marion, KS, 1911-1912." *Wagon Tracks*, 10:2 (Feb. 1996): 10-13.

The brief introduction to these reprinted articles states that Ed Miller "was killed by Indians near the Trail in 1864 (mistakenly given as 1865 in some of the following information)." This collection of articles provides important information about Ed Miller's death as it appeared in the *Marion County Record* in the years 1911-1912.

The articles reprinted include "How Ed Miller Died" by "An Old Settler" (see item 24 below). This article states that the "E. P. Waterman" family, residents at Turkey Creek Ranch, watched through "field glasses" from the rooftop as Indians chased a rider east along the Trail and overtook him in a "cloud of dust." It is interesting to note that the end of this article includes a postscript stating "Henry Roberts, mentioned in the article, has purchased a beautiful black granite tombstone to be placed at the grave of Ed Miller, giving his age, date of death, and by whom killed." One presumes that Roberts initially would have had it carved to read "1864" since he was one of the men to find Miller's body and must have been well aware of the year. However, upon examination today the tombstone appears to have been altered sometime in the past to read 1869. Pantle, item 19 below, includes further comments about Miller's companion Alphonse Bichet, who briefly accompanied him on the Trail that day. Pantle dates this article from the *Marion Record* as January 11, 1912.

Another article reprinted is entitled "That Miller Story: Another Pioneer Writes Interesting Account of Ed Miller and Indians," which contains the recollections of R. C. Coble, one of the men who found the body of Ed Miller after his death. Mr. "Eli Waterman," resident at Turkey Creek Ranch, is listed in the article as one of the "early inhabitants of Marion county in those early days."



Other reprinted articles include "In the Early Days," which contains more recollections from Coble. The article entitled "Further Testimony from Old Timers Concerning the Death of Ed Miller," reprints letters from Frank Doster (sent to Henry Roberts, another of the discoverers of Miller's body on the Trail after his death) and A. A. Moore (sent to Alex Case), who notes in his letter that the Watermans were "my wife's parents" and that "Vet Waterman," who lived at the ranch where Ed Miller was going, was still alive at the time of the writing of the letter (ca. 1911/1912). In addition, a summary of a letter from H. P. Paddock, another discoverer of Miller's body, to Charles Atkinson, is included in this article. In all cases, these letters state unequivocally that Miller died on July 20, 1864, and was on an errand to fetch Mrs. E. P. Waterman from the "Running Turkey" Ranch to care for an ailing Mrs. A. A. Moore in Marion.

8. "The Ed Miller Story" <<http://www.stjohnks.net/santafetrail/research/edmillerstoryu.html>>. No date.

This article is a compilation/combination of other separate articles noted in item 7 above that appeared in the *Marion County Record* in either 1911 or 1912 (Pantle, item 19 below, dates one of the articles as appearing in the January 11, 1912, issue). However, this article goes on to state (p. 3) that "the date of 1864 has been changed sometime in the last thirty years to 1869. The actual date of death was 1864 (*on Miller's grave*) according to several sources" (italics mine). In addition, notes at the end of this article provide information on Miller's family and his true given name, Edgar, according to one of Miller's brothers (who is not identified). The story also refutes the legend that Miller was a Pony Express rider, noting that Ed Miller was a "handman for cattle ranchers in the area."

9. "The Ed Miller Story – 1864" <<http://skyways.lib.ks.us/genweb/chase/miller.html>>. No date.

This document is the same as the above except preceded by an introductory paragraph stating, "Part I - Submitted 1/12/02-by Larry Laloge, the great-great-grandson of 'French Frank,' Frank Laloge. Thanks for the contribution, Larry." Frank La-

loge started his trading post on the Santa Fe Trail in 1861, according to Pantle (see item 19 below, part I, pp. 23-24). His store came to be locally known as "French Frank's" store.

10. Flory, Raymond L. *Historical Atlas of McPherson County*. McPherson, Kansas: McPherson County Historical Society, 1983.

Flory notes on page 62 that the "Ed Miller memorial . . . is located in Jones Cemetery. Miller was a young man who substituted as a mail carrier on the mail route between Marion Center and Fuller's Ranch when the regular carrier, a Mr. Roberts, was at home with his sick wife. In July of 1864 Miller, in the line of duty, was overtaken and killed by Cheyenne Indians." Pages 61 and 65 of Flory's *Atlas* contain maps placing the "Ed Miller Memorial" near Canton, Kansas.

11. Franzwa, Gregory M. *Impressions of the Santa Fe Trail*. St. Louis, MO : Patrice Press, 1988.

Franzwa provides an account of Miller's death but does not provide the date. He states that Miller was "riding to a nearby ranch . . . to bring news of a relative's illness and rode into an ambush." He also recounts the story of residents at the ranch, presumably the Turkey Creek Ranch, who watched through a telescope the Indians "circling a single rider." The residents are not identified.

12. Franzwa, Gregory M. *The Santa Fe Trail Revisited*. St. Louis, MO : Patrice Press, 1989.

Franzwa writes on page 67 that Miller was killed in 1865. He reprints an account written by Mollie Hoops in 1885 (wife of Evan Hoops, one of the discoverers of Miller's body after his death). The Hoops arrived in Marion County in 1864 (see item 24 below, p. 20). Mollie Hoops recalled Miller's death as occurring in 1865 as the result of a general Indian raid in the vicinity of western McPherson and eastern Marion counties. Interestingly, a photograph of Miller's headstone and the Santa Fe Trail marker near it on page 68 is captioned "A DAR marker stands near the headstone of Ed Miller, killed by Indians in 1864."

13. Hackleman, Kathy. "N. Mexico woman finds burial site of relative." *McPherson Sentinel*, October 2,

1989, p. 1.

The article states, "According to the marker, 18-year old Miller was killed by Indians in 1864 or 1865 (the date is not clear)." It is unclear if the author is referring to the last digit on the tombstone or to varying accounts about the year of Miller's death that do not agree on the year.

14. Hintz, Forrest. "Stone Marks Spot Where Legends Began." *Wichita Eagle & Beacon*, May 31, 1982, pp. 1A & 7A.

Hintz stated that Miller's gravestone is inscribed with the date of death "July 1869, but even the date is suspect, because the figure '9' appears to have been recut from either a '4' or a '5,' and the monument was not erected until Miller had been dead nearly 40 years." Hintz gives credence to the legend that Miller was substituting as mail carrier for Henry Roberts. Miller, Hintz writes, apparently agreed to serve that fateful day since Roberts, a family man, may have been killed by Indians "on the prowl."

15. "Historical Tour – Centennial year – 1970" [Unpublished manuscript, McPherson County Historical Society – October 25].

This manuscript, found in the McPherson County Historical Society, contains notes prepared for a tour of historical sites in McPherson County. On page 1 it states "Ed Miller . . . was scalped by the Indians in 1869, leaving a legacy of legends about how he met death." The legends, recounted in this manuscript, include that he was a "substitute mail carrier," that he was at a ranch besieged by Indians and "volunteered to ride for help," and that he was going to fetch an ill Mrs. A. A. Moore's mother at "Empire" (note the inclusion of this town as the location of Mrs. Moore's family, not the Turkey Creek Ranch).

16. Long, Margaret. *The Santa Fe Trail: Following the Old Historic Pioneer Trail on the Modern Highways*. Denver : W. H. Kistler, 1954.

On page 79, Long writes the inscription on Ed Miller's grave stone, "a column of polished black marble," reads as follows: "Ed Miller / Aged 18 yrs. / killed by / Cheyenne Indians / July 7, 1885." This brief notation presents the latest date found concerning Miller's death. There is not

an attribution or citation. Could it be that Mollie Hoops was the source of an 1885 description of the death of Ed Miller (reprinted in Franzwa's *The Santa Fe Trail Revisited*, item 12 above)?

17. Mallinson, Jane. "DAR markers on the Santa Fe Trail, Part II" *Wagon Tracks*, 5:4 (Aug. 1991): 14-16.

Under the heading "McPherson County" (p. 15), Mallinson refers to "Jones Cemetery, the location of the grave site of Ed Miller, killed in 1864 by Cheyenne Indians on the trail."

18. Montgomery, Alan. "Trail a vivid part of county's history" *McPherson Sentinel*, August 23, 1979, p. 1.

In a survey of historical spots in McPherson County, Montgomery writes that Miller was "killed by Cheyenne Indians in 1869."

19. Pantle, Alberta, "History of the French-Speaking Settlement in the Cottonwood Valley," *Kansas Historical Quarterly*, 19:1 (Feb. 1951): 12-49.

Pantle writes on page 25 of part I that "on July 20, 1864, Ed Miller, a young boy of Marion Centre, was sent to take a message to the E. P. Waterman family at Running Turkey creek on the Santa Fe Trail west of the Cottonwood Crossing." Pantle's article notes that possibly the last person, among the settlers at least, to see Ed Miller alive was Alphonse Bichet. Note that Pantle cites the source for this statement as the January 11, 1912, issue of the *Marion Record*. Part II of this article concludes in 19:2 (May 1951): 174-206.

20. *Santa Fe Trail / McPherson County, Kansas* / [pamphlet] ["Historic Trails Award / Boy Scouts of America / Sponsored by Troop No. 133 / McPherson, Kansas"] No date.

Under "Points of Interest Item 1" the following information is presented: "Ed Miller's Grave—East of Canton near the center of the Jones Cemetery . . . is the black marble gravestone of Ed Miller who according to the inscription was killed by Cheyenne Indians in 1869."

21. Simmons, Marc and Hal Jackson. *Following the Santa Fe Trail: A Guide for Modern Travelers*, third edition/revised and expanded. Santa Fe: Ancient City Press, 2001.

Simmons writes on page 109 that "Miller, a mail courier (not a Pony

Express rider)" was "killed on the SFT in 1864 by Cheyennes." Simmons is well known among Trail scholars and members of the Santa Fe Trail Association for his many contributions to Trail history.

22. Sterling, Edith. "Following the Santa Fe Trail Through Kansas," *Daughters of the American Revolution Magazine*, 97 (Nov. 1963): 901-903.

Sterling's information mirrors Cordry's information (item 5 above) that "George Miller" was "killed by Cheyenne Indians in 1865."

23. Van Meter, Sondra. *Marion County, Kansas, Past and Present*. Marion, KS: Marion County Historical Society, 1972.

Van Meter gives an account of Miller's death but assigns no date. She writes: "The most serious incident involved the Cheyenne ambush of eighteen-year-old Ed Miller. Miller had offered to go to the C. O. Fuller ranch on the Santa Fe Trail in McPherson County to get Mrs. Fuller to return with him and care for the ill Mrs. Moore, Mrs. Fuller's daughter, at the A. A. Moore ranch in northwestern Marion County. Miller was traveling toward the Fuller ranch when the Cheyennes caught him, tortured and killed him. His body was found a mile west of the present Marion-McPherson county line." Many other accounts state that "E. P. Waterman" and family resided at the "Fuller" ranch by 1864, then referred to as the "Turkey Creek" ranch. Further, many sources note that Mrs. Waterman was the mother of Mrs. A. A. Moore. The A. A. Moore family was living near Marion Center by that time, not at the site of the original Moore ranch (in which place Charles Fuller was living by 1864—see the articles reprinted in *Wagon Tracks*, item 7 above). The footnote at the end of the passage about Ed Miller cites David Wiebe's book *Grace Meadow* (item 25 below), which assigns the date of death as 1869.

24. Vogt, Martha Pat and Christina Vogt, comps. *Durham Centennial Book: Pride in the Past, Faith in the Future*. Durham, KS: M. P. Vogt and C. Vogt, 1987.

In the chapter entitled "Ed Miller, Indian Casualty / How Ed Miller Died" (pp. 16-17), it states that Ed

Miller died in July 1864. [Note in the *Wagon Tracks* article entitled "The Death of Ed Miller on the Santa Fe Trail" (see item 7 above), the date erroneously appears as July 1865.] The material provides an account of how Miller was dispatched by his father from their residence on "Mud Creek" to the "Turkey Creek Ranch" to fetch Mrs. Moore's mother to visit her in Marion Center. Note the article states that Mrs. Moore's mother was not Mrs. Fuller but Mrs. Waterman, wife of the owner of the "Big Turkey Creek Ranch on the Santa Fe Trail." Charley Fuller was not apparently the owner of the Turkey Creek Ranch by 1864, but was in fact residing at Moore's Ranch (see item 7 above).

The chapter entitled "The DAR Places First Markers for the Santa Fe Trail," (p. 22) reprints an article from the *Durham Journal* dated October 4, 1906, comprised of a letter from Alex Case to the DAR, noting, but not specifically dating, the "massacre of Ed Miller, of our settlement."

25. Weibe, David V. *Grace Meadow: the Story of Gnadenau and Its First Elder, Marion County, Kansas, With Illustrations*. Hillsboro, Kansas: Mennonite Brethren Publishing House, 1967.

On page 34, Weibe writes: "In 1869, eighteen-year-old Ed Miller was killed by Cheyennes on the Old Santa Fe Trail. He was the last white person killed by Indians in central Kansas." See also the photo of Miller's tombstone between pages 32-33.

26. "Youth's Death Adds Tale to Santa Fe Trail Legends" [Unsigned article], *McPherson Sentinel*, March 11, 1961, pages unknown.

The article mentions the "legacy of legends" about how Ed Miller met his death. The legends recounted include Miller may have been killed by Cheyenne Indians in July 1864 while serving as a "substitute mail carrier"; that he was a member of a Santa Fe Trail caravan and died of smallpox and was buried in the grave marked by the DAR; that he was riding for assistance from a ranch besieged by Indians; that he was going to visit friends; and that he was a Pony Express rider. No conclusion regarding the veracity of any one of these legends is offered.



## Index to the Ed Miller articles cited above:

### DATE OF DEATH

The following index entries are arranged by date of death as reported in the numbered items above. Some articles that survey the various Miller legends indicate more than one year of death: hence there are index entries with multiple years.

**1864. See item numbers:** 1, 2, 4, 6, 7, 8, 9, 10, 17, 19, 21, 24, 26

**1864 or 1865. See item numbers:** 12, 13

**1864, 1865, or 1869. See item number:** 14

**1865. See item numbers:** 5, 22

**1869. See item numbers:** 3, 15, 18, 20, 23, 25

**1885. See item number:** 16

**No date of death indicated:** 11, 23

Note: Item 23 "Van Meter" gives no specific date of death but cites item 25 "Weibe" as the source, which gives the date of death as 1869; hence the double index entry for item 23.

### GIVEN NAME

The entries below list Miller's given name as follows:

**Ed. See item numbers:** 2, 3, 6, 10, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 23, 25, 26

**Edward. See item numbers:** 7, 12

**Edgar. See item numbers:** 1, 4, 8, 9, 24

**George. See item numbers:** 5, 22

### PURPOSE FOR BEING ON THE TRAIL/OCCUPATION

Ed Miller's purpose for riding on the Santa Fe Trail, or his occupation, has been disparately presented in various accounts. These reasons/occupations listed below are followed by entry numbers referring to entries above. Please note some have multiple entries, viz. if the entry recounts multiple legends, e.g. items 15 "Historical" and 26 "Youth"):

**Errand of mercy. See item numbers:** 2, 4, 7, 8, 9, 11, 12, 13, 15, 19, 23, 24

**Mail carrier. See item numbers:** 10, 14, 15, 21, 26

**Pony Express rider. See item number:** 26

**Going for help/besieged by Indians. See item numbers:** 15, 26

**Died of smallpox. See item number:** 26

**No specific purpose/occupation indicated. See item numbers:** 1, 3, 5, 6, 16, 17, 18, 20, 22, 25

## FORT LEARNED

### -TEACHER'S TRADING POST-

Chris Day, Editor

The education committee is seeking ways to help teachers and students learn more about the Trail. Young people may receive encouragement from publication of student writings (item 1), and programs for teachers are now available (items 2 and 3).

#### Student Poem

This poem was written as part of a multimedia presentation on Kit Carson and the Santa Fe Trail. Shawn Lopez is a fifth-grade student at Pinon Elementary in Santa Fe, New Mexico. The teacher is Eileen Stapleton.

#### Kit Carson

Kentucky was my home, that's true,  
But saddle making made me blue,  
So off I ran to the Santa Fe Trail,  
Along came Apache, wagging his tail.

This horse of mine was my best friend,  
He took me to hunt and fish to the end.

I trapped beaver in water as cold as ice,

And found time to be married, not once, but twice.

I guided and scouted and camped outside,

On many cold nights, I nearly died.  
I lived a full life the adventures were great,

Oops I should mention I died in '68.

By the way, my name's Chris, Kit Carson to some,

I'd love to tell more, but I've got to run!

#### Summer Teacher Workshops

The SFTA Education Committee is planning summer workshops for teachers in Missouri, Kansas, Oklahoma, Colorado, and New Mexico. The purpose of the workshop is to provide teachers with materials that will help teach the Trail and cover state standards.

Teachers will be introduced to research-based "best teaching practices." Each workshop will emphasize the state standards that can be applied to the study of the Trail.

Teachers will leave the workshop with "ready-to-use" materials easily adapted to own their social studies classes.

The first of these workshops will be in Lamar, CO, in July, 2003, for two days. College credit will be available. Teachers of grades 4-8 will benefit most from the workshop.

Watch *Wagon Tracks* for more information. If you have questions, please contact Marcia Fox <foxmjr@wamego.net>.

#### Summer Trail Venture Available for Teachers, with College Credit

Preparations and educational meetings are currently in progress as Chris Day and Janet Armstead are gearing up for the 10th Santa Fe Trail Trip with eleven- and twelve-year-old students from North Central Kansas. The ten-day trip will be June 1-10, 2003, following the Cimarron Route to Santa Fe and taking the Mountain Route back to Kansas.

The students travel in chartered busses and camp out in national, state, or private campgrounds. All students are divided into work groups and help do the necessary chores it takes to keep a caravan of this size traveling down the road.

A trip of this magnitude requires adult chaperones and, with each trip over the years, many have helped Chris, Janet, and former educational leader Marcia Fox. The Santa Fe Trail Association always seeks to reach out to teachers because they are the link in teaching children the history of the Santa Fe Trail.

To help SFTA reach some of the educational goals, Day and Armstead are making available a few adult chaperone positions on the 2003 Trail trip. These openings will be for teachers who would like to travel with the modern wagon train and learn the benefits of taking students on a historic Trail adventure. College credit will be available if desired.

The cost of the trip for the teachers includes (1) travel expenses to and from Wamego, Kansas, (2) SFTA membership dues if not currently a member, and (3) college credit. If interested, call Chris Day (785) 456-8254 or Janet Armstead (785) 456-7737.

## LARGE FREIGHT WAGON, CIRCA 1846 REPLICA BUILT FOR BENT'S OLD FORT NATIONAL HISTORIC SITE

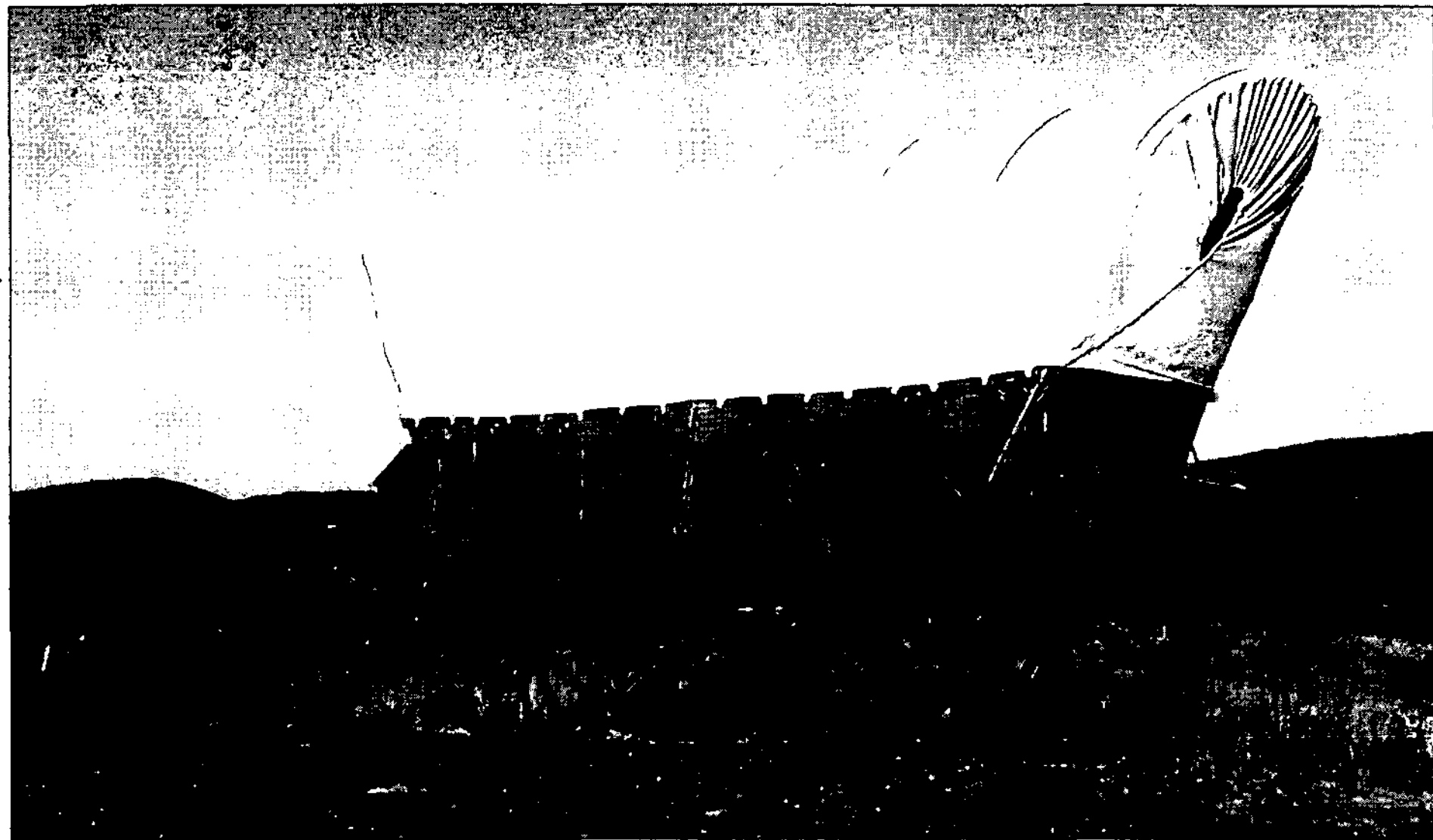
by Doug Thamert

*[Doug Thamert, craftsman operating Southwest Wagon & Wheel Works, PO Box 738, Patagonia, Arizona 85624, constructed this large freight wagon for Bent's Old Fort National Historic Site, delivered November 28, 2001. He says, "After numerous years of research, a year of planning, and nine months of building-voila-a definitive piece." Thamert has been building and repairing historically-accurate horse- and ox-drawn vehicles and their related accoutrements for over 30 years. His customers have been primarily museums and historical societies. He plans to retire from this business after completing a large "pipe wagon" for Arizona State Parks. He has a lot of parts and some tools for sale.]*

This ox-drawn wagon was interpreted, designed, and built by Doug Thamert, doing business as Southwest Wagon & Wheel Works, with assistance from other Arizona craftsmen. The construction was based on my research and that of Mark L. Gardner, author of *Wagons for the Santa Fe Trade, 1822-1880*, an invaluable reference. This vehicle is a replica of a large freighting conveyance used to transport merchandise, not people, on the Santa Fe Trail, circa 1846. This style of wagon is usually referred to as a "Conestoga-Type" freighter.

There are only a few extant specifications and no existing wagons from the pre-Civil War SFT period which can guide construction of a vehicle of this type. Only small bits of related information were found in remote journals, newspaper ads and articles, and in historical documents that gave clues to various aspects of this freighter. Certain features of the Conestoga freight wagons and various heavy European wagons are visible in this replica, along with some features that are known to have existed in 1854 through the Civil War in 1865. It was surmised that some of these later features had their beginnings in the mid 1840s.

The scale of this large freighter was designed around a few known specifications, such as: inside box dimensions of 42" wide by 12'6" in



length, 42-43 cubic feet of freight, and a carrying capacity of 6000 to 6500 lbs. It was also discovered that a wide iron-tired wheel was hard to pull through the prairie loam and that a tire from 3" to 4" in width was preferred. It is also known that oxen and mules pulled this size vehicle during this period. Merchants ordered wagons from builders in and around Pittsburgh, Pennsylvania, and from St. Louis, Independence, and Westport, Missouri. With growth of the Santa Fe trade and the advent of migration to Oregon and California, all wagon and blacksmith shops were flooded with orders for both small and large freighters. Early newspaper accounts and some journal entries implied that the Independence builders tried hard to make their mark in the trade and developed a reputation for better quality wagons, built at competitive prices, and in a more commercial fashion with fewer frills. Hence, some of these features, as best could be determined, were incorporated into the Bent's Old Fort large freighter.

**Wheels:** The wheel styling reflects a European influence that could still have been seen in heavy wheels built by immigrant wheelwrights employed in Missouri. The riveted fellow clip is a type of early clamping device used to keep the tires attached to the felloes. This could have been thought of by a wheelwright or

blacksmith who received reports from his merchant customers that the tires on last year's wagons loosened up and in some cases fell off. This loosening was actually wood shrinkage. It was the result of poorly cured oak drying out while moving through the hot, dry environment of the West.

**Gear:** The heavy axles are iron plated/clad on the spindle ends and are pierced on the ends so that a linchpin can be used to hold the wheels on the axle. This spindle plate rides on heavy rings pressed into the ends of the hub. The skein or thimble-end axles, using a large nut to hold the wheel on and riding on a cast cone pressed into the wheel hub, had not come into use at this period.

The long front and rear hounds with collars and the round-end reach still reflect European styling. Newly-evolved features are the reach going between the rear hounds, the shortened rear portions of the front hounds, the loose or dropped tongue thru-bolt, and the uprights on the ends of both bolsters.

Research came up with no mention of lever/block brakes. The chain brakes worked well while going down a steep grade by restricting the revolving wheel causing them to drag/skid and not turn. They also worked well in keeping the wagon stationary while not in use or backed up to a loading dock. Since braking systems were costly to build, it is



surmised that merchants wanted inexpensive basic wagons with fewer amenities.

**Hitch Equipment:** The tongue style is a loose or drop design which moves up and down with the oxen as they traverse the changing terrain. Earlier tongues were of a fixed or stiff design irritated the neck of the animals due to its rigidity in the changing grades. The wheel yoke of oxen were secured to the tongue by a U-pin that attached the yoke ring to the end. The swing and lead yokes were not attached to the tongue but to the front axle through the use of chains. There are two short chains going from each front axle hook to a large ring directly under the tongue thru-bolt. From this ring a single chain went forward under the tongue, through the two chain irons and through the ring at the end of the tongue. A trip-latch was attached to this chain and to another length of chain with a trip-latch. The desired numbers of oxen were then attached to a series of latches and chains. Six or eight oxen would pull this large freighter or what was known as three or four yoke of oxen. There were no singletrees and eveners (doubletree) because oxen are not hitched with trace chains nor do they have breeching to hold back the wagon.

**Body:** The curved sill/floor and canted end-board design reflects the European and Conestoga influence. This curved design keeps the merchandise centered in the wagon. Although tales claimed this design allowed the body to float across streams more easily, this concept is false. Additional flooring was added under the center of the bed, where the majority of weight was, which gave support at a point where the cross members are farthest apart. The outward canted end-boards allowed a type of wedge to be dropped in, possibly that of merchandise or the teamster's baggage. As the wagon bumped down the road the wedge would continue to work downward, wedging the merchandise tighter. The top portion of the front end-board lifts out for accessibility purposes and the bottom portion remains rigid. The entire rear end-board folds down, acting as a ramp for loading purposes at a dock. Earlier wagons had lift off end-boards,

which did not act as ramps. Soon after this period the sills became straight and the end-boards became less canted. Perhaps builders had to find faster ways to meet the high demand for less expensive wagons since curved sills and canted end-boards were labor intensive and more costly to build.

The body is constructed with four types of wood. White oak cross members, ash sills, poplar side and front end-boards, and vertical grain, in this case fir, flooring, rear end-boards, and lazy board. All of the side and end-boards and the flooring are ship-lapped planks. This common type of joinery helped keep the dirt, dust, and water off the merchandise being transported. Previous use of square edge planking and the hot, dry weather in the West caused the wood to shrink, allowing dirt, dust, and water to become a serious problem.

In 1846 it was noted in newspaper accounts that the wagon makers and blacksmiths of Independence had in stock several tons of assorted iron to help meet the demand for wagons. This assortment of stock rounds and flats allowed the blacksmiths to iron wagons faster and allowed the wagon builders to lessen their wood-working labor by replacing some wood with iron. This eliminated a good portion of the traditional rive body construction time, but it also appealed to the merchant buyers because it meant a lighter, stronger, and less expensive unit. The side-board moldings on this replica are wooden pegged and riveted to the sideboards and no screws or carriage bolts are used anywhere on the vehicle. All of the nails and ironwork are forged. There are a few hundred wagon-box rivets used throughout. Factory-made bolts, nuts, and fasteners in general, except rivets, were expensive and not available in quantities in that period. Shops had to make their own taps and dies, hence the sparing use of bolts and nuts. Bolts and nuts were used only where future repairs or adjustments might be necessary.

It is unlikely that these wagons had any additional ornamental ironwork, as did the Conestoga wagons, since unnecessary cost was important to the merchants who ordered them.

**Top Sheet and Bows:** Osnaburg coarse linen was originally used as sheeting and a double layer was necessary to repel rain and dust. This second layer could also serve another purpose. The hold-down ropes were loosened on one side and untied on the other. The cover was drawn partially over the top, to one side of the wagon, allowed it to be used as a canopy. Two light poles were used to support this shelter. Unfortunately, we are no longer able to obtain Osnaburg linen so unbleached 10.5 oz. cotton duck was used, treated with waterproofing and UV inhibitors. They are sewed in the traditional manner. The tie rope used is manila, it should have been hemp but again that material is no longer available. The top bows are white oak but could be hickory. Both woods are traditional.

**Feed Box and Provision Box:** The feed box, on rear, is made in a traditional manner using poplar, hand-made nails and rivets in the banding, and wooden pegs in the joinery. The feed box is large enough to grain one yoke of oxen at a time which was done at the end of the day or when necessary to maintain the strength of the animals.

The provision box, on front, is made similar to the only two known to exist in museums. It is also made with poplar, with the same banding and joinery as is present in the feed box. The hinges, hasp, and staple are forged and attached in the traditional fashion. This box was a general use box and perhaps was used to carry the gold and silver received as the preferred payment for merchandise.

**Lazy Board:** Oxen cannot be driven with lines and must be driven by bullwhackers who walk along side them and prod them with sticks and long whips in order to keep them in the yoke. Consequently this vehicle had no seating inside the wagon. Also, the wagon was filled with merchandise and the merchant did not want anyone on top of his goods. So an improvised seat board was installed on the outside of the wagon that slid out from under the bed, between the wheels on the near side, which offered the drover a place to rest temporarily when the animals were lined out/pulling in unison/in the yoke.

**Paint & Coatings:** All of the wood is coated with a combination clear waterproofing which includes UV inhibitors and an anti-fungal, over which is painted an old-style oil base paint with UV inhibitors added. Earlier wagons were known to have a Linseed Oil and Turpentine mix waterproofing applied under an oil-based lead paint. Pennsylvania-built wagon bodies/boxes were painted blue; the exact shade of which is in question. The gear, wheels, and hitch equipment were painted red; the exact shade of this also open for debate.

Independence-built wagons wishing to be recognized over the rest, were likely painted a different color and that is why light green and vermilion, sometimes referred to as red in early documents, were chosen. This color combination was a popular color combination on early, commercial vehicles and could have had its beginnings on these heavy American freighters. It is unlikely that these early wagons were decorated with any other type of stripe or ornamentation, which would add to the cost.

**Conclusion:** These freight wagons seldom returned to Missouri. They were often sold in Mexico or New Mexico or were spent after the long rigorous journey. There was one account of a seasoned merchant who drove five Independence wagons to Mexico and returned with four that were sadly in need of repair after traveling approximately 8000 miles. Most American merchants would return to the States in small parties, on mule or horseback, with pack animals or sometimes wagons carrying their belongings, their specie and a few packs of beaver pelts. Some were known to return, via ship, from Vera Cruz, Mexico, to New Orleans. When back in the States they would again order more merchandise in Philadelphia, New York, or Boston and freight it to Pittsburgh, ship it down the Ohio River to the Mississippi River, up to St. Louis, and up the Missouri to Independence. There they would take delivery of new wagons and more oxen or mules. When winter lifted, the merchants with their new teamsters, hunters, and herders were off again to Bent's Old Fort, on to Santa Fe, and down into Mexico.

## 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. Submit poetry, in open or closed form, along with a brief biography to Sandra M. Doe, Dept. of English, Campus Box 32, Metropolitan State College of Denver, PO Box 173362, Denver CO 80217-3362.

This poem by Inez Ross describes François Xavier Aubry who dashes in and out of most SFT general histories. Biographies of Aubry may be found in Ralph P. Bieber's introduction to *Exploring Southwestern Trails: 1846-1854*, vol. 7 of *The Southwest Historical Series* (Glendale: Arthur H. Clark Co., 1938), pp. 38-62, and Donald Chaput, *François X. Aubry: Trader, Trailmaker and Voyageur in the Southwest, 1846-1854* (Glendale: Arthur H. Clark Co., 1975).

Born December 4, 1824, in Quebec, Aubry migrated to St. Louis "to earn more to help my parents." Bieber noted his "tremendous energy" in his early employment and recorded his first trip across the plains as May 1846. After doing some trading in Santa Fé and traveling up the Mississippi, his "craving for almost constant activity" aligned itself with his decision to become a Santa Fé trader. He was one of the first traders to take wagon trains across the plains during all seasons of the year, and in 1851 he opened the important Aubry Route between the Arkansas River in far western Kansas and Cold Spring in the Oklahoma panhandle.

Aubry became famous for his record-setting rides on horseback between Santa Fé and Independence. His first speed effort was in 1847 when he averaged nearly 75 miles per day, after which his determination to travel fast only increased. He made two more attempts, setting new records each time.

The *Santa Fé Republican* wrote, "this gentleman travels with a rapidity almost super-natural." After his most famous ride, when he left Santa Fé September 12, and arrived in In-

dependence, September 17, 1848, after five days and sixteen hours, a record that has never been broken, the *Daily Missouri Republican* recorded surprise to see him in St. Louis only a few days later, as "if an apparition had sprung up." The *Weekly Reveille* remarked Aubry "transcends the history of traveling." Hearing of his considerable hardships, the *Daily Missouri Republican* commented, "no season or weather stops him."

So it may be that François Xavier Aubry haunts the Trail still. After his death in Santa Fé at the hands of Richard H. Weightman on August 18, 1854, he was eulogized as "The Skimmer of the Plains," "Lightening Traveler," "Fleet Traveler of the Prairie," "Telegraph Aubry," and "Great Plains Courier." Plains Indians knew him as "white cloud."

Regarding the bet that poet Inez Ross alludes to in stanza three, Chaput wrote: "In later years there was much talk of bets placed by Aubry on these trips. The figures go from \$1,000 to \$10,000, but the hard evidence is thin. However, Aubry did tell [George D.] Brewerton that for his previous [second] ride he wagered a large sum."

Recently Ross traveled the Ghost Walk in Santa Fe, guided by Donna Padilla who told haunted tales of the town.

### Santa Fe Ghost by Inez Ross

Late at night when the moon has set  
And the Plaza shops are all locked  
If you stand on the street named  
Santa Fe Trail  
You may hear the strange clippity-  
clop

Of a horse that is galloping up the hill  
Pounding along the street  
Following the tracks to old Missouri  
Where Trail and river meet

They say it's the ghost of Francis X. Aubry  
Riding to win a bet  
Of a six-day, ten-thousand-dollar ride  
And a new record to set

He won the bet with hours to spare  
And rode the Trail again  
But lost his life in a Plaza fight  
And departed the world of men

And now his spirit continues to ride  
Listen! You cannot fail  
To hear the sound of Aubry's horse  
On the enchanted Santa Fe Trail



## PARTNERSHIP FOR THE NATIONAL TRAILS SYSTEM

by Ross Marshall

*[Marshall is SFTA representative to the Partnership for the National Trails System.]*

**A**LONG with the Trail of Tears Association and the Cherokee Nation, the Partnership co-hosted the 8th Long Distance Trails Conference at Fort Smith, AR, October 17-21. Attendees from SFTA were board member Dub Couch, past president Bill Pitts, and Beverly Howell, education director at the Santa Fe Trail Center. Attending from the National Park Service were Andrea Sharon and John Conoboy from the Santa Fe office and from the Salt Lake City office were Kay Threlkeld and Jere Krakow, newly-appointed Superintendent of Long Distance Trails for the Intermountain Region.

Over 110 registrants attended with all 22 National Historic and Scenic Trails represented. A full schedule of workshops and plenary sessions were held supporting the theme of "Telling Our Trails' Stories - Educating the World about the National Trails System."

We were pleased to have as our special guest Lynn Scarlett, Assistant Secretary of the Interior for Policy, Management and Budgets. She spoke on the elements involved in the "four c's": conservation, cooperation, communication, and consultation, which are the basic links that foster effective relations between public agency and private group partners on each of our trails.

In addition, we were invited to participate with the Trail of Tears Association conferees in an all-day tour of Trail of Tears sites on the 18th. Included were the Cherokee Nation's historic sites in Tahlequah, OK, and the nearby Cherokee Heritage Center. The historic Murrell Home and Fort Gibson were also on the itinerary.

At the Partnership's Leadership Council meeting, a clear focus was made on the necessity of multi-year planning, not only by the Partnership, but by the federal agencies and each of the trail support groups like SFTA. Various bylaws amendments were passed, committee reports on membership growth, fundraising,

the status of FY03 appropriations in Congress, and 2003 work plans were made. Reports were also made by Steve Elkinton of NPS, Deb Salt of BLM, and Jim Miller of the USFS.

The following officers were elected: Chair Derek Blount of the North Country Trail Association, Vice-Chair Ross Marshall of SFTA, Secretary Kent Wimmer of the Florida Trail Association, and Treasurer Liz Bergeron of the Pacific Crest Trail Association.

Concerning the SFT appropriation request for FY03, there may or may not be a bill passed in the "lame duck" session following the election. More on this subject later.



### DEDICATION OF ELM GROVE MARKER

by Ross Marshall

**O**N June 1, 2002, an interpretive marker was dedicated southwest of Olathe, KS, near the site of the Elm Grove Campground on the Westport Route of the Santa Fe-Oregon-California Trail. The marker was furnished by the Oregon-California Trails Association and installed by OCTA's Trails Head Chapter, who also conducted the ceremonies.

SFTA and OCTA member Shirley Coupal, Historian for the Kansas Society of the Daughters of the American Revolution, was the first speaker. She reviewed the marking of the Santa Fe Trail by the DAR, 1906-1908, with 95 red granite stone markers in Kansas and, in particular, the five in Johnson County. The marker shown above was placed in early December 1907. Similar granite markers were also placed later in Missouri, Colorado, and New Mexico, and recently in Oklahoma, on the Santa Fe Trail.

SFTA and OCTA member Craig Crease then took the stand and reviewed the history of the Elm Grove Campground. In brief, this history is summarized by the text on the marker:

For over three decades starting in 1827, Elm Grove Campground, one mile east of here near the bridge on Cedar Creek, was an important frontier trail camp site. Thousands of Santa Fe traders, Oregon and California emigrants, missionaries, mountain men, soldiers and '49ers camped at Elm Grove, including such frontier notables as John Fremont, William Bent, Tom Fitzpatrick, Francis Parkman and Philip St. George Cooke.

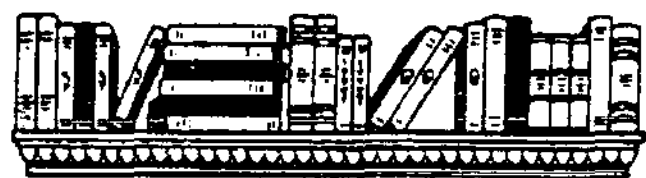
Elm Grove Campground, originally named Caravan Grove, began in 1827 as a result of the Sibley survey of the Santa Fe Trail. Sibley was seeking a more direct route through present-day Johnson County, bypassing Lone Elm Campground, known then as Round Grove, which was 2¼ miles southeast of Elm Grove on the same Cedar Creek. These two campgrounds were often mistaken for each other.

Elm Grove was often used as a camp on the first or second night out from Westport. On July 2, 1841, Richard L. Wilson, bound for Santa Fe, recorded in his diary "... just at sunset on the second, we descended a precipitous declivity to a place of which nothing remained but the name Elm Grove, and one solitary logan of a stricken tree 'To mark where an Elm grove had been. A beautiful rivulet bubbled forth from the base of the hill, and as we wound our way down, we spied a single campfire ... of an old Mexican hunter."

In that same year, the famous Bidwell-Bartleson party, the first emigrant wagon train to California, came through Elm Grove, as did a portion of the Great Migration of 1843 to Oregon. The Mexican War brought the Laclede Rangers and other frontier military units through Elm Grove Campground in 1846-48. Many '49ers seeking California gold came through Elm Grove as well.

By the mid 1850s the stagecoach from Westport crossed at Cedar Creek, and by 1857 David P. Hougland had bought the land and raised a cabin at Elm Grove. The land remains with the Hougland family today.

SFTA member and Trails Head Chapter President Dick Nelson, pictured above, was the last to be introduced. After his remarks, he unveiled the marker. A good crowd was on hand for this National Trails Day event, including several civic leaders and descendants of early area settlers, including the Hougland family.



## CONVERSE OF THE PRAIRIES

### —BOOK NOTICES—

Richard Flint, *Great Cruelties Have Been Reported: The 1544 Investigation of the Coronado Expedition*. Dallas: Southern Methodist University Press, 2002. Pp. xix + 647. Maps, illustrations, notes, bibliography, appendices, glossary, index. Cloth, \$45.00

Richard Flint is one of the foremost scholars of the Coronado Expedition, 1540-1542, with several publications to his credit. Through the lengthy records of testimony from the 1544 investigation (presented as Spanish transcriptions with English translations), Flint examines the relationships and effects of contact between the explorers and indigenous peoples. The evidence shows that the treatment of natives was, by Spain's standards, "unacceptably brutal." "The expedition had tortured, executed, and terrorized American natives." The results were far-reaching and long-lasting.

This volume is essential reading for every serious student of the Coronado Expedition or the impact of European conquest on native peoples. The craftsmanship of the content and the presentation is impeccable.

Marc Simmons, *Millie Cooper's Ride, A True Story from History*. Illustrations by Ronald Kil. Albuquerque: University of New Mexico Press, 2002. Pp. 56. Illustrations & map. Cloth, \$16.95. Available from Last Chance Store.

This wonderful, true, action-packed story by Marc Simmons, written for young people about the age of the story's heroine and accompanied by 23 color illustrations, 28 line drawings, and a map, all skillfully executed by Ronald Kil, will delight readers of all ages. During the War of 1812, Cooper's Fort on the Missouri frontier (west of the later town of Franklin and on the road that became the first segment of the original Santa Fe Trail) was besieged by Indians fighting on the British side. The situation looked

grim unless someone could get a message out to nearby Fort Hempstead to bring help.

Millie Cooper, age 12, volunteered to ride a horse through the Indian lines to summon that aid. Her dangerous venture, against overwhelming odds, succeeded, and help arrived in time to save the occupants of Cooper's Fort, including some important historic people. This beautiful book will make a splendid gift for that special child or grandchild. It will be treasured for generations.

Mary J. Straw Cook, *Loretto: The Sisters and Their Santa Fe Chapel*. Santa Fe: Museum of New Mexico Press, 2002. Pp. xviii + 118. Illustrations, glossary, notes, bibliography, index. Paper, \$22.50. Available from Last Chance Store.

Mary Jean Cook has revised her 1984 edition by the same title (long out of print) to include her findings on the carpenter who constructed the spiral staircase, about the death and burial of Sister Mary Alphonsa Thompson on the Trail, and other additions. The chapel is located on the Santa Fe Trail.

This handsome volume, enhanced with 30 black-and-white and 10 color photos, provides the conclusive account of the chapel, one of the most popular structures visited by tourists in Santa Fe every year. This book and Sister Patricia Jean Manion's *Beyond the Adobe Wall: The Sisters of Loretto in New Mexico, 1852-1894* (reviewed in last issue) dovetail to provide an important view of one part of New Mexico's heritage.



## HOOOF PRINTS

### —TRAIL TIDBITS—

Looking for an investment? An autographed copy of *Along the Santa Fe Trail* by Marc Simmons and Joan Myers, limited edition, is listed on the Internet for only \$1,750. If you miss this one, there is another of the limited edition for \$500, and there are other copies, unlimited edition, available for \$60, \$37.50, and \$12, or paperbound copies for \$10-\$16.95.

The Trail is a focus for promotion and publicity in New Mexico this year. Seven regional golf courses have combined their advertising budgets to promote "Golf on the Santa Fe Trail." Remember the Trail was about commerce. A tour of the seven courses includes a total of 144 holes, with fees ranging from \$25 to \$125 per course.

In Las Vegas, NM, there is a huge area for rodeo events called the Santa Fe Trail Event Center. Also, in Las Vegas, the December Electric Light Parade will be "Winter Fun on the Santa Fe Trail." The Trail does live on.

SFTA member Inez Ross has written a highly-acclaimed novel, *The Adobe Castle: A Southwest Gothic Romance*, which may be ordered from her at 614 47th, Los Alamos NM 87544, <inezross@sisna.com>.

Efforts are underway in the Kansas City region to create a "Missouri-Kansas Heritage Area," to be designated by Congress. There are now 22 such areas in the nation. The proposed area would extend from Lexington to Lawrence and from St. Joseph to southern Kansas City.

The Kaw Mission State Historic Site in Council Grove has an informative website at <www.kawmission.org>. Membership in the Friends of Kaw Heritage, \$10 a year for individuals and \$20 for families, is worth your consideration. Address: 500 N Mission, Council Grove KS 66846.

El Camino Real de Tierra Adentro National Historic Trail Draft Comprehensive Management Plan is now available online at <www.elcamino-real.org>. Comments on the plan are solicited.

A meeting to organize an El Camino Real Association, similar to the Santa Fe Trail Association, to support the new National Historic Trail, will be held at the International Heritage Center south of Socorro, March 14-15, 2003.

SFTA President Hal Jackson is writing a guidebook for El Camino Real de Tierra Adentro, similar to *Following the Santa Fe Trail*.





Rendezvous tour group at Pawnee Rock. Photo courtesy of Beverly Carmichael Ryan.

## COUNCIL TROVE

### —DOCUMENTS—

#### FORT LYON NAMESAKE

Marc Simmons sent the following item, published August 29, 1901, in the *National Tribune* of Washington, D.C., under the title "Rough Riding on the Plains, A Trooper's Story." The *Tribune* was the official periodical of the Grand Army of the Republic (GAR), the organization of Union veterans of the Civil War. One of its members, Robert Morris Peck, wrote a lengthy series of memoirs of frontier military service, 1856-1861. This article supplied his recollections of military service in the West just prior to the war.

Among other things, he included some pungent comments on his commanding officer at Fort Riley, Kansas, Captain (later General) Nathaniel Lyon who was later killed at Wilson's Creek on August 10, 1861. Subsequently, Fort Wise on the Mountain Route of the Santa Fe Trail at Bent's New Fort was renamed Fort Lyon to honor his memory.

Peck's statement furnishes interesting background on the namesake of the fort. Today, stone traces of old Fort Lyon mark one of Colorado's important Trail sites.

Peck's article follows:

In the latter part of August we received the news of the Battle of Wilson's Creek, near Springfield, Mo., and death of Gen. Nathaniel Lyon.

As many of our soldiers had served under Lyon when he was a Captain in the 2d Inf., a few months before, while he was commanding officer at Fort

Riley, Kans., the account of his death had a special interest to us.

Lyon has always been greatly over-rated and over-praised. Soldiers and officers who served with him for years before the war never detected the slightest indication of any of those brilliant qualities that war historians have discovered in him since his death. If he possessed any such admirable traits and such a lovable personality as they attribute to him, it is strange that those who were intimately associated with him in the Regular Army during many years of service did not find it out. But, on the contrary, they found him to be a crank, who exhibited many characteristics that were not exemplary in an officer, and which estranged his fellow-officers from him, and made the soldiers dislike him very much.

He used go to about Fort Riley, when he was in command there, always slovenly and slouchy in appearance, sour, morose, misanthropic in his manner, and exhibited, when opportunity presented, a cold, unfeeling cruelty, a love of inflicting torture, and an enjoyment of such amusements that would scarcely be believed by those who have known him only as the heroic martyr of Wilson's Creek. . . .

While he was in command at Fort Riley, Capt. Lyon put two soldiers in the cells, for some offense, and had them fed insufficiently on bread and water, nothing else, until they were so far gone that on being taken to the hospital they died. . . .

The foregoing incident will show of what queer materials heroes are manufactured in war times . . . [by] gushing newspaper correspondents. From the newspapers, unmerited



SFTA Ambassador Ralph Hathaway visits with Rod Podszus at Ralph's Ruts during Rendezvous tour. Photo courtesy of Beverly Carmichael Ryan.

praise is often accepted as authentic history by the public when they are anxious for a hero to worship.

When the news of the death of Lyon reached us, it was interesting to notice, among comments of soldiers who had served under him, that the almost invariable verdict was, "Well, the old son of a gun is punished properly at last."

Our post here had been named Fort Wise, in honor of Governor [Henry A.] Wise of Virginia, but now, as he was gone over to the rebels, the name was changed to Fort Lyon in honor of the hero of Wilson's Creek.

## CAMP TALES

### —CHAPTER REPORTS—

#### Cimarron Cutoff

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

On October 12 eleven members joined thirty-five other people for an interesting all-day tour of Willow Bar Crossing, Trujillo Springs, Wolf Mountain, Cold Springs Creek, Signature Rock, Camp Nichols, McNees Crossing, and other points of interest on the Trail in Oklahoma.

After lunch President Blakeley conducted a short business meeting. The chapter voted again to place Dave Webb's book, *Santa Fe Trail Adventures*, in area schools in the grade studying the Trail. All officers were reelected to serve another year.

The next meeting will be in Baca County, CO, in January, date and time to be announced.

## Texas Panhandle

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

The Texas Panhandle is linked by history, geography, and commerce to New Mexico. Spaniards, Mexicans, and New Mexicans were the first of European background to explore, travel, exploit, and settle the region. The southern route of the Santa Fe trade went through the region, paralleling the Canadian River. The railroad routes of the late 19th century did likewise. Old Route 66 and its successor, I-40, essentially follow the shadows of the old Trail traces.

Our chapter has been involved the last two years with the Gathering of the Cultures at Wildcat Bluff Nature Center in Amarillo. This event is a collaboration among volunteers from the Nature Center, American Indian Culture Center, Panhandle-Plains Museum, reenactment groups, and the Texas Panhandle Chapter.

Josiah Gregg's Trail crosses through the Center's land and is visible and walkable. In August 2001 and October 2002, member Lavern Hays provided a living exhibit of an 1840s-1850s Santa Fe trader's stall (playing the role of the Indian wife). With the help of other members, Lavern showed visitors what trade goods were like during Trail days.

Though this year's October 12 event was hampered by a strong "Blue Norther," at least 11 chapter members helped, discussed the trade and Trail, showed maps, and met to share more information with one another. The various groups involved feel that the Gathering is interesting and educational, and they plan to continue.

During the past year the chapter has met, had interesting speakers, created and distributed a brochure about the trails through the region, and made plans for next year.

On November 10 the chapter will meet at the Dumas Museum, 2:00 p.m., with Marvin and Bert Clifton as hosts.

In March 2003 we plan to meet at the Crosbyton Museum east of Lubbock. In April or May we will meet at Wildcat Bluff and surrounding area with Alvin Lyn, the authority on the

location of trails in the area, and SFTA President Hal Jackson as guest.

## Wagon Bed Spring

President Jeff Trotman  
PO Box 1005  
Ulysses KS 67880  
(620) 356-1854  
<jtkb@pld.com>

The chapter held its quarterly meeting October 17 in Hugoton to plan events for the coming year.

President Jeff Trotman has placed a geocache in the area of Lower Cimarron Spring in July. Items placed in the cache including Trail information and buttons, flag pins, and a disposable camera for those who visit the site to take their picture. It has had several visitors. The Global Positioning System (GPS) coordinates to the cache site are N37°24.198 W101°22.060, using the WGS84 Datum. To visit the geocache website, go to <www.geocaching.com> or <www.trailcache.com>.

Mapping of the Wagon Bed Springs area is progressing. Most of the Trail from the Upper Crossing of the Arkansas River to Lower Cimarron Spring is complete. The Cimarron Route, east and west of Lower Cimarron Spring, still needs to be worked.

The next chapter meeting is at Ulysses, January 10, 2003.

## Heart of the Flint Hills

President Sheila Litke  
RR 2 Box 2A  
Alta Vista KS 66834  
(785) 499-6313  
<cowgirl@FHRD.net>

No report.

## End of the Trail

President Pam Najdowski  
1810 Paseo de La Conquistadora  
Santa Fe NM 87501  
(505) 982-1172  
<mikenaj@cnsr.com>

On September 29 some 30 members and guests met at the Sandoval County Historical Society Museum in Bernalillo. John Bloom gave information about an El Camino Real Symposium at the University of New Mexico, October 9-11. There will be a meeting at the International Heritage Center on El Camino Real south of Socorro, March 14-15, 2003, to organize an El Camino Real Association.

The program was presented by

Hal Jackson, telling about traders in the area of Bernalillo who welcomed trade with the United States after 1821. Under Spanish rule prices were controlled by business men in Chihuahua, which had put New Mexicans in debt. He spoke of traders in the area who established a trail that led from Las Placitas north to a point where it turned east toward San Miguel and Las Vegas.

José Librado Gurulé, a young man hired by trader José Perea to work with a wagon train traveling the trail, related his adventures many years later. He described a resting place on the trail as a paraje, a place with a spring where they camped, which is northeast of Las Placitas.

After the meeting the group traveled to La Hacienda Grande in Bernalillo, north of Coronado National Monument. It was constructed about 250 years ago and is now a bed and breakfast. The owners provided a tour and some history of the area.

A tour of Las Placitas led to the "Paraje" where there is still an abundant spring. Then they visited a Spanish land-grant established in 1765, called San José Las Huertas. It was recently excavated. Remnants of old fields and fragments of an irrigation system can be seen. This tour gave us a better understanding of the hardships of traveling the trails in a mountainous area without the paved and graveled roads. The adventure ended back at the museum.

The next meeting is November 16, 1:30 p.m., at El Zaguán, former home of Santa Fe Trail merchant James Johnson, with the program by Pam Najdowski about Johnson and his influence on trade in Santa Fe.

## Corazón de los Caminos

President Mary Whitmore  
120 Gabaldon Route  
Las Vegas NM 87701  
(505) 454-0683  
<whitmore@newmexico.com>  
<www.nmhu.edu/research/sffrail/corazon.htm>

While we wind down for the winter, remember those Trail ruts are sometimes most visible when they are covered in a dusting of snow!

Our last program for the year was the annual membership meeting held at the NRA Whittington Center in Raton. Following a catered lunch, Nancy Robertson and plant expert



Lee Knox led us over SFT ruts on the Center's extensive holdings

In October we were treated to a presentation by members of the Blattman family at the Ocaté Community Center. Charles E. Blattman, their grandfather, was born at the Calhoun Crossing—now usually called the Ocaté Crossing—in 1869. (Andrew Jackson Calhoun reportedly established the ranch and stage station with a poke of California gold.) Blattman eventually bought out the former Calhoun Ranch and then bought the Charles Fraker ranch to become the Mora Ranch of today. That ranch is no longer in the Blattman family, but Jeannie Blattman, who shared many old family photos with us, has an adjacent ranch.

Our September foray along splendid Trail ruts on the private Fort Union Ranch, surrounding Fort Union National Monument, gave us a real taste of the gusty, dusty prairie. There were also great plants in bloom and lots of cactus in spite of the drought—and the rains began that night!

Our Mapping and Marking Committee, headed by Ray Marchi, installed Santa Fe Trail Crossing signs at Kearny Gap and Ocaté in July. This makes a total of 22 pairs of "SFT Xing" signs installed along the highways and county roads in New Mexico where the ruts are conspicuous. The signs were funded with a Department of Transportation Scenic Byways grant. Ray has applied to the SFTA for a grant to do more mapping and marking next year. We are also developing a wayside exhibit at Point of Rocks in consultation with the National Park Service Long Distance Trails Office through a cost-share grant.

Several members of our chapter attended Rendezvous 2002, including our NM directors, Steve Whitmore and Faye Gaines. Steve reported that, "[h]ighlights for me were a talk by Lawrence Hart, Chief of the Southern Cheyenne Tribe, on repatriation of Indian skeletal remains, and the fashion show, which featured authentic military dress and female fashions of Fort Larned's hey-day."

We have enjoyed the addition of more new members this year, includ-

ing some from the End of the Trail Chapter who have also signed on with us, such as Inez Ross, "Trail Boss" of the group of women who are hiking the Trail from Santa Fe to Franklin. They plan six trips a year, three each in spring and fall, and as of October were pushing eastward from Fort Dodge. Contact Inez if you'd like to trek along.

Sadly, we lost Mary Gamble in August, so soon after Leo had passed away. We hope everyone has a safe winter, happy holidays, and we'll see you on the Trail come spring.

### Wet/Dry Routes

President Rusti Gardner  
801 Vernon Dr  
Larned KS 67550  
(620) 285-3433  
<jaxrus@larned.net>

The summer meeting in Larned, August 10, included a covered-dish dinner followed by the business session. A \$500 matching-challenge was issued to the Fort Larned Old Guard to raise funds to help print a brochure on the Indian Village on Pawnee Fork. After 2003 the chapter seminar will change from annual to biennial meetings. Discussion was also conducted regarding the SFT Rendezvous, serving a meal for that event, and Faye Anderson Award nominations.

The program by David Clapsaddle was about equipment used in ox-drawn transportation on the Trail.

A joint meeting with the Dodge City/Fort Dodge/Cimarron Chapter will be at the Dodge City Public Library, November 3, 2:00 p.m.

### Dodge City/Fort Dodge/Cimarron

Nancy Jo Trauer  
1309 West Brier  
Dodge City KS 67801  
(620) 227-8343

The chapter will host the Wet/Dry Routes Chapter on Nov. 3, at the Dodge City Public Library, 2:00 p.m., with a program by David Clapsaddle, "A Chronology of the Santa Fe Trail."

### Missouri River Outfitters

President Nancy Lewis  
1112 Oak Ridge Dr  
Blue Springs MO 64015  
(816) 229-8379  
<SFTAMRO@aol.com>

The Missouri River Outfitters will meet on Sunday, November 10, at the National Frontier Trails Center

in Independence, Missouri. The program is titled "Experiences of the Frontier House Families." As experts on frontier women, nationally known researchers Linda Peavy and Ursula Smith will speak on their experiences in developing the PBS series *Frontier House*. The public is invited to attend. For more information contact President Nancy Lewis, (816) 229-8379.

Members of the mapping/marketing committee met on Thursday, October 17, with NPS personnel regarding development of the marking and interpretive signage at the Wayne City Landing site in Sugar Creek. The city of Independence has approved the placement of markers in Santa Fe Trail Park.

### Quivira

President Britt Colle  
PO Box 1105  
McPherson KS 67460  
(620) 241-8719  
<blkcolle@midusa.net>

No report.

### Cottonwood Crossing

President Gil Michel  
605 Park Place  
Newton KS 67114  
(620) 284-0313

On July 25 the officers and executive committee met at Hesston to plan for the next meeting and future activities. Vice-President Dale Brooks presented an outline and map for the Marion County auto tour he has created. The committee approved the proposal and scheduled presentation at the next chapter meeting.

On September 5 the chapter met in Durham, with 33 members and guests present. After dinner a short business session was held. Brooks presented his proposed auto tour route and it was approved unanimously. The plan will be presented to the Marion County Commission for approval and participation in marking and signing.

Brooks also announced a coming meeting with John Conoboy of the National Park Service to discuss making Cottonwood Crossing a NPS interpretive site.

After the meeting, all drove a mile west of Durham to the DAR Trail marker near the crossing. Also Trail ruts were observed at two different locations south of the marker.

On September 15 chapter officers met with Conoboy. Also present was Gerald Kelsey, Marion County road and bridge director. After a discussion session, the group went to the crossing site west of Durham to view all that is there. It is hoped the NPS will approve an interpretive site for this location.

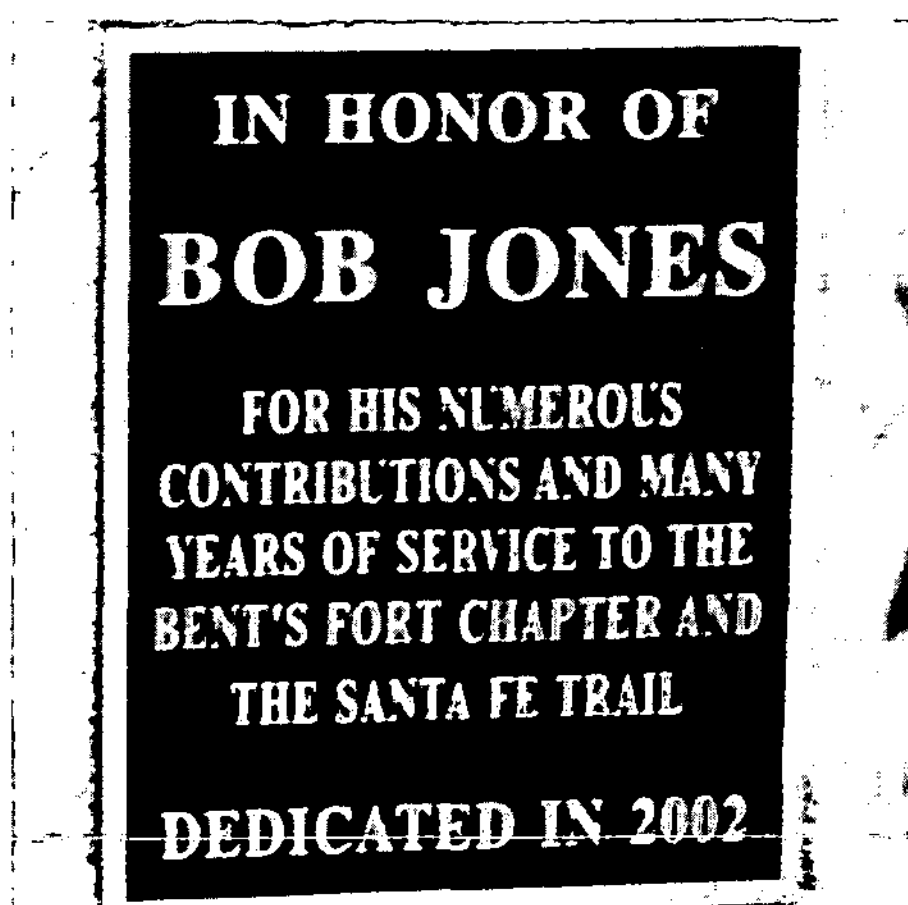
Two newspaper reporters were at the meeting. The following week there were pictures and news articles in the *Marion Record* and *Hillsboro Star-Journal* and the *Hillsboro Free Press*.

### Bent's Fort

President Richard Carrillo  
718 W. 2nd St.  
La Junta CO 81050  
(719) 384-8054  
<cuartelejo@centurytel.net>

The chapter met at Thatcher (Hole in the Rock) on October 12 to erect and dedicate a monument to Bob Jones, who made it possible to preserve the Hole in the Rock site. Plans were changed when the Conservancy property was found closed and posted.

The chapter met elsewhere and dedicated the plaque, now located temporarily at Otero County Museum in La Junta. It will remain there until a permanent location is found. Meanwhile, all are welcome to come and view the plaque.



### SYMPOSIUM SITE CHANGED

THE site of the 2003 Symposium, September 25-28, has been moved from Independence because of problems securing proper accommodations. It will be at Days Inn Southeast at 6101 E 87th St, Kansas City MO. Watch for more symposium information in the next issue.

## CHARLES ANDREWS III BIDS FAREWELL

CHARLES Lee Andrews III recently moved from New Mexico to North Carolina. A descendant of General Edwin Vose Sumner and Colonel Timothy Patrick Andrews, he recently donated a nice collection of books and some photographs of Sumner to New Mexico Highlands University. He sent the following:

Editor:

It is with a touch of sorrow and a longing for the great wide spaces with open blue skies that I have to sell my house in Eldorado and return to my home in North Carolina. My connection to the land and people of New Mexico is through the Blue Coats of the U.S. Army in the Mexican War. General E. V. Sumner and Colonel T. P. Andrews served in the battle actions side by side until the end at Chapultepec. General Sumner served New Mexico in many ways, but mostly in building Fort Union and others to effectively stabilize the land and start control in the mixed population to a position of a new state.

I have visited General Sumner's grave at West Point where other members of my family are resting. I have always felt his legacy in the winds of New Mexico.

Charles L. Andrews III  
610 Berkshire Dr  
Statesville NC 28677

### HELP WANTED

I have been working on a book about my SFT ancestors, Alexander and Lucy Hatch and their four children, who traveled from western NY to Santa Fe, then Las Vegas, in 1847-1848. The family was unusual in that they went as a family and settled in NM and CO, eventually coming together at the end of their respective trails in the Trinidad, Colorado Masonic Cemetery (the last of the children passed on in 1916).

Lucy Hatch operated a "hotel" on the Las Vegas plaza in 1850, while Alexander went to the California gold fields. They later operated "Hatch's Ranch-Fort" on the Gallinas River, southeast of Las Vegas until the Civil War. Then they went to the Colorado gold fields, where Lucy died in 1867.



## Kansas Heritage Center

A unique media resource center for the Santa Fe Trail, Kansas, the Great Plains, the Old West, cowboys, military, and Dodge City history. Information files, census records, videos, microfilm, newspapers, books, and photographs are available.

Gift shop with a large selection of Kansas gift items, posters, maps, and books on the Santa Fe Trail, Kansas, the Old West, cowboys, military history, and Great Plains. Call for a catalog. Open 8 - 5, Monday - Friday

Box 1207, 1000 Second Ave.  
Dodge City, KS 67801  
620-227-1616  
FAX - 620-227-1701  
E-mail [info@ksheritage.org](mailto:info@ksheritage.org)  
[www.ksheritage.org](http://www.ksheritage.org)

For more than a decade, I have been pursuing information about this couple and their equally courageous and adventurous children. I have unearthed many pictures, letters, deeds, military records, obits, and the like from the late 1840s forward, and invite anyone with knowledge or information about the family to contact me. Any help will be greatly appreciated.

Diana Dunn  
1357 Deerfield Dr  
State College PA 16803  
814-238-4848  
<drd1@psu.edu>

### 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.

### BUSINESS/INSTITUTION

Citizens Committee for Historic Preservation, PO Box 728, Las Vegas NM 87701

### FAMILY MEMBERSHIPS

Cathie & Art Adams, 8279 S Pecan Grove, Tempe AZ 85284  
Denise Carrica & Eva R. Ball, PO Box 678, Swink CO 81077  
Jim & Jan Groth, RR 1 Box 121, Satanta



KS 67870

Wanda Hickenbottom & Ernest Margheim, 1376 Rudd Ave, Canon City CO 81212

Lee Richmond & Pam Sullivan, 110 W-erd Ave, Waltham MA 02453

### INDIVIDUAL MEMBERSHIPS

Dorothy A. Briggs, 924 W Pinon Ave, Gilbert AZ 85233

Faye Strickland Caldwell, PO Box 185, Leakey TX 78873

Paul G. Eastes, 4993 Lenoir City TN 37772

Richard Love Harris, 1234 E 29<sup>th</sup> Pl, Tulsa OK 74114

Joyce J. Kelley, PO Box 172, Rawlins WY 82301

John William Love, 423 North 3000 West, West Point UT 84015

Kathleen Fitzsimons Love and Jackson B. Locke, Love Ranch, 7265 East State Hwy 29, Llano TX 78643

Sarita & Ben Love, HC 64 Box 440, Alpine TX 79832

Delvin Seil, 816 11<sup>th</sup> St, Gothenburg NE 69138

A. Janie Van Der Schouw, 1151 CR 7 - 121, Leadville CO 80461

### 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 February, so send information for March and later to arrive by January 20, 2003. Thank you. Dates of additional events may be found in chapter reports.

**Nov. 15-17, 2002:** Washita Battlefield Symposium, Cheyenne, OK, (580) 497-2742.

**Nov. 16, 2002:** End of the Trail Chapter program on Trail merchant James Johnson, at El Zagan, 1:30

**Santa Fe Trail Association**

**PO Box 31**

**Woodston, KS 67675**

*Change Service Requested*

### Symposium 2003 Independence, Missouri

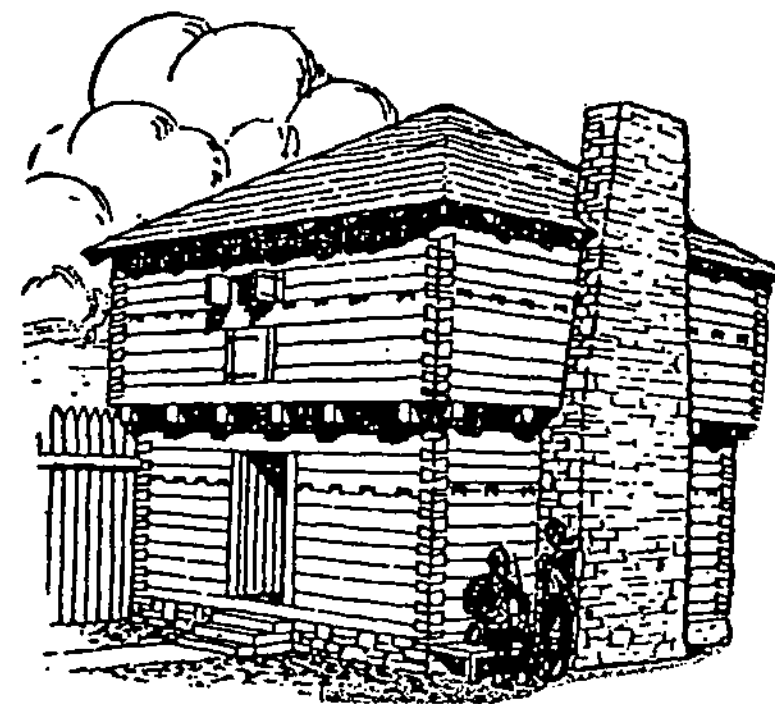


MISSOURI RIVER OUTFITTERS

September 25,26,27,28

Join us for Tour #2,  
featuring Fort Osage  
and the Santa Fe Trail  
through western Missouri.

Foods chair: Nancy Lewis



p.m., (505) 982-1172.

**Dec. 7, 2002:** Kaw Mission Christmas, 6:00-8:00 p.m., Council Grove.

**Dec. 14, 2002:** Christmas Open House, Fort Larned NHS.

**Jan. 18, 2003:** End of the Trail Chapter meeting, lecture by Mary Jean Cook on Doña Tules, 1:30 p.m. at El Dorado Community Center.

**Feb. 15, 2003:** Deadline for applications for SFTA Scholarly Research Grants; contact Stephen Whitmore, 120 Gabaldon Rte, Las Vegas, NM 87701, (505) 454-0683.

**Mar. 14-15, 2003:** Meeting to organize El Camino Real Association, International Heritage Center south of Socorro.

**May 3, 2003:** Wet/Dry Routes Chapter Trail Seminar and Fort Larned Old Guard Annual Meeting, Larned, KS.

**June 14-15, 2003:** Six Western Chapters gathering, Santa Fe, NM. For information call (505) 473-3124 or (505) 244-7608.

**Sept. 25-28, 2003:** SFT Symposium, Independence, MO.

### FROM THE EDITOR

Several items are carried over to the next issue because of space, including the next installment of Katie Bowen's letters. More material is still needed for the next issue.

As the travel season on the Trail winds down for another year, Trail junkies can spend the winter months reading and researching, studying and contemplating, thinking and writing about the fascinating stories that make up our rich Trail heritage. Be ready to hit the Trail come spring.

It is time to devote special attention to the Zebulon M. Pike Expedition, 1806-1807, and begin making plans to join in the bicentennial celebration. One might think that, after 200 years, there is nothing left to learn or do, but anyone who is engaged in the search realizes we have only just begun. There are lifetimes of learning and doing on the Santa Fe Trail.

Happy Trails!

—Leo E. Oliva



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