

Wagon Tracks

Volume 14

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Santa Fe Trail Association

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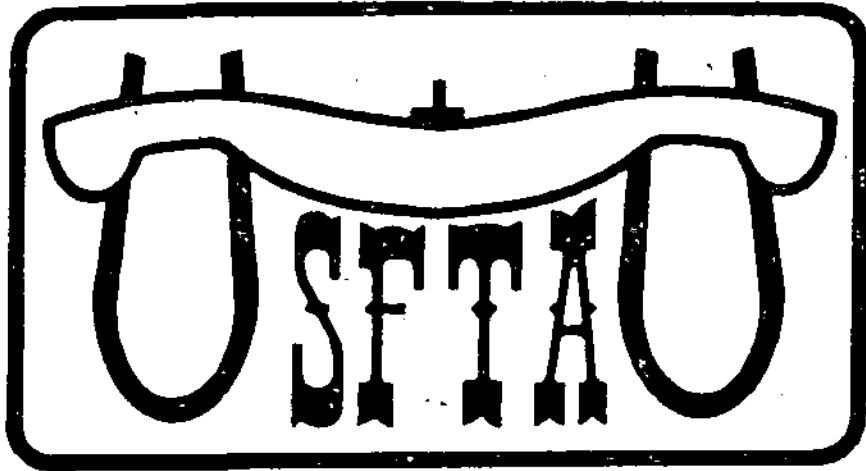


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WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 14

NOVEMBER 1999

NUMBER 1

GROVE SYMPOSIUM GIGANTIC SUCCESS

by Jan White

(Jan White served as publicity chairman for the 1999 symposium.)

COUNCIL Grove hosted 380 Trail enthusiasts who registered for all or part of the symposium held September 23-26. The guests came from 17 states and the District of Columbia. Many local residents attended the lectures, and a group of Trail bikers joined the group for breakfast Sunday morning.

Program coordinator Deanne Wright stated that the intent of the program committee was to place Kansas, the Flint Hills, and Council Grove in the context of the Santa Fe Trail. The lectures were geared to point out the natural resources present in the Flint Hills made this a place to gather to form wagon trains headed west on the Santa Fe Road. Because groups gathered here to form wagon trains before heading out into hostile Indian territory, a small support facility blossomed into the town of Council Grove. This theme culminated in the multimedia pageant "Voices of the Wind People."

Those participants who went on the tours had a rare opportunity to view the actual sites where many Trail events took place; each aptly explained by tour guides. The groups went as far east as Burlingame and as far west as Lost Springs. Owners of many of the sites were on hand to welcome the group. The knowledgeable tour guides were Heart of the Flint Hills Chapter members Bonnie Sill, Bill Alspaw, Joleene Day, and Don Schiesser. Don and Doris Cress planned tour routes and obtained access to private lands.

Helen Judd, co-chairman of the symposium, coordinated the meals and breaks. Council Grove clubs prepared food for the Riverwalk Reception. The dedication of ten wayside

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November 1999



Ted Holmes and Ann Birney aka Julia.

GRANDSON MEETS JULIA AT THE SYMPOSIUM

by Bonita M. Oliva

ONE never knows who they might meet at a symposium. At Larned Mary Gamble and Marian Meyer discovered they were cousins. In Council Grove the appearance of SFTA member Theodore Holmes, Tucson, AZ, caused a great deal of excitement when it was discovered that he is the grandson of Julia Archibald Holmes, the first white woman known to climb Pike's Peak in 1858. The excitement was compounded when it was discovered that Julia, in the person of Ann Birney, Admire, KS, who does a first-person interpretation of Mrs. Holmes, was also present. Ann and "grandson" Ted spent a number of hours discussing their family research. Ted was particularly interested in his grandfather about whom little is known.

It was not far from Council Grove, near Emporia, that Julia and husband James began married life on a farm on the Neosho River. Soon afterward they headed west on the Santa Fe Trail to the gold fields near Pike's Peak with a group from Lawrence. They failed to find gold and traveled to New Mexico where Julia taught school. For a short time she was employed by James Quinn Doyle, owner of Barclay's Fort. During this time her son Ernest Julio was born at Fort Union, NM. Ted is his son. Julia's story is told in *A Bloomer Girl on Pike's Peak 1858*.

SFTA AWARDS 1999

A highlight of every symposium is the awards ceremony, this year presided over by Harry Myers, chair of the awards committee. Congratulations to the following recipients:

Award of Merit

1. The Kansas State Historical Society, Topeka, for the 175th anniversary program along the Trail in Kansas.
2. Kansas City Public Schools "Trails Project," which connects several schools along the Trail with each other and with museums and historic sites.
3. Larry Mix, St. John, KS, for developing and maintaining the Wet/Dry Routes Chapter web page where over 300 pages of information receive more than 1,000 visits per month.
4. Don and Doris Cress, Council Grove, KS, for long-time support of SFTA and the Trail, for organizing the Heart of the Flint Hills Chapter, preservation and marking of the

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Gregory M. Franzwa, recipient of the Rittenhouse Memorial Award for lifetime achievement.

PRESIDENT'S COLUMN

SYMPOSIUM 1999 is still fresh in my mind, and I find myself engaging in a heady amount of reminiscence. Is there an event, I ask myself, which stands out among all the rest? That is dangerous territory to tread, but I do so unflinchingly. The most vivid event for me was the evenings spent on the Cottage House porch, reviewing the day's events with the group of us privileged to be innkeeper Connie Essington's guests. As I reflect on those delightful evenings, I have come to appreciate them for more than end-of-the-day unwinding.

In the act of sharing informal moments in the still of a Kansas September evening, perhaps there is a message for SFTA. It has often been said that more substantive work is accomplished outside the confines of a formal meeting than within it. Often, the "shop talk" that occurs during a conference coffee break or at lunch produces outstanding results. (Perhaps one should tape record these conversations so that nothing is lost.) Yet, I wonder how often when in such situations do we stop to consider how important is the conversation. If we do not, we may be losing our most creative moments. I am sure that the education workshop generated some stimulating discussion afterwards, but will it drift back to the Education Committee? I hope so.

The Q and A period following a lecture can provide an opportunity to learn more about the speaker's topic, and this may stimulate the creative juices. If we are shrewd, we may find new ideas for preserving our section of the Trail, or locating a speaker with a fresh approach for a chapter meeting. Trail bus tours are perfect vehicles for combining a focused event with informal chatter. We usually meet new people on these tours, and that alone can open doors to new possibilities.

Such an informal exchange occurred with Debbie Divine, Kansas Scenic Byways program manager for a private marketing corporation, during lunch at the board meeting. I had recently written chapter presidents, urging them to explore the possibilities of obtaining scenic byway status for the Trail in their respective states. Along comes Debbie

who is engaged in this same venture. Why was she at Council Grove? Obviously, to explore scenic byway status for the Trail in Kansas with our folks. Why had I written the chapter presidents? Obviously, for the same reason. If our chance encounter serves to cut through the heavy bureaucratic clutter, what a boon for SFTA.

As I continue to reflect about those evenings on the Cottage House porch, I realize that we must take the light, informal moments more seriously if we are to utilize our intelligence to greater advantage. Perhaps we will realize that these moments are actually time-savers which can reduce the need to stare unceasingly into space when we encounter "thinker's block." As I reflect on my work patterns in carrying out my SFTA duties, I know full well that if I were to capture the informal moments more often, I would probably be a much smarter person and SFTA would be sailing along in high gear. So, while the aura of Symposium still surrounds me, I am pondering the informal moments both on and off the porch. Why don't you engage in the same, and let me know what ideas come to mind which you believe are worthy of our attention.

I trust you spent time at the book exhibits, but unlike me, were able to complete the tour of all the booths. What a broad range of products were available, from quilts to rare books. As Symposium grows, so grow our exhibits.

It is with great sadness that I report Jane Lenz Elder's resignation from the board of directors. We have lost a strong Trail supporter and steady voice for sound governance. However, we expect that she will continue to contribute to the Trail in many ways and for a long time. She has graciously agreed to continue as web master until her replacement is obtained. This is an important position, requiring special computer skills. I know that among our members, there are those endowed. Perhaps the chapters who already have web pages can provide guidance. I would like to hear from anyone who might be interested in serving SFTA in this vital role.

As you read this, your Thanksgiving turkey may be on the table and your Christmas plans well under

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Joanne VanCoevern, Kansas
Stephen Whitmore, New Mexico

way. Although our larger SFTA family will not gather together (however, Leo did invite the board to his house for Thanksgiving) during these special family holidays, I invite each of you to take a few moments from your festivities to give thanks to the Santa Fe Trail for making our friendships and gatherings possible. Let us be mindful of our commitment to protect the Trail for ourselves and all those who follow, and in the spirit of Christmas, may we seek to give back a portion of all we have received from the Trail and the friendships it as forged. Joy and peace to each of you, and may we all meet on the other side of Y2K.

—Margaret Sears

NPS LIAISON OFFICER

by Margaret Sears

EFFORTS to strengthen the formal Memorandum of Understanding between the Santa Fe Trail Association and the National Park Service have taken a step forward with the appointment of SFTA Director Faye Gaines, Point of Rocks Ranch, NM, as NPS Liaison Officer. In a letter to the chapter presidents announcing her new position, Faye stated the importance of establishing an information network within SFTA aimed at increasing our awareness of problems which threaten the Trail. "If we are aware of problems other chapters are having which threaten the Trail," Faye wrote, "then we will be able to assist one another. There is a need for all of us in SFTA and NPS to be alert to those issues that would compromise the Trail, and together (in partnership) take whatever corrective action is required."

Specifically, Faye will serve as an "early warning marshal" to threats which are reported to her from NPS, the chapters, SFTA board members, and other sources. Chapters are encouraged to appoint their respective preservation officers to serve as a direct link with the NPS Liaison Officer.

In the short time since the appointment was made, Faye received notice of several activities which could negatively affect the Trail. The encroachment of corporate hog farms into western Kansas has been noted as have a telecommunications tower near Baldwin, KS, and the erosion of

ruts at Wagonbed Spring. The hogs and the tower issues are on hold, and the erosion diversion project is completed.

Another important Liaison Officer task is to develop strategies for carrying out the "Statement of Work" (Article 2) of the Memorandum of Understanding, the formal agreement between SFTA and NPS. This component basically states that both agencies will assist the other in preserving and maintaining the Trail through a variety of activities. Neither party is addressing the work component in an organized manner, although some activities are being carried out by highly dedicated and competent individuals and some SFTA chapters.

The Challenge Cost-Share Program is possibly the best-known partnership activity (probably because it provides financial assistance for a variety of Trail-related projects), yet even this program is unknown to most. A plan is needed whereby the various governing units within SFTA are fully informed of the program and the application procedures. A year ago all chapters received copies of the "Guidelines and Procedures," however no follow-up occurred. Nor has NPS made timely general notification of application deadlines. These weaknesses should be correctable with a more precisely defined operating procedure.

Arguably, the most beneficial program to the perpetuation of the Trail is the NPS certification of high potential resource sites and segments. Perhaps no NPS duty is more misunderstood and maligned. It is expected that the liaison position will bring fresh approaches and support to the process.

The partnership between NPS and SFTA, both formal and informal, has worked well since its inception almost a decade ago. However, a mechanism for sound execution of the Memorandum of Understanding has been fragmentary, at best. The institution of a NPS Liaison Officer is an effort to take the partnership to a new level, which will strengthen all aspects of our shared responsibilities to the Trail. If you have concerns for Faye, contact her at HCR 60 Box 27, Springer NM 87747, or phone (505) 485-2473.

SPEAKERS BUREAU REVIVED

by Margaret Sears

LAST April the SFTA governing board voted to resurrect the Speakers Bureau which was attempted several years ago. The purpose of the Bureau this time is to provide financial assistance for guest speakers at chapter events. Rusti Gardner, president of the Wet/Dry Routes Chapter, was appointed to administer the program.

Guidelines and application forms were drawn up last May and distributed to chapters. The maximum allowed for a given grant is \$250 to be utilized for reimbursement of travel expenses for a visiting speaker. Applications must be submitted no later than three months prior to the program for which funding is requested. A given chapter may receive a grant only once during a calendar year, or until each chapter has the opportunity to use the fund. The board has budgeted \$1500 for the year 2000. The guidelines and application may be requested from Rusti Gardner, 801 Vernon Dr, Larned KS 67550, phone (316) 285-3433.

SFTA ARCHIVES

by Betsy Crawford-Gore

(SFTA member Betsy is curator at the Santa Fe Trail Center, Larned, and custodian of the SFTA archives.)

THE Santa Fe Trail Association archives are housed at the Santa Fe Trail Center, as provided by SFTA bylaws and action of the governing board. Currently the archives contain memorabilia from the Santa Fe Trail Council and Association, newspaper clippings of Trail events, copies of *Wagon Tracks* and other Association publications, videos, symposium materials, and printed material about SFTA.

It is important that the history of the SFTA be maintained and preserved. If you have photographs, videos, clippings, presidential papers, or other items relating to Association history or events, please consider donating them or copies to the archives. Materials should be sent to SFTA in care of the Santa Fe Trail Center, RR 3, Larned KS 67550. If you have any questions, please contact me at (316) 285-2054 or e-mail at <trailctr@larned.net>.

CORONADO CONFERENCE APRIL 14-18, 2000

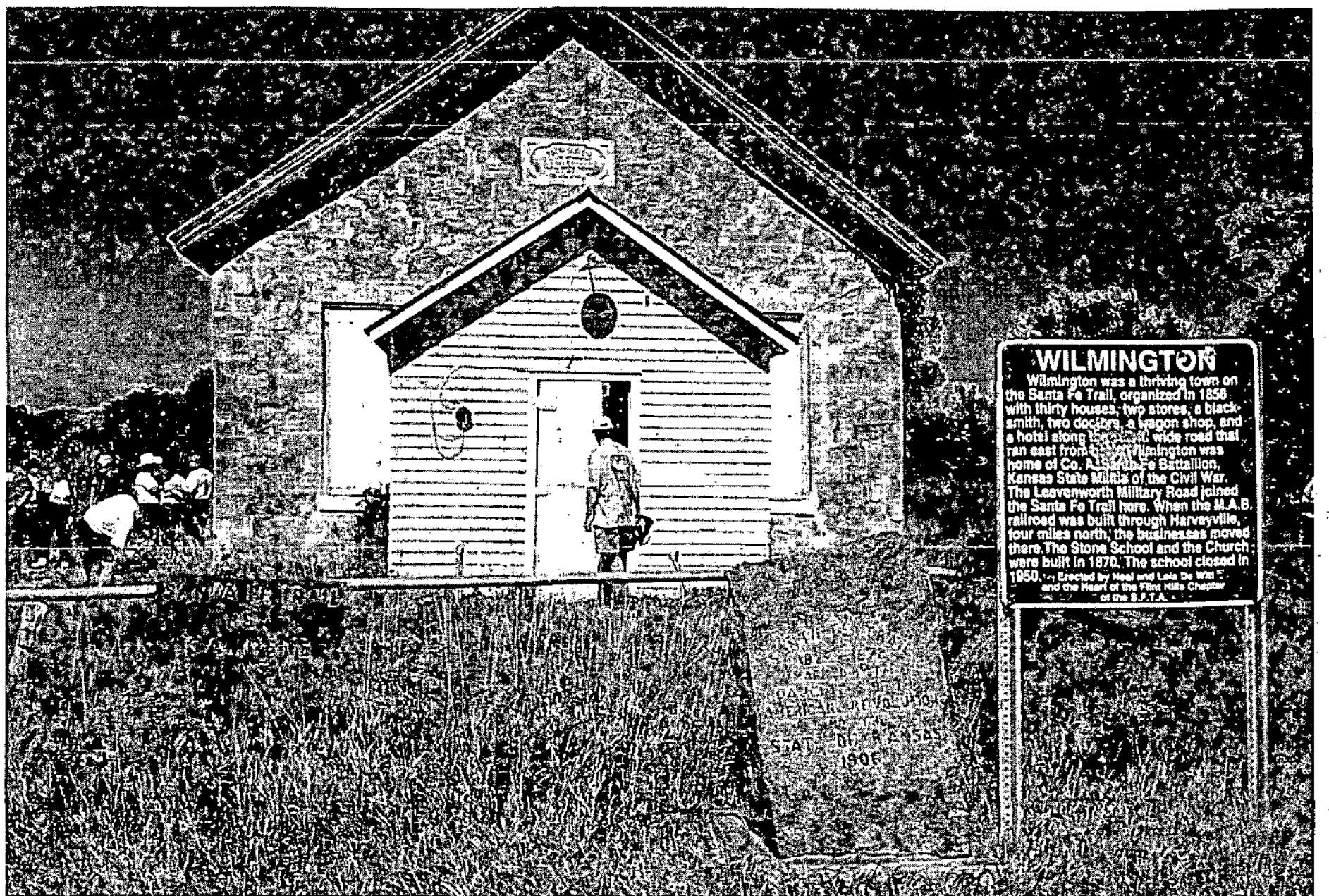
A sequel to the 1992 conference on the Coronado Expedition is scheduled for April 14-18, 2000. Coordinated by Richard and Shirley Flint, New Mexico Highlands University, Las Vegas, it is called "Contemporary Vantage on the Coronado Expedition through Documents and Artifacts." It will be at two locations.

Documentary and historical topics will be covered at New Mexico Highlands University on the 14th through noon of the 16th. The afternoon of the 16th will be taken up by travel to Blanco Canyon in Floyd County, Texas (northeast of Lubbock), the location of the Jimmy Owens archaeological site (a campsite of the Coronado Expedition that was identified as a consequence of the 1992 conference). Then archaeological topics will be covered at the conference center of the Plains Baptist Assembly in Blanco Canyon on the 17th and 18th. The Blanco Canyon portion of the conference will include a tour of the Jimmy Owens Site and the Floyd County Historical Museum in Floydada, which houses artifacts recovered from the site.

Nearly 20 scholars (historians, archaeologists, and linguists) from around the country will present papers and talks on topics directly related to the Coronado Expedition. Like its predecessor, this conference will be a major event for both scholars and the general public interested in the expedition. Additional details and registration procedures will appear in the next issue of *WT*.

WASHITA TOUR

PLANS are being made for a traveling seminar next spring to the Washita Battle site near Cheyenne, OK. Included in the tour will be a visit to Fort Supply, which figured significantly in General Phil Sheridan's 1868-1869 Winter Campaign which led to the destruction of Black Kettle's Cheyenne village on the Washita River. David Clapsaddle, Larned historian and author will lead the tour. The fee is \$150, which includes all meals, lodging, and transportation costs. For more information or to register, contact Clapsaddle at 215 Mann, Larned KS 67550, (316) 285-3295.



Symposium tour group at Wilmington School (note DAR marker in foreground by interpretive sign) (photograph by Mary Collins).

GROVE SYMPOSIUM

(continued from page 1)

exhibits erected in Council Grove by the National Park Service followed the Riverwalk dinner.

The weather was beautiful for the many outdoor events, allowing activities to take place at actual Trail sites: Council Oak Park where the Treaty with the Osage Tribe was signed and the Riverwalk along the Neosho River at the site of the crossing. Symposium goers also enjoyed an excellent dinner at the Hays House, a multi-media pageant "Voices of the Wind People," a Trail-side jamboree country western show, and many enjoyable and informative talks on the area and the Flint Hills.

After three years of planning and hard work, the Heart of the Flint Hills Chapter should be congratulated for a job well done. However, the symposium's success can be attributed to the hard work of several individuals in the local community and the cooperation of clubs, organizations, churches, and business people of the community. And don't forget the gorgeous Kansas fall weather.

Many positive comments were received and, at the risk of "tooting our own horn," we proudly share some.

A woman from "the show me state" said: "When I saw the program I said; they will never do all these things." (but we did).

"Best symposium ever"

"Great food"

"So well organized"

"Impressed that a town this size handled this so well & the town was so historic."

"Boy, our tour guide sure knew his stuff!"

"Loved the *Voices of the Wind People*."

"Especially enjoyed riverwalk reception."

"Council Grove is so friendly, and with it's historic background, a place to revisit."

Members of the steering committee received nice notes in the mail after the symposium thanking them for a great time. A few quotations:

"The best organized we have attended. Tours were great (even drinks and portapotties), guides were outstanding. Speakers were interesting and informative, food was wonderful, the pageant was excellent and the jamboree was fun. Even the weather and facilities were great and the tote bags were very nice."

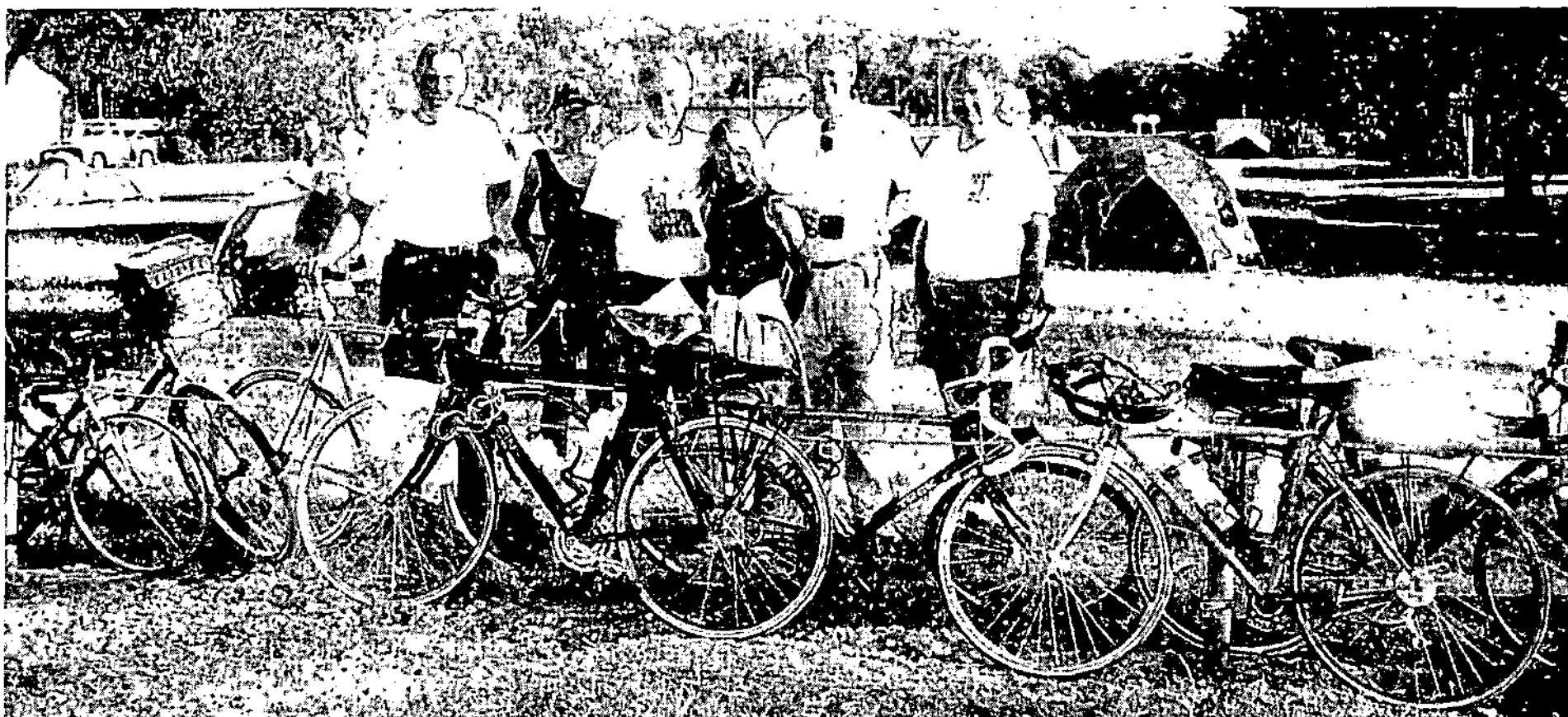
"Great success, food was excellent and everything so well organized. Even the weather was right."

"You folks did a magnificent job with the Symposium. You have now set a new standard that will be hard to exceed."

"Great job! Great Symposium! I was in awe of your fine community



The "symposium class" receiving college credit from Emporia State University, l to r, front row: Joanne VanCoevern, Cindy Ella Rogers, Jean Malone, Judeen Bachura, Peggy Moos, & Christiana Cooper; back row: Marcia Fox, Patty Jordan, Anne Robidou, Joyce Thierer (instructor), Jennifer Heikkila, Mae Thomas, & Susan Conoley. Class members not pictured were Tracey Mathews, Annie Wilson, Shelia Litke, Karla French, Rod Hollis, and Billi Evans.



A few of the Santa Fe Trail Bike Trek participants at their campsite in Council Grove during the symposium, l to r: Blake Swafford, Nipomo CA; Anne Kelly, no permanent address; Don Gieringer, Cincinnati OH; Susan Jones and Dan Juhl, Palo Alto CA; and John Rusche, Cincinnati OH.

and the good work being done in historic preservation."

Those on the steering committee for the symposium were: Coordinator, Jim Selby; Chair, Don Cress; Co-Chair, Helen Judd; Secretary, Phyllis Metzger; Program, Deanne Wright and Doris Cress; Publicity, Jan White; Registration, Shirley Rees and Bonnie McClintock; Exhibit Room, Betty Barker; Physical Arrangements, Floyd Metzger and Norman Tornquist; Entertainment, Donna and Dan Frese; Finance, Loretta Keyser and Hank White; Lodging, Connie Essington & Ron Wright; Hospitality, Helen and Charlie Judd.

SFTA AWARDS

(continued from page 1)

Trail, Trail rides, and training tour guides for Council Grove.

5. Mark L. Gardner, Cascade, CO, and Marc Simmons, Cerrillos, NM, for editing *The Mexican War Correspondence of Richard Smith Elliott*, published by University of Oklahoma Press, 1997.

6. Bonita M. Oliva, Woodston, KS, for long-term and strong support of SFTA and the Trail and especially for compiling the 10-year index to *Wagon Tracks*.

Paul F. Bentrup Ambassador Award

1. Virginia Lee Fisher, Arrow

REMEMBER THE SANTA FE TRAIL ASSOCIATION IN YOUR WILL

Rock, MO; for long-time work in and around Arrow Rock, writings about the Trail, and service as a director of the SFTA and a member of the Santa Fe National Historic Trail Advisory Council.

2. Helen and Charles Judd, Council Grove, KS, for outstanding efforts to promote the Trail and the heritage of the Council Grove area, especially the restoration of the Hays House and establishment of the Hays House Restaurant.

Heritage Preservation Award

1. Dan and Carol Sharp, owners of Autograph Rock Ranch near Boise City, OK, the first landowners to participate in the SFNHT certification process, for their preservation of the site, and their commitment to public access to Autograph Rock.

2. William Mock, Clayton, NM, for preservation and public access to the site of McNees Crossing on Corrupa Creek in northeastern New Mexico, located on his ranch.

Marc Simmons Writing Award

1. Craig Crease, Shawnee, KS, for the best original article published in volumes 11 & 12 of *Wagon Tracks*: "Trace of the Blues: The Santa Fe Trail, the Blue River, and the True Nature of the Old Trace in Metropolitan Kansas City" (11:4, August 1997).

2. Mike Olsen, Las Vegas, NM, and Frank Wimberly, Pittsburgh, PA, for the best edited primary source published in volumes 11 & 12 of *Wagon Tracks*: "Last Lady of the Santa Fe Trail? The Diary of Lucinda Wiseman Trieloff" (11:2, February 1997).

Undergraduate Scholarship Award

Marcus Gottshalk, student at New Mexico Highlands University, Las Vegas, for his paper "Miguel Romero y Baca and the Early Settlement of Las Vegas, New Mexico," written under direction of Dr. Mike Olsen.

Education Award

1. Elementary Education: Chris Day and Marcia Fox, Wamego, KS, who have taken more than 500 5th- and 6th-grade students on eight trips over the Trail.

2. Secondary Education: Jeri J. Zimmermann, Las Animas, CO, for

her Boggsville Student History Project for middle and high school students of the district.

Rittenhouse Memorial Award

Gregory Franzwa, Tucson, AZ, for his work to establish the Santa Fe National Historic Trail, long-time support of SFTA, and his many fine books about the Trail.



SFTA Vice-President Sam Arnold received a special award for being the first vice-president to complete a term in office in more than a decade.



Larry Mix receiving Award of Merit from President Margaret Sears.



Marcia Fox and Chris Day receiving the Education Award (elementary level) from President Margaret Sears.



President Sears presenting the Marc Simmons Writing Award to Mike Olsen.



Craig Crease accepting Marc Simmons Writing Award from Pres. Sears.



Mr. & Mrs. Bill Mock with the Heritage Preservation Award.



Doris Cress, representing herself and Don, accepting the Award of Merit from President Margaret Sears.



Charles and Helen Judd receiving the Paul F. Bentrup Ambassador Award from Bentrup, with President Sears in background.



Carol and Dan Sharp with Historic Preservation Award.



Mark L. Gardner receiving Award of Merit from President Margaret Sears.



Ginny Fisher, named Paul F. Bentrup Ambassador, was unable to be there.

TRAIL TALES: KANSAS DAR MARKER REDEDICATIONS

by Shirley Coupal

(SFTA member Shirley Coupal is recording secretary of the Kansas Society Daughters of the American Revolution and chair of the Santa Fe Trail DAR Marker committee.)

IT has been said that dedications are what the Daughters of the American Revolution do best. We beg to differ, but our dedications are the more visible of our historic, educational, and patriotic endeavors.

The recent rededications of our Santa Fe Trail markers in Kansas have had three objectives. First, we want to impress upon those interested and concerned that we are dedicated to returning our markers to their original locations. Second, we want our markers to "grow roots" to curtail any future movement not approved by the Kansas Society DAR. To accomplish this, the public needs to know who we are. The third objective is to become visible to the public and let people know who to contact.

So for big groups or small gatherings, out we come in our sashes, ribbons, and pins to bless and honor the best of the Kansas Society's projects. Nothing is really ended until it is forgotten; whatever is kept in memory still endures.

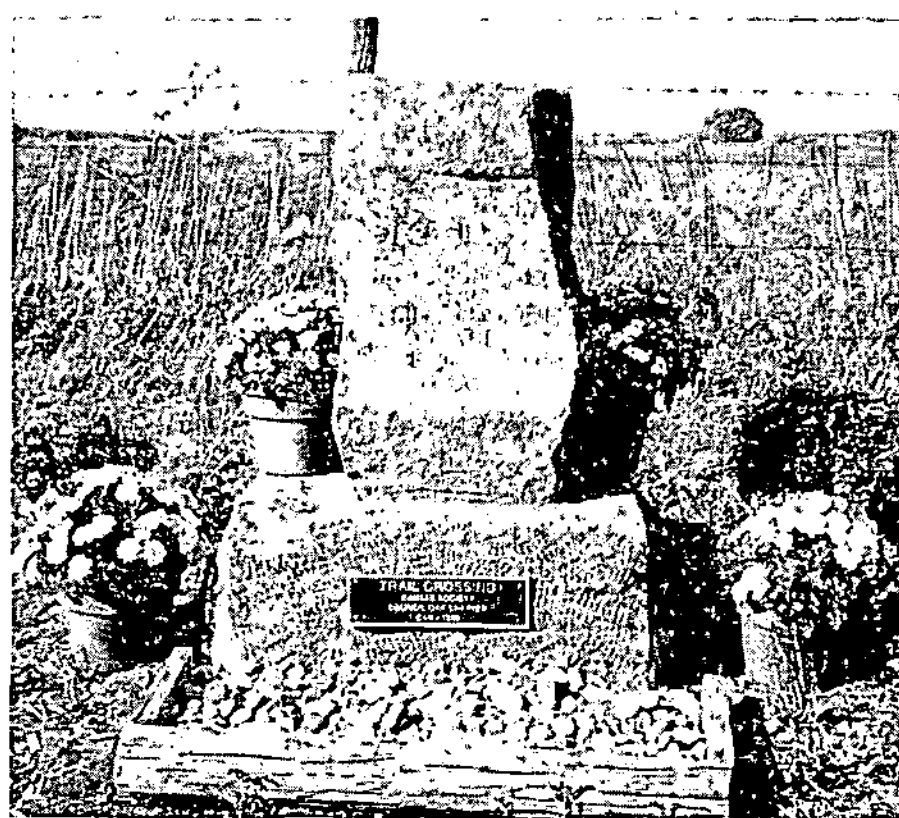


#64 - Fort Dodge

The Dodge City Chapter DAR rededicated this marker on June 5, 1999, National Trails Day. This was attended by members of the Dodge City Chapter, several Kansas Society officers, and a few friends from the Wet/Dry Route seminar. Dixie Oringderff, Dodge City Chapter Santa Fe Trail Chairman, presided.

This marker is now located on the north side of US 400, ¼-mile east of the Kansas State Soldiers' Home at the convergence of the Wet and Dry Routes. The Kansas Department of Transportation reset the marker at this original site. Adjacent to it the SFTA Wet/Dry Routes Chapter has placed a marker and an interpretive sign. It all looks very nice together.

This marker commemorates Fort Dodge, established April 10, 1865, to protect the Santa Fe Trail. The fort provided escorts through the hostile Indian country. It was the southern terminus of the Fort Hays-Fort Dodge Road and northern terminus of the Fort Dodge-Camp Supply Road. From 1867 until 1872, when the Santa Fe Railroad reached Dodge City, goods and services were transported overland from the Union Pacific Railroad at Hays. The abandoned fort was turned over to the State of Kansas, which opened the Kansas State Soldiers' Home in 1890.



#26 - Trail Crossing

Blue skies and a windy, pleasant afternoon was the backdrop for this Kansas Society marker rededication on September 25, 1999, during the Santa Fe Trail Symposium. With eight Kansas Society officers and a National Society officer, members of

the Council Oak Chapter DAR, and a large crowd of symposium attendees looking on, Kansas Society State Regent Alice Walker presided over the ceremony. The Council Oak Chapter instigated the marker's return to its original site from the east side of Council Grove.

It is now located on the north side of US 56 about five miles west of the US 56/177 junction in Council Grove. The Kansas Department of Transportation created a turn out for the site. Members of the SFTA Heart of the Flint Hills Chapter oversaw the moving and resetting of the marker. A bronze plaque was placed on the base of the marker and is inscribed with its name and the year. This is a new feature, which we hope to continue; only two other Santa Fe Trail DAR markers have plaques on their bases and neither gives the marker's name.

This marker does not commemorate any particular event or place on the Trail but rather marks the way. The six markers in Morris County were located by George P. Morehouse and spaced about five miles apart. The county divides the eastern markers commemorating the pre-Civil and Civil War events and the important Trail crossings from the western markers which remember conflicts with the Indian tribes and other events on the Trail.

Other Markers in the News:

Markers #8 - Black Jack, #9 - Trail Park, #10 - Palmyra, #11 - Brooklyn, #12 - Willow Springs, #13 - Globe, and #14 - Flag Springs, all in Douglas County, are being relettered. John Walburn of Ottawa has undertaken this task out of the goodness of his heart. We thank him.

We are interested in the history behind the non-DAR markers in Marion County, especially the School District #90 marker on the Ramona Road. We have had reports of another DAR-like marker northeast of Durham. Anyone from that area with information on either marker, please contact Shirley Coupal, 5410 Ash, Shawnee Mission KS 66205. For up-to-date marker information, check the KSDAR web site at <http://www.southwind.net/~cafton/>.

THE DRY ROUTE REVISITED

by David K. Clapsaddle

(SFTA Ambassador Clapsaddle Larned, KS, is program chairman of the Wet/Dry Routes Chapter and a frequent contributor to WT. This article first appeared in Overland Journal of the Oregon-California Trails Association, vol. 17, no. 2, Summer 1999. It is reprinted here, without maps and illustrations, by permission of OJ Editor Marilyn Holt. Special thanks are extended to Clapsaddle and Holt.)

SOUTHWEST of Pawnee Fork crossing at present Larned, Kansas, the Santa Fe Trail was represented by two separate routes, the Wet Route and the Dry Route. The Wet Route, appropriately named, followed the north bank of the Arkansas River. The Dry Route, so called for the scarcity of water along its course, forsook the river valley to pursue an upland orientation. While the origins of the Wet Route are well documented, the advent of the Dry Route has, to this date, remained somewhat obscure. The first recorded use of the Dry Route was that of the Hugh Glenn-Jacob Fowler party. Departing Glenn's Trading House near the mouth of the Verdigris River in present east-central Oklahoma on 25 September 1821, Glenn and Fowler led their trading-trapping expedition northwest to the Arkansas River in present Rice County, Kansas, and thence southwest along the north bank of the river. At the same time, William Becknell was pursuing the south bank of the Arkansas in his inaugural journey to Santa Fe. Upon reaching the present Pueblo, Colorado, area, Glenn left Fowler to supervise the construction of a stockade and traveled south to Santa Fe where he secured permission from Mexican authorities to trap in the Rio Grande Valley. Glenn returned to the Pueblo area where the party trapped that winter and into the spring of 1822. On the return trip, the party retraced its stops along the Arkansas River to a point four days' journey east of present Syracuse, Kansas. Fowler's journal entry of 22 June 1822 reads, "We steered a little north of east to cut off a bend of the river." Fowler's reference was to the south

bend of the Arkansas River near present Ford, Kansas, the course followed by the Wet Route.¹

The second known use of the Dry Route was of a similar circumstance to that of the first. On 3 June 1829, Brevet Major Bennet Riley marched the first military escort on the Santa Fe Trail out of Cantonment Leavenworth (later Fort Leavenworth) to rendezvous with a 38-wagon caravan at Round Grove (later Lone Elm) south of present Olathe, Kansas. The caravan was captained by Charles Bent. Proceeding southwest, the caravan and escort reached the upper crossing of the Santa Fe Trail near present Lakin, Kansas, on July 9. There, the traders forded the Arkansas and continued on to Santa Fe. However, Riley, having no authority to enter Mexican territory south of the river, remained camped with his troops on the north side of the Arkansas until the caravan returned on October 11. Three days later, Riley's troops began their return escort of Bent's retinue, reaching the Caches on October 17. There, in language strangely reminiscent of Fowler's statement, "... the battalion left the river to make the cut-off of its great southern bend."² Long a landmark on the Santa Fe Trail, the Caches (about two miles west of present Dodge City, Kansas) were the remains of two jug-shaped pits in which the Baird-Chambers party hid its trade goods after being stranded on the Arkansas during the winter of 1822-1823.³

Another early use of the Dry Route was the 1833 escort of a caravan captained by Charles Bent and commanded by Captain William N. Wickliffe. Leaving Fort Leavenworth on May 22, Wickliffe's command marched to Council Grove where it met with the traders on June 13. From Council Grove, the group followed the Santa Fe Trail to Pawnee Fork and took the Dry Route southwest. The traders and troopers lost their way but finally reached the Arkansas River on July 6. On the 10th, the caravan crossed the Arkansas at the lower crossing near the Caches and continued on to Santa Fe while the escort returned to Fort

Leavenworth.⁴ This lower crossing is not to be confused with an earlier crossing of the same name located near present Ford, Kansas. Two observations are worthy of note. First, Bent and Wickliffe were familiar with the Dry Route, both having participated in the 1829 expedition when Bent was the caravan's captain and Wickliffe served as a junior officer in Riley's command. In that experience, they traversed the Dry Route from the Caches eastward. In the 1833 trip, they became lost attempting to navigate the Dry Route from the opposite direction. Secondly, that they lost their way suggests that by 1833 the Dry Route was not yet profoundly rutted.

One final reference to the Dry Route's early use was the 1835 expedition of Colonel Henry Dodge. Returning to Fort Leavenworth by way of Bent's Fort and the Santa Fe Trail following a 1,645-mile march to the Rocky Mountains, Dodge's dragoons took the Dry Route on August 23. Pressing on to Pawnee Fork on the 29th, they arrived at Fort Leavenworth on September 16.⁵

The eastern terminus of the Dry Route was at a point variously described as being three and one-half, four, five, or six miles from Pawnee Fork.⁶ Known as Forks in Santa Fe Road, the location was identified by an anonymous writer (probably Second Lieutenant William D. Whipple) with Brevet Major Enoch Steen's command in 1852 as being "in a ravine [nineteenth-century term for creek] three and a half miles beyond Pawnee Fork Crossing."⁷ The stream mentioned is in keeping with George Sibley's journal entry of 1 September 1825: "There is no interruption along the river bottom except one little muddy creek that intervenes about three miles above the crossing of Pawnee Creek."⁸ The same stream was noted by James Josiah Webb in 1844: "Leaving Pawnee Fork, we took the Coon Creek or Dry Route, with no water except occasionally at Far Ash Creek (four miles), and 25 miles to Big Coon Creek."⁹ The stream called Far Ash Creek by Webb was identified by Kate Gregg as Saw Mill Creek.¹⁰ This stream no

longer bisects the area occupied by Forks in Santa Fe Road. Presently it empties into the Pawnee River two and one-half miles north of that site. However, probing by soil conservationists in 1978 revealed a stream bed several feet beneath the surface which ran through the area of Forks in Santa Fe Road.¹¹

Departing the Wet Route, the Dry Route diverged ever so slightly to the southwest. So closely did the Dry Route parallel the Wet Route in its first few miles that Lieutenant William Emory's topographical engineers mistook it for the Wet Route on July 16, 1846. Discovering their mistake on the following day, they moved south to the Wet Route and continued on in caravan with Colonel Stephen W. Kearny's Army of the West.¹² Even at Big Coon Creek crossing, 24 miles from Forks in Santa Fe Road, the Dry Route was only five miles north of the Wet Route. However, from that point onward, the distance between the two routes developed at a rapid pace. At their widest divergence, the two routes were 20 miles apart.

Beyond Forks in Santa Fe Road two and one-half miles was a location known as Jones Point.¹³ James Ross Larkin camped there in 1856 near a pool of muddy water he declared "unfit for use."¹⁴ There also, three years later, Kiowas attacked a mail wagon and killed the Smith brothers, Michael and Lawrence.¹⁵ At intervals of three, six, three and one-half, and seven and one-half miles southwest of Jones Point, physical evidence of the road can be found in the form of wagon ruts. One and one-fourth miles from the last ruts is Big Coon Creek.

Big Coon Creek crossing, three and one-half miles west of present Kinsley, Kansas, is the only stop mentioned by Josiah Gregg in his 1844 itinerary of the Dry Route, and he did not list any stops on the Wet Route; nor did his map of the same date indicate the Wet Route.¹⁶ Thus, it would appear that the Dry Route from the early 1830s through the mid-forties was the road of preference for the Santa Fe traders. This supposition is augmented by Susan Magoffin's observation of 11 August 1846: "All the companies are before us, or rather they have taken a new road along the River."¹⁷ Magoffin's

reference to a new road would indicate that by 1846 the Wet Route was a forgotten option. Such might also be the source of Emory's mistake as previously discussed.

The stream known historically as Big Coon Creek, now called Little Coon Creek, was, according to Josiah Gregg, 33 miles from Pawnee Fork. The actual measurement is 27 miles. Gregg's mileage from Big Coon Creek to the Caches, is, however, accurate—36 miles.¹⁸ In this distance, ruts have been identified at three separate locations, further evidence to the Caches being the western terminus of the Dry Route in the early days of its tenure. Other evidence, previously cited, is substantial: Fowler's 1822 account; Riley's 1829 testimony; the 1833 Bent-Wickliffe expedition; Dodge's 1835 march; and Josiah Gregg's itinerary and map. In addition, Frederick A. Wislizenus's 1848 map shows the Dry Route striking the Arkansas at the Caches.¹⁹

Contemporary writers referred to the Dry Route as the Cutoff. Such a destination was offered in contrast to the Wet Route which followed the meanderings of the Arkansas River around its south bend and northwesterly to the Caches. Consequently, the Dry Route was considered to be substantially shorter than its counterpart. Augustus Voorhees estimated that difference at 20 or 30 miles.²⁰ Whipple recorded 10 or 11 miles.²¹ The distance via the Dry Route from Pawnee Fork to the Caches measures 63.5 miles (Gregg's figure was 69). The distance by way of the Wet Route from Pawnee Fork to Fort Mann (Fort Mann was within sight of the Caches) was computed by Brevet Major Henry L. Kendrick to be 74-plus miles, say 75 to the Caches.²² The difference between the Wet Route's distance to the Caches and that of the Dry Route was 11.5 miles. Whipple was quite accurate.

At some unknown date, a variant of the Dry Route was developed. At Big Coon Creek this new road took a 30-mile turn to strike the Arkansas at a point 10 miles east of the Caches, one mile east of the location later chosen for the construction of Fort Dodge. In 1852 Lieutenant Whipple wrote, "At ten miles from Fort Atkinson [one-half mile from the Caches] the Dry Route strikes into the valley of the river."²³ In 1859

Captain Randolph Marcy identified the same location as "Dry Route Comes In" on his table of distances.²⁴

It appears that both routes, the one leading to the Caches and the other leading to the point 10 miles east of the Caches, operated simultaneously for a period of time. Such is obvious by the 1848 date of publication for Wislizenus's map which shows the Dry Route striking the Arkansas at the Caches and the 1847 date of Lieutenant Emory's map which shows the Dry Route striking the Arkansas at the point 10 miles east of the Caches.²⁵

Later writers obviously were unaware of the road to the Caches. Captain William J. Lyster, commanding officer at Fort Larned in 1877, conducted a study of the Wet and Dry routes. Oblivious to the earlier western terminus of the Dry Route at the Caches, he reported only the junction of the Wet and Dry routes near Fort Dodge.²⁶ Pronounced ruts in the area one mile east of the fort bear testimony to heavy traffic in the area.

With the construction of the mail station on Pawnee Fork by the Hall-Porter Company in September 1859 and the establishment of nearby Camp on Pawnee Fork (later named Camp Alert) the following month,²⁷ the eastern terminus of the Dry Route was moved from the Forks in Santa Fe Road location to a site one mile southwest of Ash Creek, two miles north of present Larned, Kansas.²⁸ From that site, the Dry Route moved southwest to cross Pawnee Fork three miles east of Fort Larned.²⁹ The Dry Route from its new eastern terminus to this point is traced by wagon ruts at three separate locations, and a huge cutdown remains at the crossing site on the west edge of the present Larned State Hospital grounds.

On the south side of the Pawnee the road passed a trading ranch established by Samuel Parker in 1865.³⁰ The road continued westward to the mail station and thence on to the army post renamed Camp Alert in February 1860, Fort Larned in May 1860, and relocated one-fourth mile to the southwest in June 1860.³¹

From Fort Larned, the Dry Route ran southwest 25 miles to Big Coon Creek crossing. En route, the road

passed the first of several campsites used by the stage companies, Rock Hollow which was nine miles from the post.³² With the inception of mail service from Independence, Missouri, to Santa Fe in 1850, the mail wagons used the Dry Route in preference to the Wet Route almost exclusively. As Whipple stated, "The Santa Fe mail riders, it is understood, always take this dry route."³³ Ruts still score the landscape at six separate locations between Fort Larned and Big Coon Creek where cutdowns remain on both sides of the stream. There, in November 1853, runaway mules overturned a mail wagon in the creek bed, spilling out four passengers, including William W. H. Davis, U.S. Attorney for the Territory of New Mexico.³⁴ One of the campsites used by the stage company, the crossing was also the home of an M. Cotrill Company stage station established in 1863 and an outpost from Fort Larned constructed in 1867. Robert Wright referred to the little post as Fort Coon.³⁵

Beyond Big Coon Creek, the road ran southwest to the point 10 miles east of the Caches. In that 30-mile length, nine sets of ruts mark the Dry Route's southwesterly march, and three campsites used by the stage company were located in the same distance: Dinner Station, eight miles from Big Coon Creek; Arroyo Blanco, eight miles farther; and Little Coon Creek, four more miles.³⁶ Little Coon Creek, as it was known historically, is actually a part of the main channel of the historic Coon Creek which now is known as Big Coon Creek. One of the few places where water might be obtained on this stretch of the Dry Route, it was visited by William Carr Lane in 1853. Lane observed, "Stop'd upon Little Coon Creek, now drained dry, by the immense herds of Buffalo, which overspread the country in every direction."³⁷ Ten miles farther southwest the road reached its terminus near Fort Dodge.³⁸

By 1866 another variant of the Dry Route was developed. Beginning at the eastern terminus, previously described as being one mile southwest of Ash Creek, the new road moved to the southwest along the north bank of Pawnee Fork. One mile east of Fort Larned, a lateral road ran diagonally for one-half mile

to cross the river and connect with the Dry Route which previously had been plotted on the south side of the Pawnee. From that point this new road continued up the north bank of the river, curled around the northwest corner of Fort Larned, crossed the Pawnee, and entered into the post.³⁹ From Fort Larned, the new road replicated the route to Big Coon Creek and on to the western terminus near Fort Dodge used by the road which followed the south bank of the Pawnee to Fort Larned.⁴⁰

For nearly five decades, the Dry Route contested the Wet Route for the Santa Fe traffic. Beginning in the early 1830s and continuing until the time of the Mexican War, the Dry Route was the preferred road. But, when Stephen W. Kearny directed his troops down the river road, he signaled a new era for the Wet Route. Throughout the duration of the Mexican War and into the 1850s, the Wet Route became the preferred route for troop detachments and supply wagons with their multitude of animals. As Lieutenant Whipple wrote in 1852, "the river route is certainly preferable, as it affords good grazing and an abundance of water."⁴¹

With the initiation of mail services between Independence and Santa Fe in 1850, the Dry Route experienced a marked increase in traffic, but by the mid-1850s most of the traffic on the Santa Fe Trail was monopolized by the huge freighting companies. Like the army, they continued to use the Wet Route. Such is apparent in H. B. Mollhausen's 1858 observation: "By the way, there is a road across the upland known as the 'Dry Road.' It is even shorter than the road down the river which has been called the 'Water Road,' but the 'Dry Road' is always avoided by oxen caravans, and usually by the mule caravans, too, because of the lack of water."⁴²

The next surge of traffic on the Dry Route occurred in the 1858-1859 gold rush to the Rocky Mountains. Gold-seekers, hurrying across the Plains were piloted by guidebooks which invariably recommended the shorter road. In the 1860s, traffic was divided between the two roads, the Wet Route receiving the preponderant share of the freight caravans and the Dry Route monopolizing

stage runs.

The rivalry between the Wet and Dry routes became academic in the fall of 1867 with the arrival of the Union Pacific Railway, Eastern Division, at Hays City, Kansas. From that fledgling city, merchandise, mail, and passengers were dispatched down the newly developed Fort Hays-Fort Dodge Road to Fort Dodge and on to other southwest destinations. Consequently, overland traffic on the Santa Fe Trail east of Fort Dodge ceased, and both the Wet and Dry routes fell into disuse except for local traffic.⁴³

NOTES

1. Elliott Coues, ed., *The Journal of Jacob Fowler Narrating An Adventure From Arkansas Through the Indian Territory, Oklahoma, Kansas, Colorado, and New Mexico, To the Sources of the Rio Grande Del Norte, 1821-22* (Minneapolis: Ross and Haines, Inc., 1965), 33-156.
2. Otis E. Young, *The First Military Escort on the Santa Fe Trail, 1829; From the Journal and Reports of Major Bennet Riley and Lieutenant Philip St. George Cooke* (Glendale, Calif.: Arthur H. Clarke Co., 1952), 71-151.
3. Louise Barry, *The Beginning of the West: Annals of the Kansas Gateway to the American West, 1540-1854* (Topeka: Kansas State Historical Society, 1972), 108-109.
4. *Ibid.*, 233-234.
5. *Ibid.*, 287-288, 293-294.
6. "The Diary of Augustus Voorhees," in *Pike's Peak Gold Rush Guidebooks of 1859, The Southwest Historical Series*, vol. 9 (Glendale, Calif.: Arthur H. Clark Co., 1941), 341. For distances from the Kansas City area to the Pike's Peak gold regions, see *Western Journal of Commerce*, Kansas City, MO, November 6, 1858; *Westport [Missouri] Border Star*, January 28, 1859; Edwin R. Pease and William Cole, *Complete Guide to the Gold Districts of Kansas and Nebraska* (Chicago: Wm. H. Rand, 1859), 10; O. B. Gunn, *New Map and Hand Book of Kansas & Gold Mines* (Pittsburgh: W. S. Haven, 1859), 46. See also, Lt. William H. Emory's 1847 map in Barry, *Beginning of the West*, 810.
7. Barry, *Beginning of the West*, 1092.
8. Kate L. Gregg, ed., *The Road to Santa Fe: The Journals and Diaries of George Champlin Sibley* (Albuquerque: University of New Mexico Press, 1952), 73.
9. James Josiah Webb, *Adventures in the Santa Fe Trade, 1844-1847, The Southwest Historical Series*, vol. 1 (Glendale, Calif.: Arthur H. Clark Co., 1931), 51-52.
10. Gregg, *The Road to Santa Fe*, 73.
11. Cecil Johnson, interview with author, January 6, 1998, Larned, Kansas.
12. John Galvin, ed., *Western American in 1846-1847: The Original Travel Diary of Lieutenant J. W. Abern* (San Francisco: John Howell-Books, 1966), 15.
13. James Brice, *Reminiscences of Ten Years Experience on the Western Plains* (Kan-

sas City, MO: n.p., n.d.).

14. Barton H. Barbour, ed., *Reluctant Frontiersman: James Ross Larkin on the Santa Fe Trail, 1856-57* (Albuquerque: University of New Mexico Press, 1990), 78.
15. Morris F. Taylor, *First Mail West* (Albuquerque: University of New Mexico Press, 1971), 62-63.
16. Josiah Gregg, *Commerce of the Prairies* (1844, reprint, Norman: University of Oklahoma Press, 1954), 217 and map following page 58.
17. Stella M. Drumm, ed., *The Diary of Susan Shelby Magoffin, 1846-1847: Down the Santa Fe Trail and Into Mexico* (Lincoln: University of Nebraska Press, 1954), 48.
18. Gregg, *Commerce of the Prairies*, 217.
19. Barry, *Beginning of the West*, 606, 811.
20. "The Diary of Augustus Voorhees," 341.
21. Barry, *Beginning of the West*, 1092.
22. *Ibid.*, 815.
23. *Ibid.*, 1092.
24. Randolph B. Marcy, *The Prairie Traveler: a Handbook for Overland Expeditions* (New York: Harper & Brothers, 1859), 261.
25. *Ibid.*, 810, 811.
26. Capt. William J. Lyster, Commanding Officer, Fort Larned, to Asst. Adjutant General, Department of the Missouri, May 28, 1877, Post Orders, Letters Sent and Letters Received, Records of the U.S. Army Continental Commands, 1821-1920, roll 2, pt. 1, Record Group 393, National Archives and Records Administration, Archives I, Washington, D.C. (hereinafter cited as RG 393, National Archives).
27. Leo E. Oliva, *Fort Larned on the Santa Fe Trail* (Topeka: Kansas State Historical Society, 1995), 7-11; there has been dispute as to the site of Camp on Pawnee Fork (changed to Camp Alert in February 1860). The following citations are intended to clarify the little post's location. Theodore Weichselbaum recalled Camp Alert as being "right across the timbered ravine, northeast of where they were building Fort Larned." Such a location would have been near the mail station. Just east of the mail station, a bridge was constructed across the Pawnee during the winter of 1859-1860 by William Butze and Lt. David Bell. The bridge, according to Robert Peck, was a private enterprise for which Butze and Bell were never paid. Reporting the bridge in his May 23, 1860, diary entry, Lt. J. E. B. Stuart described Camp Alert as being on the west above the bridge. As such, Stuart's description confirms Weichselbaum's statement concerning the site of Camp Alert. "Statement of Theodore Weichselbaum, of Ogden, Riley County, July 17, 1908," *Kansas Historical Collections, 1909-1910*, 11 (1910): 562; Brice, *Reminiscences of Ten Years Experience*, 11; W. Stitt Robinson, ed., "The Kiowas and Comanche Campaign of 1860 as Recorded in the Personal Diary of Lt. J. E. B. Stuart," *Kansas Historical Quarterly*, 23 (Winter 1957): 391.
28. Military Campaign Map, State of Kansas, 1872, Records of the Office of the Chief of Engineers, Record Group 77, National Archives and Records Administration, Archives I, Washington D.C. (hereinafter cited as RG 77, National Archives).

29. Capt. Lyster to Asst. Adjutant General, RG 393, National Archives.
30. Henry Booth, "Centennial History of Pawnee County" (unpublished manuscript, 1876), Santa Fe Trail Center Library, Larned, Kansas.
31. Map of Ft. Larned and Area, 1862, RG 77, National Archives.
32. "Route of Sanderson's Southern Overland Stage Company," *Junction City [Kansas] Union*, August 4, 1866.
33. Barry, *Beginning of the West*, 1092.
34. W. W. H. Davis, *El Gringo: New Mexico and Her People* (Lincoln: University of Nebraska Press, 1982), 29-30.
35. Taylor, *First Mail West*, 95; Robert M. Wright, *Dodge City, The Cowboy Capital and the Great Southwest* (Wichita, KS: Wichita Eagle, 1913), 108. According to Jack Montgomery of Kinsley, Kansas, some walls were still standing about one-fourth mile southwest of the crossing as late as 1885. Montgomery's grandfather settled at the crossing in the 1870s. Jack Montgomery, interview with author, June 24, 1990. Maj. M. H. Kidd, Commanding Officer, Fort Larned to Asst. Adjutant General, Dept. of the Missouri, July 17, 1867. Post Orders, Letters Sent, and Letters Received, Records of the U.S. Army Continental Commands, 1821, 1920, roll 2, pt. 1, RG 393, National Archives.
36. *Kansas Weekly Tribune*, Lawrence, KS, January 25, 1886.
37. Barry, *Beginning of the West*, 1185.
38. *Kansas Weekly Tribune*, January 25, 1886.
39. The Hancock Expedition, Letters Received by the Office of the Adjutant General, 1869, roll 563, Record Group 94, National Archives and Records Administration, Archives I, Washington, D.C.
40. Military Campaign Map, State of Kansas, 1872, RG 77, National Archives.
41. Barry, *Beginning of the West*, 1092.
42. H. B. Mollhausen, "Over the Santa Fe Trail Through Kansas In 1858," *Kansas Historical Quarterly*, 16 (November 1948): 348.
43. Taylor, *First Mail West*, 123.

TRAIL TROUBADOUR

—Traffic in Verse—

This column seeks quality poetry that demonstrates authentic emotion, original images, and skill in craftsmanship. Poetry in open or closed form which addresses the history, realism, romance, and diversity of the Trail should be sent to Sandra M. Doe, Dept. of English, Campus Box 32, Metropolitan State College of Denver, PO Box 173362, Denver CO 80217-3362.

Trail Historian Mark L. Gardner found the following poem in *Facts* (August 3 & 10, 1901), a Colorado Springs publication. Perhaps this poem represents the "romance" of the Trail; perhaps it is meant to be read as ironical.

SANTA FE TRAIL

by Fred Harris

Pueblo of Santa Clara,
New Mexico

You remember, dear Jim, when first
we came West,
When with youth, health and strength
we were happy and blest,
How e'er like twin brothers, we roam-
ed side by side,
United in friendship that naught could
divide;
How for years in fair weather and 'mid
the fierce gale,
We traveled together on the Santa Fe
Trail?

How we hunted the buffalo there,
with delight,
Great herds never ending, never lost
to the sight,
With antelope, deer and all sorts of
wild game,
'Till the railroad, alas, to our Paradise
came?
For what with the telegraph, trains
and the mail,
It drove us forever from the Santa Fe
Trail.

How poor captives we rescued, each
risking his life;
Full of joy as we entered the thick of
the strife,
Like boys at a picnic, 'mid danger
and death,
We fought the red devils until the last
breath;
And then, what a shout was raised,
what a wild hail,
As the redskins we drove from the
Santa Fe Trail.

Such times of enjoyment, such rare
sport, such fun,
Never more shall we see on this earth,
'neath the sun;
Tho' long since those fair scenes were
lost to the eye,
Their memory dear, with us never can
die;
Ne'er can we forget them, nor will
they seem stale--
The adventures we had on the Santa
Fe Trail.

Alas! We are old now, and feeble and
gray,
Our comrades are dead and brief is
our stay,
Yet, while life and while memory for us
shall last,
We'll be true to each other, and true
to the past,
And recount to our children, still, many
a tale
Of the scenes we passed thro' on the
Santa Fe Trail.

CAMP NICHOLS: OKLAHOMA'S OUTPOST ON THE SANTA FE TRAIL

by James E. Hudson

(Hudson, Edmund, OK, presented this paper at the SFTA Symposium in 1997.)

ON June 1, 1865, Colonel Christopher (Kit) Carson, the celebrated scout, mountain man, and soldier, with Major Albert H. Pfeiffer, a close friend and veteran soldier, and three companies of California and New Mexico volunteers arrived at Cedar Bluffs on the Cimarron Route of the Santa Fe Trail near present day Wheelless, Oklahoma. Carson's mission was to establish a temporary military camp for the protection of trade caravans against Indian attacks.

Called "Camp Nichols" (probably to honor Colonel William Augustus Nichols, former adjutant general for the Department of New Mexico), the outpost was to be maintained throughout the summer of 1865 when these attacks were expected to be at their worst. Orders from Brigadier General James H. Carleton, commanding the Department of New Mexico, dated May 7, 1865, instructed Carson to "select and establish a camp to be occupied until the 1st day of November next. . . . The object of establishing this camp is to have troops at that dangerous part of the route in order to give protection to trains passing to and from the states. The details as to how this force can effect that object are left entirely with Colonel Carson."¹

The story of Camp Nichols, however, did not begin with Carson's arrival at Cedar Bluffs in June 1865. It began over 100 miles south in Texas at a remote Indian village on the banks of the South Canadian River in the winter of 1864 where on the morning of November 25, after a night's forced march, Carson, with a force of 335 California and New Mexico volunteers, 72 Ute and Apache Indians, reinforced by two 12-pound mountain howitzers, attacked Chief White Mountain's Kiowa village, burning it to the ground. The Kiowa defenders fled down river to join a larger village of allied Comanches and Kiowa-Apaches. This superior Indian force mounted an overwhelming counterattack, forcing Carson's command to retreat to the Adobe

Walls of William Bent's abandoned trading post near the burning village. After relentless attack by the Indians, Carson's command, under the covering fire of the mountain howitzers, abandoned the field and returned to their base camp at Fort Bascom, New Mexico.²

According to Carson's official report, 150 lodges were destroyed and 60 Indians were killed or wounded. Carson had 2 soldiers killed and 10 wounded. "I flatter myself," wrote Carson, "that I have taught these Indians a severe lesson, and hereafter they will be more cautious about how they engage a force of civilized troops."³ Despite Carson's optimistic report, his campaign was a failure. According to Lieutenant George H. Pettis, a participant and eyewitness, Carson's entire command would have been lost were it not for the mountain howitzers.⁴

News of this near debacle was not long in reaching local and national newspapers. On January 20, 1865, the *Santa Fe New Mexican*, a bitter critic of General Carleton's Indian policy in New Mexico, blamed Carleton for purposefully provoking a war with the Comanches and Kiowas who it declared "had faithfully kept their treaties with New Mexico . . . and we are made the objects of their revenge . . . consequently, instead of Navajos it is Navajos, Apaches, Comanches and Kiowas threatening the entire ruin of the country. Such is General Carleton's sound policy."⁵ The *New Mexican* continued its condemnation of Carleton on April 28, 1865, blaming him for the disastrous results of Carson's campaign which "can only be attributed to the incapacity of General Carleton the dauntless 'Indian fighter' . . . justly fearing the indignation of the people whom he exposed to the fury and ravages of the Comanches."⁶

The *New York Times* on January 13, 1865, reported that "Colonel Kit Carson with a few of the companies of the First New Mexico Cavalry . . . ran against a band of 1,000 Indians, Kiowas and Comanches . . . and was badly repulsed."⁷ Carson, in an attempt to stem the attack on his old comrade and superior officer, wrote a

rebuttal to the charges made by the *New Mexican* which appeared in the *Santa Fe Gazette*, a pro-Carleton newspaper. In this article Carson stated, "no blame can be in any way attributed to the Commanding Officer of this Department. . . . If there was any fault of failure, it can only be laid upon myself."⁸

Carson's campaign was part of a two-part plan devised by General Carleton in the summer and fall of 1864 to offset the unusually severe attacks made by the Kiowas and Comanches upon wagon trains along the Santa Fe Trail. Throughout the spring and summer of 1864 these attacks reached epidemic proportions and an outraged citizenry demanded greater protection.

The *New York Times*, September 2, 1864, illustrated Carleton's predicament with this headline: "Indian Atrocities On The Increase!" and continued, "Late advice from Ft. Reilly [Riley] the Indian outrages have increased in the past ten days. On the 19th [August], a train from Santa Fe to Leavenworth was attacked at Cimarron [Cimarron] Springs, ten men killed, and all stock captured. The train was abandoned. . . . On the 21st, 200 Indians attacked several trains, including one belonging to the government, sixty miles west of Fort Larned, one man was killed and nearly all stock captured." The *Times* went on to offer the following statistics, "over 2,000 persons have been murdered along the Platte Route, and 100 on the Arkansas . . . \$300,000 worth of property destroyed or captured, besides 3,000 horses, 500 mules, and 2,000 oxen."⁹

In addition to this national exposure, his public ridicule, and Carson's failed campaign, Carleton now faced an even greater menace. The Civil War continued, and Confederate General Sterling Price's feint into Missouri siphoned off valuable troop strengths from the departments in the West. This, coupled with the expiration of enlistment of his volunteer companies, left Carleton with severe troop shortages. Now Carleton was faced with deep concerns about the protection of his supply line from Fort Leavenworth

should the Kiowa and Comanche return to the Cimarron during the summer of 1865.

In a letter to Brigadier General Lorenzo Thomas, Adjutant General of the Army, dated August 27, 1864, Carleton described his department as being in a "helpless condition. . . . The Indians of the Plains are attacking our trains and killing our people. . . . The importance of these trains coming through without molestation, laden as they are with our subsistence stores, hospital stores and supplies of ordinance and ordinance stores, cannot be too highly estimated."¹⁰ Carleton made another plea to the adjutant general on October 9, 1864, but assistance from the War Department was not forthcoming. By May 1865 Carleton realized he must take immediate action to protect his supply lines with the troops that were available. On May 4, 1865, Carleton revealed his plan in a letter "To the People": "It is well for the people to know that Colonel Carson will establish at or near Cedar Bluffs or Cold Springs a camp of three companies for the summer so as to afford all possible protection to trains passing that dangerous neighborhood on the Cimarron Route."¹¹

Colonel Carson, after his failed campaign, returned to his home at Taos, New Mexico. His enlistment was up and he was preparing to muster out of the army. On May 4, 1865, however, he received a letter from General Carleton which extended his military career for another three years. "It is my intention," wrote Carleton, "to establish a camp of three companies at or near Cedar Bluff or near Cold Springs on the Cimarron Route. . . . I believe if you go upon duty at that point you will be able to have a talk with some of the chiefs of the Cheyenne, Kiowa and Comanches and impress them with the folly of continuing their bad course."¹²

Carson, a former Indian agent who had also defeated the Mescalero Apaches and the Navajos, was the best choice to establish and command an outpost in such a remote area. Carleton made it so much easier for Carson to accept the mission by offering the services of a veteran soldier and close friend of Carson's, Major Albert H. Pfeiffer. "Pfeiffer perhaps," Carleton continued, "may

be spared to go. It would be well for you to get ready to go from Fort Union by the 20th instant."¹³ Carson was excited about Carleton's offer, "I am pleased," Carson wrote to Carleton on May 6, 1865, "with the idea of the expedition, and your ideas are excellent. I am also pleased to hear that you will allow Major Pfeiffer to go with me."¹⁴

Carleton issued orders on May 7, 1865, directing that Carson "along with Major Albert H. Pfeiffer and Companies C and L of his regiment, and Company F, First Cavalry California Volunteers, will proceed from Fort Union, New Mexico, starting the 20th instant to Cedar Bluff or Cold Springs on the Cimarron Route to the United States."¹⁵ In light of Carson's failed expedition of the previous year, Carleton attempted to bolster the confidence of his trusted comrade. "In my opinion," Carleton confided, "your consultations and influence with the Indians of the Plains will stop the war." Further, Carleton stated, "I have full faith and confidence in your judgement and in your energy." Carleton also reminded Carson of his policy for dealing with Indians. "If the Indians behave themselves, that is all the peace we want; and we shall not molest them." However, "if they do not we will fight them on sight and to the bitter end." He continued, "you know I don't believe much in smoking with Indians. When they *fear* us, they behave. They must be made to fear us or we can have no lasting peace." Whatever was required, the Indians were to understand they would not be permitted "to stop the commerce of the plains."¹⁶ On May 11 Carleton informed the adjutant general of his plan and on May 20 Carson and his command, 276 strong, left Fort Union, winding their way for 150 miles along the Santa Fe Trail to the Cimarron country to put Carleton's plan into action.¹⁷

The importance of the Santa Fe Trail as a route of commerce cannot be overstated. The *Daily Missouri Democrat*, promoting the building of the railroad into the West, estimated the amount of freight shipped from the Missouri River to New Mexico, Utah, and Colorado for the year 1864 to be "40 million pounds," requiring 9,000 wagons, 50,000 head of cattle, 16,000 head of horses and mules,

and employing 10,000 men.¹⁸ The Trail also served as a military communication and supply line from Fort Leavenworth, Kansas, to all the army forts and camps which came into existence to protect the Trail from depredations by the Indians who saw this abundance as an opportunity to improve their conditions.

Despite the dangers and inhospitable conditions, the Trail was described by contemporaries in both romantic and realistic terms. In her memoirs, Marion Sloan Russell, the wife of Lieutenant Richard D. Russell and resident of Camp Nichols in the summer of 1865, described the Trail as a "wide trail" flowing eastward "like a river."¹⁹ Solomon Beuthner, assigned as sutler to furnish supplies to Camp Nichols, held a different view. In a letter to Major Pfeiffer on May 27, 1865, he chided, "I do not in the least envy your situation. Exposed to the burning hot sun, dust, hardships and fatigues on the road and to wind up with an empty canteen is nearly discouraging."²⁰ Regardless of the prevailing points of view, it was in this isolated area that Colonel Carson established Camp Nichols.²¹

As Carson and his command left Fort Union in the early dawn of May 20, they carried with them the best wishes of General Carleton to "have a fine camp with ovens, a comfortable place for sick; good store rooms; some defences thrown up to prevent surprise; pickets established at good points for observations; hay cut and hauled to feed nights; or in case the Indians crowd you." Carleton also cautioned the easy-going Carson to "keep up discipline from the start and all times" and to keep "large and well armed guards under an officer with the public animals when herding; promptness in getting into the saddle and in moving to help the trains; a disposition to move *quick*—each man with his little bag of flour, a little salt and sugar and coffee, and not hampered by packs; arms and equipment *always* in order; Tattoo and Reveille roll calls invariably under arms, so that men shall have their arms on the *last* thing at night and in their hands the *first* thing in the morning; to have an inspection *by the officers* at Tattoo and at Reveille of the arms, and to see that the men are *ready* to fight;

never to let this be omitted; to have, if possible, all detachments commanded by an officer; to report progress and events from time to time."²²

Carson took his commanding officer's advice seriously. After careful selection of the site on June 1, he put his command to work building fortifications. By June 19, in his first official report to Captain Ben C. Cutler, department adjutant, he boasted some remarkable achievements. "I am entrenched," Carson reported, "behind breastworks of stone banked with earth, enclosing a space of 200 feet square, which affords ample room for the men and horses . . . as also accommodation for storehouse and hospital. Six sets of officer's quarters are completed and occupied and a building for quartermaster's and commissary supplies, twenty feet long and twelve feet wide, is in progress and will be ready for use in the course of the week."²³ As for the enlisted men of his command, Carson stated that they were "using shelter tents supported by walls until permanent quarters can be erected."²⁴

Marion Russell recalled that, upon her arrival at Camp Nichols, she and Lieutenant Russell lived in a large tent until the officers' quarters were finished. One of her more humorous stories relating to Camp Nichols pertained to a thunderstorm which came suddenly during the night. The violence of the wind collapsed Colonel Carson's tent. He let out such a howl that Lieutenant Russell had to call the corporal of the guard to extricate Carson from his untimely predicament. After the officers' quarters were completed, the Russells moved into what Marion described as a dugout with a dirt floor. The doorway was covered with a blanket. The bed was of cedar boughs, and a folding army table and two folding camp stools completed the household furnishings. The building itself was made of stone and the roof was of sod supported by logs. There were no facilities for cooking in these rustic quarters. Officers were assigned to a cook and cooking was done on common stoves built outside the south wall of the stockade.²⁵

Strategically, Carson's choice of location for the camp was excellent, located on the high ground near a

small stream that flows into the Cimarron River. Marion Russell recalled that the soldiers called this stream "Little Carrizzo Creek."²⁶ This location offered excellent fields of fire and nothing obscured the view of this country from the high ground. The approaches from the northeast and southwest were covered by 12-pound mountain howitzers. The howitzers were never fired in defense of the post. They were fired once, however, during the Fourth of July celebration in 1865.²⁷

The stone used to construct the walls of the camp was quarried from the site itself. There is an abundance of native stone in the area for this purpose and was one of Carson's primary considerations in selecting the site. The walls, 4 feet thick, must have posed an impregnable breastwork against Indian attack. The post was never attacked or threatened by any force. Although stone was readily available, wood had to be hauled from a distance of 11 miles. Each day, an armed wood-cutting detail left the post with wagons and returned each evening. The wood was used in construction of the buildings and also as fuel for cooking and blacksmithing operations. With 200-300 horses, blacksmithing was indispensable. By Carleton's orders, the post was furnished with a field forge, bellows, anvils, and all the tools and materials necessary to maintain the animals as well as equipment. Grazing for horses and cattle was scarce at Camp Nichols. Carson's report of June 19 indicated that he had to have herds driven to grazing areas and it occupied one company to protect the herds. As these complications developed into routine duties, Carson asked for an additional company to be assigned to the camp in order to fulfill his primary mission of protecting the Trail.²⁸

Camp Nichols was garrisoned entirely by troops from the Department of New Mexico. The first Consolidated Morning Report from Camp Nichols, dated June 10, 1865, reported an aggregate strength of 277 troops fit for duty. By September 20, the date of the last Morning Report, the force had grown to an aggregate of 320, due to the addition of Company H, First New Mexico Infantry, commanded by Captain Northrup R. Kemp, which had been ordered to

Camp Nichols on June 13, 1865. Company H was stationed at Cold Springs on September 22, 1864, to provide a support camp for cavalry patrols operating on the Cimarron route. The addition of 50 men from Company H to Carson's original force of 277 swelled the ranks to 327.

This number was reduced by seven desertions and one fatality. Carson reported on June 19 that "six privates of Company H, First Infantry New Mexico Volunteers and one private from Company L, First Cavalry New Mexico Volunteers . . . deserted from the command of Lt. R. D. Russell, First Infantry New Mexico Volunteers, whilst returning from detached service at Fort Union prior to the 11th instant."²⁹ Carson also reported that "Private Baranca of Company L, First Cavalry New Mexico Volunteers" was "killed by the accidental discharge of a pistol on the 8th instant."³⁰ This incident was also recorded on the Consolidated Morning Report of June 20.

Colonel James F. Meline, traveling the Cimarron Route in the summer of 1866, recalled in his record of the trip that his party camped near the remains of Camp Nichols and observed the grave of the only casualty. Meline stated the grave was on a hill, "covered with a monumental pile of heavy stones."³¹ He also observed a "massive cross of rock with the name 'Baranca, Private, First New Mexico Cavalry' inscribed on it."³² The seven desertions and the death of Private Baranca reduced the garrison at Camp Nichols to 320 men. The circumstances surrounding these two events have not been explained. Captain Kemp was subjected to court-martial trial because his company lost six of the seven deserters, but the evidence and outcome of the trial, if the trial in fact occurred, were not found. The circumstances regarding the death of Private Baranca also were not located.³³

The most notable personality stationed at Camp Nichols was Kit Carson. Some authors claim that Camp Nichols is noteworthy only because Carson, viewed as a legend in his own time, was there. This is true only in part. Camp Nichols is also memorable because of the part it played in the history of the Santa Fe Trail. Carson, however, was the dominant personality.

Marion Russell described Carson as a slight man with a soft-spoken voice. Carson, however, was not to be underestimated. Although illiterate, Carson was hardened by 35 years of experience on the frontier. Carson's duty as commanding officer at Camp Nichols was short lived. Early in July Carson received orders from General Carleton, "Turn over your command temporarily to Major Pfeiffer and report at once to these head quarters. A congressional committee is here to inquire into Indian matters and your testimony will doubtless be required."³⁴ Carson left immediately, and he did not return to Camp Nichols.

Marion Russell, somewhat romantically, described Carson's farewell, "One morning, the Colonel came leading his big black horse by the bridle. 'Little Maid Marian,' he said, 'I have come to say goodbye.' . . . I watched him as he rode away. The picket on the western lookout arose as he passed and saluted. The black horse mingled with a mirage on the horizon and thus it was that Kit Carson rode out of my life forever. I was destined never to see his face again."³⁵ The Consolidated Morning Report for July 10 recorded that Colonel Christopher Carson was on detached service per instructions from headquarters, and future morning reports continued to carry him this way.³⁶

Major Pfeiffer commanded Camp Nichols from July 10 until it was abandoned on September 20. He was a distinguished soldier in his own right. He served with Carson during the Navajo Campaign of 1863-1864 where he gained the distinction of becoming the only white man to penetrate Canyon de Chelly, famed, impregnable fortress of the Navajo. Although exaggerated, this feat effectively destroyed the spirit of the Navajo and brought the campaign to a swift conclusion. In the early spring of 1863 Pfeiffer's wife was captured and murdered by a band of Apache Indians near Fort McRae, New Mexico. While in her defense, Pfeiffer received an arrow wound in his back which left him crippled for the remainder of his life. Marion Russell remembered Pfeiffer as an elderly man, crippled in one hip. She recalled that he took time to teach her how to mount and sit a horse

properly.³⁷

In addition to regular military personnel stationed at Camp Nichols, there was an irregular force of Indian scouts and a number of non-combatants and dependents at the post. Marion Russell recalled that there were ten Indian scouts at Camp Nichols as well as two Indian women and two Mexican laundresses who were wives of two Mexican soldiers. Mrs. Russell was the only Anglo-American woman at the post and the only officer's dependent. Dependents at frontier army posts were not provided for by the army and not accounted for on post reports. Laundresses were an exception, and they received one dollar per month from each of the soldiers for whom they did laundry. The Indian women busied themselves tanning hides. Mrs. Russell described this process, which she witnessed. "They would smear the hides all over with the brains of the freshly slain animals, and then they would scrape and scrape them with small sharp pebbles. In time, the hides became a soft, pliable white."³⁸

One of the most anticipated events around remote army posts was the arrival of mail or news from other places. The mail at Camp Nichols was irregular, arriving from Fort Union with escort detachments or arriving from the east on wagon caravans that stopped at the camp. Regular stage and mail service over the Santa Fe Trail had shifted to the Mountain Route. Mrs. Russell described the arrival of one caravan from Fort Larned. This train held a special significance for her since Lieutenant Russell was returning with it from several weeks of escort duty. She recalled, "There were many hundreds of wagons. . . . There was a great herd of cattle . . . soldiers rode in dusty ranks on each side of the caravan."³⁹ She also recalled hearing the shouts and the crack of the whips as the major drove urged sluggish animals along the Trail.

Another event which stirred excitement at Camp Nichols was the arrival of the freight wagon sent out by the sutler from Fort Union. Not only did this wagon carry mail but also supplies in the way of canned goods which could be purchased to break the monotony of army rations. On one occasion, Lieutenant Russell

purchased \$42 worth of groceries, including some canned peaches. Mrs. Russell remembered that she and her husband consumed the entire purchase in 10 days.⁴⁰

The primary mission and most important activity at Camp Nichols was to provide military escorts to trains traveling the Santa Fe Trail. The first of these escorts was ordered from Camp Nichols on June 12, 1865. Captain Thomas A. Stombs reported that he left Camp Nichols at 7:30 A.M. on the morning of June 13 with a command of 49 enlisted men of Company F, First Cavalry California Volunteers, as escort to a train of 70 ox teams, owned by Simon Baca and others of Las Vegas, New Mexico. The train was bound for the States and the escort was to be provided for five days at which time the escort was to return to Camp Nichols. During the first day, the train traveled 33 miles, making camp at Cimarron Springs at about 6:30 P.M. Captain Stombs reported that he and a corporal from Company L searched the train for the deserters from Company L and Company H which were rumored to be traveling with the train. The search proved fruitless.

On the 14th, at about 6 A.M., the train was back on the Trail. It traveled until 11 O'clock, then stopped to rest and graze stock. At 2 P.M. a party of 40-50 Indians, according to Captain Stombs, attacked the grazing herd, killing one Mexican drover and wounding another. The soldiers returned fire and the Indians retreated, taking one loose mule and three ponies. After this encounter, the proprietors of the train decided they would return to Camp Nichols and apply for an escort which would take them all the way to Fort Larned. The train arrived back at Camp Nichols at about 3:30 P.M. on the evening of the 16th. On June 18 an order was issued directing Captain Stombs, Lieutenant Richard H. Orton, and 50 men of Company F, First Cavalry California Volunteers, to leave on the morning of the 19th as escort for the same train all the way to Fort Larned, a distance of 240 miles.⁴¹

Camp Nichols continued to provide escorts throughout July and August of 1865. On September 7 General Carleton directed Major

Pfeiffer to make arrangements for abandoning the camp by November 1. Pfeiffer was ordered to transport all unused supplies and equipment back to Fort Union. However, Pfeiffer was cautioned "Do not let your camp be destroyed. It may be reoccupied next spring."⁴² To soldiers posted in such a remote area, with its attendant hardships, this order must have been received with enthusiasm. If so, they were not disappointed. Camp Nichols was abandoned on September 20, 1865, four months from the day the troops departed Fort Union to establish it.

Marion Russell recalled that it was abandoned early in the morning. "We heard the soft, clear call of a bugle, the sound of marching feet. Infantry and cavalry fell quickly into formation, then passed out through the eastern gateway . . . there were army wagons laden with supplies and equipment; there were loose horses and the remnant of the beef herd. Inside the stockade, we left a great stack of hay and another one outside. The flag of the Union was left flying from the tall flag pole. On its base, we posted a notice warning all persons against destroying Federal property. This was the official end of Camp Nichols."⁴³ Major J. C. McFerran, Quartermaster for the Department of New Mexico, had recommended in a report to the Quartermaster General on July 17, 1865, that a permanent camp be constructed at or near Camp Nichols. This recommendation was never given serious consideration. Events were already underway which undermined the necessity of a permanent military post on the Cimarron Route.⁴⁴

The story of Camp Nichols reflects not only the accomplishments of the small force that was garrisoned there. It also reflects a deeper conflict between leaders within the military as well as between the military and civilian agencies on how best to reach a long term solution to the Indian problem on the plains. The building of temporary military posts like Camp Nichols reflected the policy of those leaders who believed that the Indians only responded to force. General Carleton believed that Indians, like children, should be rewarded when they were good and punished when they were bad. Car-

leton believed that the Bureau of Indian Affairs, Department of the Interior, should retire from the treaty-making business and leave Indian affairs to experienced soldiers. Carleton believed that treaties were too complicated and only confused the Indians.

Senator James R. Doolittle, head of a special commission assigned to look into the condition of Indian tribes on the southern plains, considered the military solution to the Indian problem to be a failure, costing the government \$25,000,000 to \$50,000,000. He cited Carson's failed campaign of 1864 and the disastrous Chivington massacre of innocent Indians at Sand Creek in Colorado the same year as examples of a misguided and protracted military effort. In the summer of 1865, the forces favoring peace treaties prevailed against generals like Carleton, and a treaty was signed. Although not long lasting, the Treaties of the Little Arkansas signed at the site of present Wichita, KS, with Colonel Carson in attendance, decreased Indian activity on the Santa Fe Trail. Some temporary military posts, such as Camp Nichols, were abandoned.⁴⁵

The ruins of Camp Nichols remain today as a testament to the industry and competence of the men who served there. They effected the completion of breastworks and living quarters and fulfilled the mission for which they were sent. Today, the site and ruins are located about one mile southwest of Wheelless, Oklahoma, on land belonging to the Shields Corporation. The land is closed to the public. However, the Cimarron County Historical Society organizes an annual tour to the site.

There are still several questions to be answered about Camp Nichols and the events of those summer months in 1865. What were the circumstances surrounding the seven deserters? Who were they? Were they apprehended? Where did they go? Another question concerns the facts surrounding court-martial proceedings against Captain Northrup R. Kemp. Did this action cause Captain Kemp to resign his commission in September? Did these charges have any relationship to the deserters or to the death of private Baranca? The accidental shooting of

Private Baranca poses the most intriguing mystery yet to be solved about Camp Nichols. What were the details surrounding the shooting? Baranca was buried on the site and visitors to Camp Nichols as late as 1906 reported seeing the grave on a hill a few hundred feet from the south wall of the camp. Did the army have the body removed or does Private Baranca still remain as the lone sentinel at Camp Nichols, Oklahoma's outpost on the Santa Fe Trail? Historians may never fill in these details, but the story of the short-lived post remains an intriguing part of the history of the Cimarron Route and United States Indian policy on the southern plains.

NOTES

1. *The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies*, 128 Vols., (Washington, D.C.: Government Printing Office 1880-1891), Ser. I, Vol. 48, Pt. 2, 344 (hereafter cited as OR).
2. OR, Ser. I, Vol. 41, Pt. 1, 939-943. See also *Santa Fe Daily Gazette*, 7 (January 1865), No. 30, p. 5.
3. Ibid.
4. For a detailed account of this battle, see George H. Pettis, "Kit Carson's Fight with the Comanche and Kiowa Indians" *Personal Narratives of the Battles of the Rebellion*, No. 5 (Providence, RI: S. S. Rider, 1878), 44. See also Robert M. Utley "Kit Carson and the Adobe Wells Campaigns," *The American West*, 11 (Winter, 1965): 4-11, 73-75; and James Mooney, *Calendar History of the Kiowa Indians* (Washington, D.C.: Smithsonian Institution Press, 1979), 315-317.
5. *New Mexican* (Santa Fe), January 20, 1865.
6. Ibid., April 28, 1865.
7. *New York Times*, January 13, 1865.
8. *Daily Gazette* (Santa Fe), May 20, 1865.
9. *New York Times*, September 2, 1864.
10. Carleton to the Adjutant General of the Army, Letters from the Ninth Military District Department of New Mexico 1862-1868, Nos. 777, 862, Microfilm No. M-1072, Roll No. 3, National Archives.
11. OR, Ser. I, Vol. 41, Pt. 2, 316. For a report on General Price's movement into Missouri, see Curtis to Rosecrans, OR, Ser. I, Vol. 41, Pt. 3, 180.
12. OR, Ser. I, Vol. 41, Pt. 2, 317. This letter indicates that Carleton discussed this mission with Carson as early as April 12, 1865.
13. Ibid.
14. OR, Ser. I, Vol. 41, Pt. 3, 338.
15. OR, Ser. I, Vol. 48, Pt. 2, 344.
16. Ibid., 360.
17. Ibid., 411-412.
18. *Daily Missouri Democrat* (St. Louis), May 11, 1815.
19. Marian Sloan Russell, *Land of Enchantment: Memoirs of Marian Russell Along the Santa Fe Trail* (Evanston, IL: Branding

- Iron Press, 1954), 100. Although an important record of the history of Camp Nichols, this account is not a diary kept at the time. Mrs. Russell was 89 years old at the time she related her account to her daughter-in-law, Mrs. Hal Russell, in 1934. Many of Mrs. Russell's accounts of Camp Nichols and the personnel stationed there have been verified by later historians who have used her memoirs extensively. Her given name was Marion, but the book was published with her name as Marian.
20. Letter from merchant Beuthner to Major Pfeiffer May 27, 1865, reprinted in E. L. Sabin, *Kit Carson Days, 1809-1868* (Chicago: A. C. McClung and Company, 1919), 62.
 21. Josiah Gregg, *The Commerce of the Prairies*, ed. Max L. Moorhead (Norman: University of Oklahoma Press, 1954), 58-60. See also map by W. E. Brown and Clyde Arquero reprinted in Leo E. Oliva, *Soldiers on the Santa Fe Trail*, (Norman: University of Oklahoma Press, 1967), 165.
 22. OR, Ser. I, Vol. 48, Pt. 2, 360-361.
 23. *Ibid.*, 941.
 24. Russell, *Land of Enchantment*, 105.
 25. *Ibid.*, 107.
 26. Albert W. Thompson, "Kit Carson: Camp Nichols in No Man's Land," *Colorado Magazine*, 11 (September 1934): 180.
 27. Carson to Cutler, OR, Ser. I, Vol. 48, Pt. 2, 941. See also Russell, *Land of Enchantment*, 107.
 28. Carson to Cutler, OR, Ser. I, Vol. 48, Pt., 2, 941-942.
 29. *Ibid.*
 30. *Ibid.*
 31. James F. Meline, *One Thousand Miles on Horseback: Santa Fe and Back: A Summer Through Kansas, Nebraska, Colorado and New Mexico in the Year 1866* (New York: Hurd and Houghton, 1867), 269.
 32. *Ibid.*
 33. OR, Ser. I, Vol. 48, Pt. 2, 875. Special order No. 18, June 13, 1865, authorized Carson to retain Captain Kemp's Company H First Infantry New Mexico Volunteers. See also OR, Ser. I, Vol. 41, Pt. 3, 244, Carleton to Carson, September 18, 1864, informing Carson of troop strength on the Cimarron Route. Company H was still at Cold Springs when Carson arrived at Cedar Bluffs on June 1, 1865. For troop strengths see Consolidated Morning Reports, Camp Nichols, June 10-September 20, 1865, Microfilm M-615, Roll No. 1527, National Archives. See also Letters from the Ninth Military District Department of New Mexico, August 1862-October 1868, Microfilm M-1072, Roll No. 3, National Archives, Letter No. 707, Cutler to Commanding Officer, Camp Nichols. Western History Collection, University of Oklahoma, Norman.
 34. Carleton to Carson, Letter from the Ninth Military District, Department of New Mexico, Letter No. 408, Microfilm No. M-1072, Roll No. 3, National Archives. This committee was the Doolittle Commission ordered by President Ulysses Grant to investigate the Sand Creek Massacre and other issues and to seek a peace treaty with the Plains Indians.

35. Russell, *Land of Enchantment*, 105.
36. Consolidated Morning Reports, Camp Nichols, July 10, 1865, Microfilm No. M-615, Roll No. 1527, National Archives.
37. OR, Ser. I, Vol. 34, Pt. 3, 73, Report No. 2 of Col. Christopher Carson's First New Mexico Cavalry, Carson to Cutler, January 23, 1864. See also Laura C. Manson White, "Albert H. Pfeiffer," *Colorado Magazine*, 10 (1933-1934): 218; 220-221; Russell, *Land of Enchantment*, 106-107; Sabin, *Kit Carson Days*, 614-617.
38. Russell, *Land of Enchantment*, 106.
39. *Ibid.*, 107.
40. *Ibid.*, 105.
41. OR, Ser. I, Vol. 48, Pt. 1, 320-321; OR, Ser. I, Vol. 48, Pt. 2, 922.
42. Carleton to Commanding Officer, Camp Nichols N.M. Letters from the Ninth Military District Department of New Mexico, Letter No. 744, Microfilm No. M-1072, Roll No. 3, National Archives.
43. Russell, *Land of Enchantment*, 107-108.
44. Report of the Secretary of War, 1865, U.S. Government Documents, Serial set Nos. 1249 and 3911 (Washington, D.C.: Government Printing Office), 745.
45. OR, Ser. I, Vol. 48, Pt. 2, 868-869, 1089. See also Charles J. Kappler, ed., *Indian Affairs, Laws and Treaties*, Vol. III. (Washington: Government Printing Office, 1894), 892-895.

THERE WERE LIONS, RICHARD, AND BEARS! OH MY! LIONS, RICHARD, AND BEARS!

by Jess Scott

(SFTA Ambassador Scott, Garden City, KS, is a frequent contributor to WT.)

THE Santa Fe Trail Lives On.² Not all the interesting episodes with their cast of characters occurred in the century past.

Some time ago Richard Loudon was sitting on the edge of his bed while dressing. Richard lives at the foot of the west end of Mesa de Maya near Branson, CO. Looking out toward the timber he saw a mountain lion emerging from it. As the lion continued toward the house, Rich got up to watch and soon had his nose nearly to the large window glass. The lion kept coming and shortly the two were nearly nose to nose. All of a sudden the lion apparently decided it was seeing something wrong and let out a resounding "ROWL." Just as quickly Rich responded with an equally loud "ROWL," upon which the lion wheeled and headed for the timber. Just before entering the timber the big cat stopped and quizzically looked back over its shoulder.

There are not any tigers, yet, but perhaps they will come after the bears.

Last winter Rich was replacing a back storm door. The day was too short and a latch was not in place. During the night a bear pushed open the door and got in the house. In trying to get back out it climbed up on the kitchen table, pulling off the table cloth, and the sugar bowl, salt and pepper shakers, and napkin holder with it. Paw and nose prints were on both the west and north windows. Not finding a way to get out, the bear left the kitchen. Instead of going straight down the hall to Rich's bedroom, it turned right into the living room. It climbed up on the sofa in front of a large picture window and tore down the valance. Then the bruin went back into the kitchen. A small window was partly open over the sink. The smell of outside air just likely was what the bear was seeking as it climbed up onto the sink and took out the windows as it exited.

In the morning when Rich got up and looked in the kitchen he at first thought a tornado had come through and he had slept right through it.

Some of us are wondering what Richard is going to do for an encore. There are tigers, but just how they can be worked in to Southeastern Colorado has us baffled.

Within the SFTA, Richard Loudon is the recognized expert on the Granada-Fort Union Military Road which runs through his ranch. He and his brother, Willard, are the founders name in the Loudon-Henritze Archeology Museum at Trinidad State Junior College.

Richard and Willard, along with other Santa Fe Trail aficionados occasionally attempt to pinpoint the exact location of the Hole-in-the-Prairie Stage Station. Through process of elimination they feel sure the next search will be successful. Of course, this is what has kept the spasmodic searches going since before the founding of the SFTA. A day spent afield with these two archaeologist and paleontologist historians is rewarding enough to seek a repeat of the endeavor.

NOTES

1. Apologies to the movie *Wizard of Oz*.

2. Marc Simmons, first president of the Santa Fe Trail Association, in his keynote address at the first symposium, 1986.

DIARY OF WILLIAM ANDERSON THORNTON: MILITARY SERVICE ON THE TRAIL AND IN NEW MEXICO, 1855-1856, PART III

Transcribed by Stephen Clyde Blair and Bonita M. Oliva

THE introduction to this diary and biographical information about William A. Thornton appeared in the May 1999 issue. The 1856 portion and conclusion of the diary follows.

THORNTON'S DIARY

January 1st 1856

Dined at Mr Magoffins [James W. Magoffin] and Crossed over to El Paso with Several officers to a Ball.

January 2nd 1856

Left Fort Bliss at 8 A.m and reached Fort Fillmore at 4 p.m.

January 3rd 1856

Reviewed and Inspected Captain Davidsons [John W. Davidson, First Dragoons] Compa[n]y of Dragoons.

January 4th 1856

Left Fort Fillmore at 9 A.m. and reached Dona Anna at 1 p.m. Ball that night.

January 5-1856

Left Dona Anna and reached Fort Thorn at 5 p.m.

January 6th 1856

Left Fort Thorn at 10 Am and encamped at White Ash Creek distance 22½ Miles

January 7th 1856

Marched at 7½ A.m. and encamped at White Blufs distance 32 Miles.

January 8th 1856

Marched at 7½ A.m. and reached Fort Craig at 5 p.m. distance 29 Miles.

January 9th, 1856

Left Fort Craig at 8 Am and reached Succoro [Socorro] at Sun down distance 33½ Miles.

January 10th Marched at 8 Am. Crossed the Rio Grande at Limita[r] and Stopped at Nutrie [Las Nutrias] distance 33½ Miles

January 11th 1856

Marched at 8 A.m. and reach Doctor Connelies [Henry Connelly] Ranch at 4 pm Day Cold with Some Hail. Road Sandy and heavy. Country the Same barren rock and baked loam Soil on the opposite Side of the River distance 30 Miles

January 12-1856

Marched at 8 A.m. and reached Albuquerque at Mid day distance 15 Miles—

January 13-1856

Left Albuquerque at 11 Am and reached Algodones at 4 p.m. Weather Clear & Cold.

January 14th 1856

Left Algodones at 7 A.m. And reached Santa Fe at 4 P.m. No Snow but Weather Cold.

Distances

From Santa Fe to Albuquerque 7 Mils

Do Do Do Los Lunas 90

" " " Fort Craig 180½

" " " Fort Thorn 263

" " " Dona Anna 299

" " " Fort Fillmore 312½

" " " Fort Bliss 353

[No entries between January 14 and May 5, 1856.]

May 5th 1856

Left Santa Fe for Stanton at 9½ A.m and reached Algodones at 5 pm. General Garland, Col Grayson Maj Thornton, Capt Easton and Lieut [William] Craig [Eighth Infantry]. Day very Cold. Causing the use of over Coats and buffalo robes distance 43 Miles

May 6th 1856

Left Algodones at 7 A.m. and reached Albuquerque at 11 A.m Weather Cold but More Moderate. Frost has cut off much fruit and vegetable plants. Remained at Albuquerque the 7th 8th & 9th awaiting the arrival of Major Smith from Fort Defiance to take advantage of our Escort.

May 10-1856

Left Albuquerque on the 10 at 11 A.m and encamped opposite Los Lunas at 3 p.m. in a Bosque. Thunderstorm at Sundown. Mjr Smith join us after dark, and So did Captain [Richard S.] Ewell [First Dragoons] with a detachment of Dragoons 50 Strong distance 23 Miles.

May 11th 1856

Marched at 6½ A.m. down the River, at 10½ left the river route and took over the hills on our left and encamped 4½ pm near the ruins of Juan Lujon, Day Warm in the Morning but threatening a Storm before night, Country a prairie for 20 miles, then our route lay over the Manzano Mountains. Good wood, and but little water and poor grazing. Distance 40 Miles

May 12th 1855[1856]

Marched at 6 A.m. Passed the ruins of Aboa [Abo] differing from any think[thing?] of the Kind Seen before by Me. Thin flat Stones with a joint of Mud in place of Morter. Age of Structure unknown. Passed at 11 A.m. the ruins of Quarerco [Quarai?] in all respects the Same as its antecedents. Encamped at 11½ becaus[e] there was no water to [be] found on our route for a long Stretch from this point. Country quite

beautiful being along the foot of the Manzano Mountains distance 20 Miles.

May 13-1855[1856]

Marched at 6 A.m and encamped at the foot of the Guyinas [Gallinas] Mountains. Country prairie, with hills of Sand, causing the road to be heavy. No water found on the route. Had to send 1½ Miles for Cooking water. Wood in abundance and grass pretty fine. Morning foggy. Gran Cavarro [Quivira] ruins Seen on our right a great distance from our road. Antelopes and Deer frequently Seen. Turkeys gobbling at Sun down all around us but Could not be found. Distance 38 miles—

May 14th 1856

Marched at 6 A.m. and encamped at Patos or Duck Creek at 5 pm. Cross a Range of the Gueaneous [Gallinas?] Mountains and Tucolota. Road for the first eight miles very rough and Stoney. The remain[der] over beautiful praries and down ravines. Came in Sight of the White Mountain. Said to be the highest point in New Mexico distance to its top not less than 60 Miles. It is almost Constantly Covered with snow. Game plenty, no water during the March. Wood and grass in abundance and water quite near Camp. Foundations indicating building regularly laid out for defences. Indian war Scenes painted on the bodies of large trees often the bark had been taken off. The Capatan [Capitan] Mountains due East of us. Coresa [Carrizo] Mountains North of North West of us, rising high in the Clouds not two Miles from our Camp. Cap[i]tan Mountain about 10 Miles from our Camp. Distance 45 Miles.

May 15-1855

Marched at 7 A.m. and reached Fort Stanton at 11 A.m. Weather warm road good, and Scenery beautiful. This Post is located 33°.30' Latitude and 105° Longitude, Santa Fe is in Latitude 35°.40 Longitude 106°. It is in a beautiful vall[e]y on the right bank of the Rio Bonito, which runs North East in passing the Fort, down the Said pretty valley. As you look up this vall[e]y the top of the White Mountain covered with Snow Seams to terminate it but the vall[e]y does not reach to the foot of the Mountain. The Mountain is about 40 Miles from the fort, but the air is So pure and clear that distance to the Mountain does not appear to be over 20 Miles. North of North East from the fort, rises the beautiful Captain [Capitan] Mountain about 20 Miles off. The White Mountain is South of South West from the fort while Still Closer at hand rises

other points not So Commanding as those named.

The river after passing the fort turns to the Eastward. It is but a Small Stream Made by the Snow on the White Mountain, but is alive with fine trout. About 60 Indians Come in to See the General. They are a hard Set and from appearances have never been flogged. Captain [Henry Whiting] Stanton [First Dragoons] fell by their hand [killed January 19, 1855, in action with Apaches]. We got them to make a treat of Arrow Shooting, which Showed how formidable they are in battle. [Brevet] Major Van Horn [Jefferson Van Horne, Third Infantry] Commanding Post—distance 20 Miles—Commenced the inspection of Ordnance Stores.

May 16-1856

Engaged in the inspection of Ordnance property and making out the usual papers.

May 17th 1856

Closed inspection duty and acting as a Member of a General Court Martial.

May 19th 1856

Closed our duties and making preparations for our return March—

May 20th 1856

Marched at 9½ A.m and encamped at 5 P.m. Carried water with us to Shorten the Next days March. And watered our Animals at 2 p.m in passing our former Camp distance 30 Miles.

May 21st 1856

Marched at 5¼ Am. And encamped at 1 P.m. on our old ground, at the Guenas [Gallinas] Mountain. [Brevet] Major [John Titcomb] Sprague [Captain, Eighth Infantry] and Van Horn[e] with us for Santa Fe. lost a Horse from the great fatigue & want of water.

May 22nd 1856

Marched at 6 A.m. and reach Manzanara or Apple town at 3 P.m. This the most abominable town I have Seen in New Mexico. The people are noted for their vileness and thi[e]ving dispositions. They are dirty, and as we passed through one of our Mules died in the Harness from fatigue. We had hardly disengaged [disengaged] it from the wagon, when it was Surrounded by about 30 Mexicans who Soon Stripped its hid[e] off and divided it up to Eat. It is located in a beautiful valley and if the people chose they could raise any quantity of Corn, Wheat oats &c. Timber in great abundance. the grazin[g] good and wood and water plentiful. Distance 38 Miles

May 23-1856

Marched at 6 A.m. at 10 A.m parted Company with Sprague and Van Horn[e] who had to go by Albuquerque,

while we took a more direct route across the Country and reached Buffalo Spring at 11½ A.m. distance 20¾ Miles. A large Herd of Sheep here, lunched and watered our animals and Set forward and encamped about 10 Miles East of the San Dios [Sandia] Mountains, about opposite Algodones on the Albuquerque road. No wood or water but good grass. Killed a Rattle Snake as we were putting up our tent, during our March passed through Several Mexican Villages distance 35¼ Miles

May 24th 1856

Marched at 5 A.m. and reached Santa Fe at 2 p.m. At 7 A.m. came abruptly on the Vall[e]y of the Galisteo [Galisteo], affording the grandest landscape view I have ever Seen. We had been travelling for many days on a moser [mesa] or table land, and the top of old Baldy had been Constantly in view from the time we left the Guinous [Gallinas] Mountain at least 150 Miles; and notwithstanding we were approaching him for Several days, he did not Seem to loom up any larger. The Cause of this was that the ground over which we were journ[ey]ing was gently rising, which kept down Baldys white head. Unexpectedly as I have Said we Came abruptly to the termination of this table land, and our road descended rapidly into a vally of a thousand or more feet.

From the foot of this moser [mesa] to the top of old Baldy a distance of at least 60 Miles, was a landscape Spread before us that would be hard to surpass in grandure [grandeur] and beauty. Around us on every Side rose towering Mountains Some of which are Covered with Snow almost the Year round, while thousand of others poked their heads of every Shape high in the air. The Scene burst So unexpectedly on us that we all Shouted with Surprise and haulted to take a long look. The deep furrough [furrow] cut on the face of nature by the long chisel of time Showed many a deep gorge. Many a bold bluff[f] of rocks, Many a pile of Earth partly Shaded by the deep green of pine and Cedar trees. Nature had labored hard but her work as a whole was perfect. We passed down in to the valley, and trotted along through Galisteo and and[an] other Mexican town and finally closed our tramp over Mountain and Moore, over rough and good roads, with and without water, and with no little fatigue. Distance 36 Miles

Distances

From Santa Fe to Albuquerque 67 Miles
" " " "Fort Stanton 253 Miles
Returning By Galisteo
From Fort Stanton to Santa Fe 174¼—

[There were no entries between May 24 and November 3, 1856.]

November 3-1856. Colonel [Benjamin L. E.] Bonneville and Myself Started at 10 Am to visit Cantonement Burgwin Fort Union and a Post at Hatches Rancho to make an inspection. The morning was Stormy and owing to delay caused by Dr [William Wallace] Anderson, who availed himself of our Company to reach his post [at Cantonment Burgwin], we did not leave Santa Fe as early as we had intended by two hours, and this draw back through us behind until we reached Burgwin. The day was cold and it continued Snowing until after noon about which time it cleared up, and gave us a fine prospect of the Country around us. The winter face of Nature was changed by the new dress, which added very much to the beauty of the grand Mountain Scenery. Spread out widly [widely?] around us. We could not travel fast on account of the Snow that had fallen, and the want of energy on the part of the doctor, and it was about Sundown when we reached Canada [La Cañada, present Santa Cruz], where we found accomodations for the night at the Padres house. Escort of 4 Infant[r]y and 7 Mounted Riflemen—Distance 28 Miles

November 4th 1856

Left Canada at 7 A.m and at 9 A.m. Met Lieut [Jphn Radcliff] Smead in Command of a Company of the 2nd Artill[er]y en route from Fort Massachusetts to Stanton. He Said that we Could not progress to Cantonement Burgwin on account of the quantity of Snow we would meet with in the Mountains. Told him we had the winter before us and therefor we would not turn back. He had men with Shouvels [shovels] to breake the road before his teams. Making a Mountain out of a Mole hill as we did not find his Statement verified, and Met with no obstacle to imped[e] our progress, excepting the Doctor. It was our wish to make Los Trampas but had to Stop at Ocasarca [Ojo Sarco] or the Bow Water at dark and the Doctor did not reach us for More than two hours after. Two Mexican Mud hovels constituted our abiding place. One I caused to be put in the best Condition I could for Mrs Anderson, when She Came up. Set the Escort to work at fires &c to make them comfortable for the night. My Man to getting Supper, and the teamsters to the care of the teams. Doctor finally Came in almost frozen & Madam proceeded at once to write up her Jou[r]nal of the day and I left them alone in their glory. The Colonel Myself and Mexican family in one house—The Doctor and Madam and Mexican family in the other house. Our

building was one room at one end of it was a large pile of Corn with farming tools Dogs, Cats &c. In the middle against the Side hung half an ox, which looked [as] if [it] had been Killed at least a Year, And for a Small Slice of which they asked a Dollar. At the opposite end of the room was the fire place, around which we had to assemble in common. Supper over I was Some what Curious to Know how we would be disposed of for the night: but Madam of the house Soon arranged that matter, by putting down on the ground floor a Wool Matress and blanket for the Colonel, then more of the like articles for her husband herself and five Children and lastely the like for Me and the four footed animals of the house. Here we lay the Col. Husband wife, little, bigger, bigger[biggest?] Children, Myself, dogs and Cats. By this arrangement the hostess was perfectly fenced in, and if I could have divested Myself of the thought that the blanket and Matress had not other occupants besides Myself, I could have Slept Soundly. As it was, my fingers would not rest, & of a consequence the other parts of my body did not sleep. I could not but think of the poor fellow whos[e] Springs to his wooden leg once commenced working, and as his but was bound to go ahead, he was run into a river inspite of himself and drowned. Distance 34 Miles

November 5th 1856

Left our Wigwam Early. Told the Doctor we would push on and Send back for him. Reached Burgwin at 1 P.m. No Snow in the Mountains and Consequently we had a pleasurable drive that day. Doctor Came in about three [h]ours after we reached Burgwin, but as Soon as we made the post, we Sent Back a Mule team to help bring forward the Doctors baggage. This team did not return until about the close of the after noon of the next day—Distance 25 Miles—

November 6th & 7th 185[6]

Made the inspection of the Ordnance property at Burgwin and arrangements to leave the next day

November 8th 1856

Left Cantonement Burgwin for Taos which we reached at Noon, After dinner visited the Indian village, Known as the Pueabolo [Pueblo] of Toas. It was here that Captain Burgwin fell, at the head of his men, while Storming this village during the late war with Mexico. The village is a hill of Mexican houses, built one on the top of the other, without windows or doors, the entrance to each is from the roof. The first or lower houses are about 12 feet hiegh, and to reach the roof you have to ascend by a ladder which is drawn up when the occupant wishes to keep back a visi-

tor. He also enters his his room through the hole in the roof draws his Buffolo Skin as a door over the hole, and in case of trouble without he is ready at the loop holes through the thick walls of his house, with his gun or bow & arrows to defend his castle. The other houses of the village is built on on this lower house, not quite So high in the Side walls, but as the first, they are entered from the top, and the ladder is drawn up—There were five ranges of rooms one above the other, and the half town was about the Size of a block in our cities[cities]. I[A] fine Stream of Water ran directly through the town. We visited by special permission and Saw the eternal fire, which these people as fire worshipers Keep Constantly burning this room is Called Estupha [estufa]. It is round and about 30 feet in diameter, and to this in a perfect State of nakedness Men and Women once a month retire to have their fire dance, or to excite the women to conception. When the village was attacked by our troops it contained about 300 war[r]iors, at present they number only 85 and they are rapidly passing away. This village when Captain Burgwin fell was Surrounded by a high adobe wall, which was loop holed. A Cannon Shot would or did not penetrate through this wall, for the Marks of the Shot fired against it is Still to be Seen. The Church, from which the defence was made has Since been abandoned, and the Wall with its flank defences are rapidly tumbling down. The pe[o]ple, during our absence to this village had arranged a Fandango for the night. I went with the Colonel to this dance but took no part in, and left before Mid night.

November 9th 1856 Sund[a]y

We Started at 7 A.m. direction East for 13 miles through Taos Cañon. In this distance we crossed the Taos Creek 42 times. We then turned to the South of East and in about 2 Miles reached the Mountains over which our road lead. We then ascended abruptly for a mile, and equally as abruptly descended on the other Side of the Mountain about 1¼ Miles. From thence we traveled S.E. about 5 Miles to Black Lake, and from thence S.S.E. to Coyote Cañon about three Miles road very rough, and from the head of this Cañon to Guadalupe [Guadalupita], about 10 Mil[e]s.

The Scenery through the day was very grand, and for the most of the time the Snow top of the Taos Mountain, the highest point in the Department could be Seen on our right, around which we were travelling. The decent of the Mountain and the passage through the Coyote Cañon was a hard matter in Many places for our wagons, and many times we were in great danger of being turned over. In

fact we had to walk a great many times through this days tramp. At Guadalupita our accommodations were but little better than at Ojos Arcos [Ojo Sarco] or the bow water. Distance 36 Miles.

November 10th 1856

Le[f]t Guadalupita Early and traveled S.W. to Mora town 12 Miles. Country and prospect beautiful. Taos Mountain Still on our right. From Mora to Fort Union 20 Miles, passing Coyote Ranch 9 Miles from Fort Union, and crossing the watter that flows from Black Lake into the Mora River near this Rancho which belongs to Mr [George M.] Alexander [who became post sutler at Fort Union on December 31, 1856], our fellow traveler across the plains. Mora town is very t[h]riving village about 10 miles South of East from Cantonement Burgwin, and we had travelled 60 Miles to get to it. It is about 20 Miles S.E. of Taos. From Mora we travelled about 8 Miles South East and then gradually to the East and finally a little N of E to Fort Union, where we arrived about 2 P.m distance 32 Miles.

November 11th, 12th, 13th, & 14th 1856

At Fort Union make the inspection of the Ordnance property in the hands of the Troops and preparing the Annual Estimate for Supplies. Much Kindness Shown to us by the Officers of the Post.

November 15-1856

Le[f]t Fort Union at 8 A.m and reached Las Vagus at 2 pm. Passed by Barcleys Fort [a trading post established on the south side of the Mora River by Alexander Barclay and Joseph B. Doyle in 1848; Barclay died in 1855 and William Krönig acquired the trading post in 1856], day fine and Road good. Stopped at Doctor Boyces [Stephen Boice] for the night. distance 25. Visited Hot Spring.

November 16th 1856

Started from Las Vagus early and for the first three Miles out took the road for Santa fe. After passing the gap in the Mountain through which this road leads, we left it bearing W. of S.W. on our right and took a road bearing S. of S.W. for about 18 Miles and gradu[al]ly bearing South, East, and finally N of East to hatches Rancho about 18 Miles More. On our left around which we were travilly[?] a bluff Mountain until we had turned it and then the Country became more open and pra[i]rie like with high bluff of Mountains rising like islands. Hatches Rancho is located near one of these bluff called the Eagle bluff. The Indians were troublesome at this point during the past Summer and for this Cause a Company of Riflemen [h]as been Stationed here [the Post at Hatch's Ranch was established by Company A, Mounted Riflemen, on

November 7, 1856, and was occupied off and on into the Civil War]. Much corn has been raised by Mr Hatch without Ir[r]igation Distance travelled from Vagus About 36 Miles

November 17th 1856

Made the Inspection of the Ordinance property and a visit to prospect hill, from which we took Some observations

November 18th 1856

Left Hatches ranch Longitude 105° and Latitude 35°15' at 15 minutes of 7 Am Course S.W at 8¼ Am Course due West at 15 of nine travelling N.W. By N. Snowtop of Taos Mountain bearing N.W. At 9 Am travelling N.W. And reached the fork of the fork of the road to Anton Chico and Hatches Rancho at 25 Minutes of 10. W of N.W and at 10 Am Crossed Buffalo Creek. Turned point of Mountain at ½10. Thus N.W—N of N.W.—N. at 11 Am. N. 10' W. and 11½ A.m. arrived at Stone fence or Apache Spring where we rested half an hour and watered our animals. Left at noon N.W. 5' W. at 1 Pm W. 10' S on Santa Fe road and Tucolota in Sight. Taos Mountain N.W and reached Tucolota ½ past 1 P.m distance 30 Miles. It will be Seen by this that we left the route we travelled in going to hatches ranch at the Appache Spring. The road is good but there can be but little effected in establishing a permanant post at Hatches Rancho. As it will not afford protection to Antone Chico or other places out there. The Indians Should be Met as they Come up from Texas, and not be allowed to pass further into the Country. Distance 30 Miles.

November 19th 1856

Left Tucolota at 8 A.m and reached [James] Greys or Peats old place [at Pecos Pueblo, acquired by Martin Kozlowski in 1858] at 4 pm—

November 20th 1856

Left Greys at 7. A.m and reached Santa Fe at 4 P.m. in a Snow Storm. And weather Cold—

DONATIONS AND GRANTS SAVE KANSAS CITY SWALES

THE Save the Swales campaign of the Cave Spring Association to raise \$15,000 to purchase a remnant of Trail swales at 85th and Manchester in Kansas City, MO, has been successful. Many individual contributions and two grants made this project possible. These rare Trail remains will be preserved and an interpretive marker will be placed at the site. For more information contact Save the Swales, 8701 E Gregory, Kansas City MO 64133 or (816) 358-2283.

THE CACHES

—MUSEUM NEWS—

Anna Belle Cartwright, Editor

(Cartwright is a member of the SFTA board of directors and serves as director of the SFTA Compadres Project which focuses on museums along the Santa Fe Trail corridor. She will edit this regular column about museums for both visitors and museum personnel, reporting news, snippets, upcoming events, and interesting facts about what is going on along the Trail. The name of a Trail landmark, The Caches, will head this column, for caches refer to treasures and collections, the very things museums hold (some hidden away and others on display). Cartwright hopes this column will forge stronger links between facilities, encourage more interest and attendance to the Trail and its sites, and that it may spin off some creative ideas for exhibits, fund raising, and staff stretching. Please send your newsletters, your happenings, your important dates and ideas in progress so that they may be shared with all, to Anna Belle Cartwright, SFTA Museums Coordinator, 5317 Charlotte St, Kansas City MO 64110, e-mail <Acartwrgh@aol.com>.

Students and Seniors as "Staff"

This year's crop of Fall Festivals, Jamborees, and Apple Fests are winding down all too quickly and the changing colors and winds are redirecting our thoughts past fall to events beyond. A number of the seasonal sites are closing their doors, but behind those closed doors, work goes on uninterrupted as at Boggsville, Colorado, where archaeologist Richard Carrillo examines the gold of last summer's digs. Bits of bottles, buttons, or lead balls from nearby Big Timbers, and new information about tipi rings, stone foundations, and a stretch of the Santa Fe Trail will be duly recorded and reported.

Last June-July archaeology students from Colorado Springs spent several weeks working out from Boggsville, digging, recording, packing, and storing. Since this summer, the Bent County Historical Society has renewed efforts to provide much-needed bathroom and shower facilities at the historic Boggsville site. (The 1999 crew made do with field-

rigged showers.) So far, \$15,300 has been collected and donations are still being accepted to install a heating system for the building. Donations may be sent to Friends of Boggsville, PO Box 68, Las Animas CO 81054.

In nearby Lamar the Big Timbers Museum occupies the old AT&T building just off Hwy 56, on the north side of town. Jinx Clark, the director, has discovered a way to hire needed personnel in order to keep the museum open all year round. Seniors, Inc. out of Denver is part of a government program to train citizens (age 55 or over) for 20 hours per week in non-profit organization type jobs. Similar programs serving multiple counties exist in most of the larger cities near the Trail from Albuquerque to Kansas City. Clark's seniors have been training at Big Timbers for several years, and she does not see a problem in converting their salaries to a local source when the time comes.

Fun(d) Raising Without the "d"

Around Christmas time in Lyons, KS, visitors to the city are greeted by the sight of a large red and green bell atop the town water tower. Every year the bell does symbolic double duty, silently heralding Christmas, then a week later silently heralding the New Year. But what a noisy New Year's Eve it will be at the end of this year. Taking a cue from the water tower bell, the folks at the Coronado Quivira Museum are planning a Y2K bell-ringer party on Dec. 31. Pay at the door attendees will be encouraged to wear 20th-century costume and will enter the candle-lit museum to be greeted by hosts who are also outfitted to interpret the museum exhibits. Personally inscribed commemorative bells are being sold at the museum gift shop, all the better to join in ringing in the year 2000.

Stories of Howard County is just a delightful book, now for sale at the Visitors Information Center in New Franklin, MO. Through its pages roam Quantrill ghosts, including the diabolical Kimsey, the brothers and sisters of Kit Carson, River boat Cap'n Kinney who built his mansion on the Missouri River plain with lower windows that allowed the flood waters to flow right through his basement, composer, "Jelly" Settle who wrote the famous "Missouri Waltz" and then spent a lifetime

claiming authorship of his own composition, and Howard Hendrix whose boyhood memories of the 1870s recall a rotting cabin in "The Old Distill Hollow" which Hendrix says, "Surely supplied whiskey as part of the cargo on wagons going west on the Santa Fe Trail." Many of the stories are taken from the writings of Lilburn A. Kingsbury, whose humor and wit is legendary as a 20th-century newspaper columnist and bank president in New Franklin. Other stories are remembered and recorded by current residents, three of whom compiled and edited the book: Elaine Derendinger, Melba Fleck, and LaVaughn Miller, under the sponsorship of the South Howard County Historical Society. Great reading, a great gift, *Stories of Howard County* is \$10.00 + \$3.00 postage, from the Visitor's Information Center, Main Street, New Franklin MO 65274.

"If you feed them they will come," is a tried and true adage for the Raytown Historical Society Museum. Their annual Spaghetti Day in March has become an eagerly anticipated event for the 500-plus senior citizens who crowd into the rented Knights of Columbus Hall for huge servings of spaghetti and meat sauce, a salad of greens with homemade dressing, a beverage, and cake, all for \$6.00. The idea is not new, but the standard fare has been finely tuned over the years with just the right amounts of ingredients and spices to make it special. The social aspect of the occasion is important for many and it's a win-win situation for all concerned.

FORT LEARNED

—TEACHERS' TRADING POST—

Karla French, Editor

(Karla French is chair of the SFTA Education Committee and may be reached at PO Box 2, Bairoil WY 82322, email <kfrench@trib.com>.)

THANKS to all those presenting and attending the education workshop at the symposium in Council Grove in September. There was a good exchange of information.

Evelyn Bartlow, a docent at the John Wornall House Museum in Kansas City and author of the children's novel *Emily and the Santa Fe*

Trail was unable to attend but she sent materials about the Girl Scout programs in the Kansas City area. (A review of *Emily and the Santa Fe Trail* appeared in *Wagon Tracks*, May 1998, p. 8.)

Brownie to Senior Girl Scouts participated in Discover the Santa Fe Trail program in 1997, culminating with a celebration in Larned, KS. The leaders' guidebook includes a driving tour of five sections of the Trail: Fort Osage, Independence, Raytown, Kansas City-Red Bridge and Westport. Besides a script to read for points of interest and historical backgrounds, the guide includes several step-back-in-time activities, such as sewing sunbonnets, making old-fashioned gingersnaps to take along, and reading and acting out portions of *Emily on the Santa Fe Trail*.

The leaders could use the pre-trip questions as well as the links to the badge requirements at each scouting level, Brownies to Senior Scouts. The book *Emily* refers to several sites on the Trail that are points of interest on the tours. The leader's guide includes the text of the book plus coordinating activities and site locations.

Scouts study the life of a child in the 1800s from various sources listed in a bibliography and also keep a scrapbook or portfolio of their activities. The guide also includes the pattern for sewing the sunbonnet. Resources list various museums and libraries in the area.

The Discover the Santa Fe Trail Patch required scouts to learn the historical significance of the Trail in their area, do a step-back-in-time activity, and share what they learned with others, via a family night, school paper article, or with a younger scout troop.

Another program for Cadette and Senior Girl Scouts is the Museum Discovery program at the John Wornall House Museum. The girls experience frontier living in the 1850s and provide service by assisting with Girl Scout guided tours in period costume. Scouts must apply, be interviewed, and trained.

Another activity for older Girl Scouts and home-schoolers is preparing and participating in a Victorian tea in the Carriage House at the Wornall Museum. Besides attending

in character, each participant in the Museum Discovery patch program presented their projects about museums.

Bartlow also gives programs on western migration, in period attire and uses authentic props such as a Dutch oven and wooden ox-yoke. She uses the book *Emily* as the stage to present area history and westward migration and trade economics over the Santa Fe Trail.

Scouting programs can be individualized for each area of the Trail by coordinating efforts of scout leaders, museum leaders, and Association members. Association members can assist in putting programs like this together in their own areas. Bartlow can be reached at 54 Woodbridge, Kansas City MO 64145, for information about these programs.

• • • Essay Contest

The SFTA Education Committee announces an opportunity for teachers to submit student work for possible publication in *Wagon Tracks*. The student whose work is chosen for publication each quarter will be awarded a year's free youth membership in SFTA.

The competition is open to all students, but we want especially to encourage teachers of upper elementary and middle schools to submit student work. We ask that teachers encourage original research in Trail literature. The work should be the student's, not a regurgitation of some article or book or a trail game on a CD-Rom.

Teachers should send student work to be considered for publication to the chair of the education committee, and the committee will make recommendations to the editor. If sufficient worthy articles are received, one student paper will appear in each issue. A photo and brief biography (age, class, school, and teacher) should accompany each student paper submitted. The first deadline for nominations is January 15, 2000.

• • • SFTA Education Awards

The following education awards were presented at the 1999 symposium:

Elementary Education Award:

Chris Day and Marcia Fox,

Wamego, KS, were recipients of the SFTA Education Award at the elementary level. They have taken over 500 students on eight trips to Santa Fe and back over the route of the old Trail. These two teachers have set up a program that allows any 5th or 6th grader in the Wamego school system to go on the 10-12 day trip after fundraising and workshops. Chris Day is the elementary music teacher at West Elementary School in Wamego. Marcia Fox teaches sixth grade at Wamego Middle School, teaching the historical aspect of western expansion and history of the Santa Fe Trail. They have shared their program at the 1997 Santa Fe Trail Symposium and in the April 1999 issue of *Wagon Tracks*. Each has received "Excellence in Teaching" awards from her respective state teaching organization. Congratulations to these two enthusiastic Trail teachers.

Secondary Award:

Jeri J. Zimmermann, counselor at the Las Animas Middle School, Las Animas, CO, received the secondary award for her unique program, the Boggsville Student History Project for middle and high school students of the district. This twelve-month program takes advantage of the historical resources near Las Animas, such as Boggsville and Bent's Old Fort National Historic Site. This program was created to inspire participants by having them experience the incredible knowledge base of the presenters and facilitators and includes overnight retreats on the Boggsville grounds, recreating life during the 1800s. Activities have included constructing an adobe horno and learning about music on the Trail with Mark L. Gardner. Congratulations to Jeri.

PALACE OF THE GOVERNORS A NATIONAL TREASURE

FIRST Lady Hillary Clinton, honorary chair of The White House Millennium Council's initiative to *Save America's Treasures*, on a recent visit to Santa Fe, announced the designation of both the Palace of the Governors and the Segesser Hide Paintings as national treasures.

The Palace, built in 1608, is the oldest, continuously inhabited public building in the U.S. It is now a his-

tory museum. The Segesser Hide Paintings are part of the museum's permanent collection. Dating from the early 18th century, they show an attack on an Apache village and an ambush of a Spanish and Pueblo Indian Expedition by the French.

The goal of the *Save America's Treasures* program is to restore and preserve historically significant sites and collections throughout the nation by providing funds for conservation. Congress approved \$30 million in grants for the 1999 budget, to be shared among a select number of designated treasures throughout the United States.

The Palace has submitted two proposals, one to help create a conservation master plan for the Palace and another to design a permanent exhibition for the Segesser Paintings. Funds received through the program require that the museum match the grant from local sources. To donate to the restoration fund, please call Carolyn at (505) 982-6366, ext 102.

CONVERSE OF THE PRAIRIES

—BOOK NOTICES—

Shirley S. Coupal, *Looking Back, Trails to the Second Century: Centennial History, 1896-1996, Kansas Society Daughters of the American Revolution*. KSDAR, 1998. Pp: 267. Illustrations. Hardcover, \$42 plus \$10 shipping; order from Shirley Coupal, 5410 Ash, Shawnee Mission KS 66205, phone (913) 677-3850.

The DAR is best known to Trail enthusiasts for the many granite markers placed along the historic route. This handsome volume of the first hundred years of the KSDAR includes information on chapters, officers, state conferences, and special projects, including the granite Trail markers, Madonna of the Trail statue, and the monument on Pawnee Rock. There is a list of all members in 1996.

Charles R. Strom, *Charles G. Parker: Wagonmaster on the Trail to Santa Fe*. White City, KS: Village Press, 1999. Pp. Viii + 111. Illustrations, notes, index. Paper, \$12.95.

Charles Parker, 1820-1909, was active on the Trail for several years

before settling near Council Grove, KS, and founding the town of Parkerville. This biography offers some good Trail information, much of it quoted from primary and secondary sources. There is some speculation with no evidence. The writing needs the help of a good editor.

There is considerable documentation of Parker's Trail activities, especially in New Mexico. He apparently managed the Exchange Hotel in Santa Fe during the early 1860s. After the Civil War he settled in the Neosho Valley and built his town. He went through several wives and was a prosperous farmer and business man. He also was arrested for violating Kansas prohibition laws. Parker's story will be of interest to all Trail students.

POST OFFICE OAK

—LETTERS—

Editor:

I have a complete set of WAGON TRACKS I'd like to donate to some middle school or high school library along the Trail. If you know of one that would be interested, please let me know.

Ethel Armstrong
507 Twin Diamond Rd
Roswell NM 88201

What a generous offer. Any interested school librarian should contact Mrs. Armstrong.

Editor

Editor:

I wish to extend my personal congratulations to Dr. David Clapsaddle and the Wet/Dry Routes Chapter for publication of the superb *Directory of Santa Fe Trail Sites*. It is an impressive effort, beautifully researched and presented, that should be appreciated by all dedicated Trail aficionados. I'm pleased to give it a firm recommendation.

Marc Simmons
PO Box 51
Cerrillos NM 87010

Editor:

In the last WT you said "We plan to keep working at it until we get it right." Well, not wishing you any bad luck or anything, we hope you never get it right!

We thank everyone for the Award of Merit we received in Council Grove. This was a surprise to both of

us. We especially thank the people who have allowed us to put all their fine SFT information on the website, most of all to Bonita and Leo Oliva for the *WT Index*. It is a great tool for research.

Larry & Carolyn Mix
202 N Gray St
St John KS 67576

Editor:

Congratulations on 13 volumes of *WT*. All good, solid stuff that will endure, thanks to your high standards.

Marc Simmons
PO Box 51
Cerrillos NM 87010



HOOF PRINTS

—TRAIL TIDBITS—

Awyn Ary, wife of SFTA member Noel Ary, Dodge City, KS, died of cancer September 16, 1999. Sympathy is extended to family and friends.

Mark L. Gardner's book, *Wagons for the Santa Fe Trade: Wheeled Vehicles and Their Makers, 1822-1880*, is scheduled for release by the University of New Mexico Press in June 2000. Orders may be placed now at (800) 249-7737.

Fort Larned NHS featured a candlelight tour at the historic site on October 10, 1999. The theme was the use and abuse of alcohol by the frontier army.

The National Frontier Trails Center, Independence, MO, featured a candlelight tour of an 1851 Santa Fe Trail encampment in Independence on October 30, 1999.

An article by *WT* editor about the Fort Larned Old Guard's project to purchase and preserve the site of the Indian village captured and burned by Gen. W. S. Hancock in 1867 appeared in the Summer 1999 issue of *Pathways Across America*.

SFTA member Nancy Jo Trauer, Dodge City, KS, former director of the Dodge City Convention and Visitors Bureau, is the new director of the Kansas Teachers' Hall of Fame.

The Wet/Dry Routes Chapter has announced its fourth annual Trail Seminar, "Specks of Civilization: U.S. Military Posts in Pre-Territorial Kansas," to be held June 10, 2000, at Larned, KS.

SFTA member and Kansas Society DAR State Regent Alice Walker, Blue Mound, KS, was recently inducted into the Kansas Teachers' Hall of Fame. Congratulations Alice!

David Clapsaddle's *A Directory of Santa Fe Trail Sites* is available from Ida Yeager Sec/Treas, 416 Wichita Ave, Larned KS 67550 for \$35.00 plus \$5.00 shipping. It would make a great Christmas present.

The Fort Larned Historical Society hosted a book signing for David Clapsaddle, author of *A Directory of Santa Fe Trail Sites*, on September 12 at the Santa Fe Trail Center. Prior to the signing, Clapsaddle presented a historical interpretation of Richard Blinn, husband of Clara Blinn who was killed in November 1868 during the attack by the 7th Cavalry on Black Kettle's village near present Cheyenne, OK.

The spring issue of *Pathways Across America*, a newsletter of the American Hiking Society, included an article detailing End of the Trail Chapter's marking of Trail-Crossings and the July 11 dedication ceremony.

At Boise City, OK, the Cimarron Heritage Center's sponsored Living History Day, held September 21, drew over 450 students from Keyes, Campo, Felt, Dalhart, and Boise City. Over 50 volunteers, including students from Keyes, Felt, and Boise City, helped make the day a success.

The Annual October Trail Tour in Cimarron County, OK, sponsored by the Cimarron Heritage Center and coordinated by SFTA members Morris Alexander and David Hutchinson, drew over 70 participants this year, the 10th anniversary of the event.

The Cimarron Heritage Center is planning extensive holiday decorating to make this Christmas season special. Individuals and groups are invited to decorate trees. Space will

be provided for historical Christmas decorations, special collections, train sets, and doll houses. For more information call (580) 544-3479.

The Colorado State Welcome Center, Trinidad, was one of the serendipitous discoveries on the Santa Fe Trail Elderhostel Tour, October 10-17. Conveniently located across the street from McDonald's (whose restrooms were out of order), the Center had operating restrooms, free coffee, tons of brochures, a display of Santa Fe Trail photos, and a stamp for Traveler's Credentials.

"El Camino Real, *un Sendero Historico*, The Royal Road, A Historic Trail, A National Scenic & Historic Byway" is an attractive color brochure printed by the New Mexico Department of Tourism, containing history, a map coordinated with text explaining points of interest, annual events sampler, selected readings, and addresses to contact for more information. The excellent text and some photos are by SFTA publicity director Mike Pitel. This impressive work is available from NM Department of Tourism, PO Box 20002, Santa Fe NM 87503, (800) 545-2040, ext 751.

The New Mexico State Highway and Transportation Department and the Federal Highway Administration have produced a 78-page travel guide to New Mexico roads of distinction, entitled *New Mexico Scenic & Historic Byways*. Lavishly illustrated, the book highlights New Mexico's 22 scenic and historic byways, 18 of which are designated at the state level and 4 designated at the national level. Among the latter is the Santa Fe Trail National Historic Byway. There is an abbreviated history of the Trail and brief descriptions of Clayton, Springer, Raton, Cimarron, Las Vegas, and Santa Fe. Information on SFTA is included.

THE WAGON TONGUE

—OBSERVATIONS & OPINIONS—

As you know I have been traveling back and forth on the Trail for many months now, preparing a revised edition of Marc Simmons's *Following the Santa Fe Trail*. When I talk with local Trail historians one subject never fails to surface: the new SFT

signs designating a place where the Trail crosses a road. One historian called the signs "minimalist." Yet another wouldn't even try to place them because the political leaders in his area would reject them out of hand.

For those who missed a photo in an earlier *Wagon Tracks*, the signs say "X-ING." Now X-ING has 5 spaces if we include the dash. The word CROSSING has 8 spaces. I assume X-ING is short for CROSSING. Why in the world would we not use the clearer meaning? X-ING needs another marker below it telling the viewer what X-ING means. I implore the SFTA board to institute a moratorium on the placement of the X-ING signs. Further, they should put the issue on a referendum to all SFTA members. Give us a choice—X-ING, CROSSING, or something else. If any members agree with me they should contact their board members and tell them so.

I know a referendum will cost the Association money so I am enclosing a check for \$50.00 to help defray the costs.

Hal Jackson
45 Calle del Norte
Placitas NM 87043

CAMP TALES

—CHAPTER REPORTS—

Chapter presidents with e-mail, please provide that address to *WT*.

Wet/Dry Routes Chapter Webmaster Larry Mix has offered to put all current chapter newsletters on the Wet/Dry Routes Chapter web page. Send him your newsletter by e-mail or on disk (he will not keyboard from your hard copy) to 202 N Gray St, St John KS 67576 <santafetrail@stjohnks.net>.

Cimarron Cutoff

President Helen C. Brown
PO Box 1400
Elkhart KS 67950
(316) 697-4597

The chapter met July 10, 1999, at the city park in Springfield, CO, for a picnic hosted by Tom Peters, Comanche National Grassland, CO, and Pam Brown, Kiowa National Grassland, NM. Thirty-four members and guests signed the register. Following the business meeting, most of the group drove to Picture Canyon on the Comanche National

Grassland, where they were treated to an interesting tour of ancient Indian rock art at various sites.

Mary and Leo Gamble have been out and have attended various SFTA events, meetings, and special occasions. It's great to see them on the road again.

President Helen Brown reported that the Symposium in Council Grove was a huge success, but that perhaps they did go a little overboard on their entertainment. When she checked into the motel she was told that a convict had just escaped and to lock her car and her door. For two days helicopters flew over and police with dogs searched the area. Eventually the man was caught. But fifteen minutes after arriving home in Elkhart, a television announcement informed her that a man had escaped from the local jail and to lock cars and houses.

Chapter members Dan and Carol Sharp were presented the Historic Preservation Award during the ceremony presided over by Harry Myers. Helen Brown was elected SFTA board member from Kansas.

The October 23 meeting was held in Elkhart at the Morton County Historical Museum with SFTA President Margaret Sears as a guest. A tour of the Cimarron National Grassland was highlighted with a lunch served at Middle Spring.

On Saturday, January 15, 2000, the Cimarron Heritage Center will host the quarterly meeting of the chapter.

Texas Panhandle

President Kathy Revett
1227S Bryan
Amarillo TX 79102
(806) 371-9309
<krevett@arn.net>

The ongoing project, revising the bylaws, is finally finished. During the August 8 meeting the revised bylaws were unanimously adopted. Our chapter boundaries have expanded to include counties south to Lubbock and east from there (the top thirty-eight counties of Texas). This includes the area from where the chapter draws its members, and the region around the historic trails, especially along the Canadian, the Gregg-Marcy Santa Fe Trail, and the upper Red River trails.

Vice-president Clint Chambers

read his notes on the research he has been doing on the Red River Indian war. In a moment or two of diversion, Lee Russell, grandson of Marion Sloan Russell, explained how his parents met in Stonewall, CO. One interesting note was that Juan Torres, the corporal killed at Uncle Dick Wootton's ranch in 1865, had been Richard Russell's orderly. Lee said that every year his grandmother returned to the grave, near the Raton tunnel, and put flowers on it.

We plan to have quarterly meetings in the fall (October or early November), winter (February), spring (April or May), and summer (August). At least two of these meetings will be in Amarillo. Special field trips or visits may happen at other times. We may be assisting a group of German exchange students see the Ranching Heritage Museum in Lubbock and visit Hank Smith's ranch. A likely meeting next spring will be at the Goodnight Museum in Claude. We have some members working on mapping the Fort Smith—Santa Fe Trail and editing a brochure about it for visitors.

Another goal is to help map Trail traces in the area. Alvin Lynn has been researching this for years and is writing a book. Gene Barber, an engineer from Pampa, is mapping committee chair. Anyone interested in either of these projects may volunteer to assist members already involved.

Wagonbed Springs

President Jeff Trotman
PO Box 1005
Ulysses KS 67880
(316) 356-1854

No report.

Heart of the Flint Hills

President Donald B. Cress
RR 1 Box 66
Council Grove KS 66846
(316) 767-5826

The three years of planning produced a topnotch Symposium, memorable for all who attended. The chapter and others who helped deserve everyone's hardest congratulations and thank you for a job well done. See Symposium article elsewhere.

The chapter met October 28 at the Kaw Mission in Council Grove. There was election of directors and plans discussed for future projects.

In addition to executing a superb Symposium, the chapter also installed its ninth interpretive sign describing events and dates from 1821 to 1990. It is located about 1.5 miles east of Council Grove north of US 56 beside the road to the Stone Barn.

End of the Trail

President George Donoho Bayless
358 Calle Colina
Santa Fe NM 87501
(505) 992-3211

Don Alberts, a member of the EoT Chapter and an authority on the Battle of Glorieta, was our guide on a very informative tour to Glorieta Battle sites. He gave interpretive talks at three locations: Johnson's Ranch, Chivington's Hill, and Pigeon's Ranch. The group was unable to climb Sharpshooters Ridge; Pecos National Park rangers said it was not accessible because of recent rains. The 25 or more people who accompanied Don were most gratified by his erudite explanations of the battles at Glorieta.

The 1999 symposium was enjoyed by at least 12 EoT members. Marc Simmons and Mark Gardner received a joint Award of Merit for their publication, *The Mexican War Correspondence of Richard Smith Elliott*. Those who attended were very pleased with the program which provided choices designed to meet everyone's needs. The locals were cordial and the businesses and other groups who catered to us were most friendly. We had a very good experience.

Our next meeting begins at 1:30 p.m., November 20, at the Eldorado Community Center. Thomas Merlan will talk about "Literature on the Santa Fe Trail," the poetry and prose of the Trail and the lasting image of the Trail in Southwestern literature. Merlan was the NM Historic Preservation Officer in charge of publications, site surveys, building restoration, and oversight of State and Federal Programs between 1974 and 1994. He is now a consultant in history and historic preservation. His most recent book in press is a *Guide to New Mexico Historical Places and Archeological Sites*.

Corazon de los Caminos

President Steve Whitmore
120 Gabaldon Rt

Las Vegas NM 87701
(505) 454-0683

Chapter members gathered at Steve and Mary Whitmore's home on July 18, for a field trip to Kearny Gap, Puertocito Pedregosa, and Janet and Earl Betts's Red Cloud Ranch. This narrow valley carried heavy Santa Fe Trail traffic for many years, and the effects on the landscape are plain to see (now that our Trail mappers have identified them). And for scenic beauty on the Trail, few places match Red Cloud Ranch. We are grateful the Betts's have chosen to preserve the natural beauty and historical integrity of their ranch through a conservation easement.

Over 20 members showed up at Fort Union for a workday on August 15. Fort Union is surely one of the most important structures and may be the grandest sight on the entire Santa Fe Trail. We are lucky to have it here, and it is important for us as a chapter to actively support it. Our annual work days help us appreciate what it takes to manage and maintain the Fort.

Bob Hartzler, adobe preservationist specialist at Fort Union and graduate of the University of Pennsylvania Architectural Conservation School, was the featured speaker at the workshop. He explained techniques for preservation were developed at Fort Union over a period of years. The fort is now in the long-range planning sights of a program called Vanishing Treasures, begun in 1995 when about 40 parks in the southwest area (primarily the Four Corners states) banded together because they didn't have budgets to do their work. "Next time you see your congressman, tell him how important Vanishing Treasures is," Hartzler told the group.

Thanks to Superintendent Harry Myers and his staff for a fine day.

Over 60 persons traveled to Pecos National Historical Park on September 12, where Park Service rangers and volunteers led us on special tours of Kozlowski's Ranch, nearby Santa Fe Trail ruts, and the ranch house for Forked Lightning Ranch designed by John Gaw Meem and once a home for Buddy and Greer Garson Fogelson.

Nine of our members (Edith and Morris Eiland, Bev and Hal Jackson,

Harry Myers, Patty and Mike Olsen, Mary and Steve Whitmore) made it to the symposium in Council Grove. Mike Olsen won the Marc Simmons Writing award for the best job in the last two years of editing a Trail journal for publication in *Wagon Tracks*. Marcus Gottschalk of Las Vegas, a student of Mike's, won a scholarship award (worth \$500) for the best paper by an undergraduate about the Santa Fe Trail. One of the Historic Preservation awards went to Mr. and Mrs. Bill Mock of Clayton, NM, owners of McNees Crossing. Another was won by Carol and Dan Sharp of Boise City, OK, owners of Autograph Rock. Harry Myers presided at the awards ceremony with dispatch and style.

The next symposium is our responsibility, at Las Vegas in September 2001. Room reservations are already coming in. We had a promotional exhibit at Council Grove. Planning has begun. We shall need the participation of most chapter members and many other volunteers.

Wet/Dry Routes

President Rusti Gardner
801 Vernon Dr
Larned KS 67550
(316) 285-3433
<jaxrus@larned.net>

On October 17, education award winner Shirley Stein, formerly a chapter member, presented a display of projects, showed videos, and discussed her teaching methods of subjects relative to the Santa Fe Trail at the St. Joseph Parish Hall in Offerle, KS.

Work has commenced on the turnout for the Interpretive Marker at the Junction of the Fort Larned Military Road and the Wet Route. Landowner Ron Nelson and Program Director David Clapsaddle spent a few days moving gates and landscaping the site. Ron borrowed some heavy equipment from fellow site landowner Elmer Hogan to make the grading for the automobile turnout easier. Liability insurance issues have apparently been solved and there is a possibility that Pawnee County will help with some black topping.

On July 6 four markers were placed on the Fort Hays-Fort Dodge Road. Involved in the work were

Leonard Aufdemberge, Chester Smith, Richard Ford, and David Clapsaddle. A special thanks goes to Richard Ford and the Wetzel brothers for the use of their trucks.

Recently five additional markers were placed to assist the public in gaining a better understanding of the five separate branches of the Trail in the area: (1) at the Pawnee-Fork crossing near present Larned, (2) at the junction of the Fort Larned Military Road and the Wet Route near Garfield, (3) at Offerle which explains the original Dry Route running one mile north of Offerle and a later branch of the Dry Route which ran one mile to the south, (4) at the junction of the Wet and Dry routes one mile east of Fort Dodge, and (5) at the Forks in Santa Fe Road, three and a half miles southwest of Larned on U.S. 56 (the site of the original Dry Route's eastern terminus). These markers, 18" x 24", are made of high intensity aluminum and mounted on sturdy cedar frames. Five other such markers are in the planning stage for the year 2000.

The chapter is pleased to announce that the mapping and marking project has been completed. Documentation for the study has been published in *A Directory of Santa Fe Trail Sites*, and the mapping data from the Directory has been transposed on Kansas Geological Survey maps. Copies of the book and the maps have been forwarded to Phil Petersen, chairman of the SFTA mapping committee. A copy of the Directory has been donated to the SFTA archives at the Santa Fe Trail Center at Larned.

The study is the culmination of 10 years research and placing of 105 markers on the five separate branches of the Santa Fe Trail in Pawnee, Edwards, and Ford counties in Kansas, and the Fort Hays-Fort Dodge Road which ran through present Ellis, Rush, Pawnee, Ness, Hodgeman, and Ford counties.

David Clapsaddle, compiler of the *Directory*, acknowledges other members of the chapter who made significant contributions to completion of the project: Lee Kroh, Merriam, KS; Joanne VanCoevern, Salina, KS; Larry Mix, St John, KS; Richard Ford, Jetmore, KS; and Howard Losey, Maize, KS. The Wet/Dry Routes Chapter is the first SFTA

chapter to complete both the mapping and marking assignments.

The newest members of the Wet/Dry Routes Chapter are Dr. And Mrs. Richard Poole of Stillwater, OK. Dr. Poole is Vice-President Emeritus of Oklahoma State University. The Pooles are avid SFT aficionados who frequently travel the Wet and Dry routes using materials produced by the chapter. They join many other long-distance members of the chapter from across Kansas and several states.

Dodge City/Fort Dodge

David Kloppenborg
PO Box 441
Bucklin KS 67834
(316) 826-3537

The September 17 meeting was held at the Gunsmoke Restaurant and noon. The speaker was Arlene Feldman Jauken, great-granddaughter of Sophia German. In 1874, a band of hostile Indians led by Medicine Water, massacred John German, his wife, and three of their children. Four other daughters were taken captive, among them, twelve-year-old Sophia. Jauken related the compelling story of the German daughters' struggle for survival based on her research and also on the stories passed on by her great-grandmother.

Stan Reed, Superintendent of Fort Dodge, was the guest speaker at the November 12 noon meeting at Peppers Steakhouse. Proposed changes to the bylaws were voted on. The area of Gray County has been added to the area covered by our chapter, and it may be appropriate to change the chapter name to reflect this addition to our part of the Trail. There was a discussion of possible new names.

Missouri River Outfitters

President Roger Slusher
1412 South St
Lexington MO 64067
(660) 259-2900

No report.

Quivira

President Wayne Smith
1635 2nd Rd
Raymond KS 67573-9624
(316) 534-2821

No report.

Cottonwood Crossing

President Vernon Lohrentz

205 Beverly
Newton KS 67114
(316) 284-2095

No report.

Bent's Fort Chapter

President Lolly Ming
1841 County Rd DD
Pritchett CO 81064
(719) 523-6968

The chapter had an active summer. The first tour of the year was to Point of Rocks Ranch and the Dorsey Mansion in New Mexico. Harry Myers was the speaker at the ranch. The group enjoyed a picnic lunch and tour of the site and the Dorsey Mansion. Tour hosts were Dixie Odom and Becky Sauble.

In June Lolly Ming and Richard Loudon led the group on a tour of the Granada-Fort Union Military Trail from Kim, CO, to northern New Mexico. As they followed the Trail, Lolly read excerpts from the diary of Lucinda Wiseman Triefoff who traveled the route in 1877.

The tour to the site where the Army of the West camped in 1846 was rained out, so there was a discussion of local history. This was followed by an afternoon program at Bent's Old Fort NHS and a presentation there on the Army of the West. The tour of the site was made on a beautiful day in October. Hosts were Dale and Teresa Kesterman and Bill and Luella Marlman.

The final tour was to the Nine Mile Valley just south of La Junta. A great deal of local history and some Santa Fe Trail history is associated with this site. Mary Ann Allsworth, great-great-granddaughter of Kit Carson, led this tour. Hosts were Lolly Ming and Mark Mitchell. All tours were well attended with from 40 to 75 members and guests present.

The chapter slide show, *Wagon Tracks Across Southeast Colorado*, continues to be well received. In July Lolly Ming presented it to 170 Boy Scouts and leaders from the New Jersey Boy Scout Council as they passed through Trinidad on their way to Philmont Scout Camp in New Mexico. She also presented it to the Buelah Valley Historical Society in October. There will be more showings during the school year.

The final activity of the year was a social educational meeting Novem-

ber 6 in La Junta. Teresa Kesterson arranged to have a Writers Round Table for the program. Several chapter members have published books and articles and they told how they went about publishing and what kind of problems they had. There was a short business meeting and a potluck lunch.

HELP WANTED

I am trying to find mention of the particular skirmish with the Jicarilla Apaches in which my ancestor, Benjamin Salmon, was wounded in July (or August) 1848. He was a Missouri Volunteer. He, his son John, and others from Gentry County signed up in May, 1847, and were mustered into service June 12, 1847. He was promoted to Capt. of Co. H., 3rd Regiment, Missouri Mounted Volunteers, upon the death of Capt. Simons at Council Grove on the march to Santa Fe.

His widow's petition for pension states that he was wounded on August 3, 1848, and died in Taos on November 19, 1848. The record in the National Archives states he was wounded in action on July 23, 1848, and left at Taos where he died November 19, 1848. His son, John Salmon, Private in Co. H, died February 6, 1848, also in Taos. Any help will be greatly appreciated.

Harold R. Salmon
1833 Spencer Circle
Flagstaff AZ 86004

NEW SFTA MEMBERS

This list includes new memberships received since the last issue.

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

FAMILY MEMBERSHIPS

John & Debbie Divine, 1748 Glen Ave,
Salina KS 67401
Fred & Janice Marr, 9039 Mullen Rd,
Lenexa KS 66215
Ed & Leonore Rowe, 828 Market, Emporia
KS 66801
Harold & Segrid Salmon, 1833 Spencer
Circle, Flagstaff AZ 86004
W. L. & Marie Tompkins, 27 The Wood-
lands East, Gladstone MO 64119

INDIVIDUAL MEMBERSHIPS

Ben Butterfield, 9181 Placita Senna,
Tucson AZ 85749
Elizabeth French, 1117 Paradise Lake Dr
SE, Grand Rapids MI 49546
Stephen McBryde, 263 Indian Trail, Ma-
rietta GA 30068
Duane Shook, 327 S Elm, Pretty Prairie
KS 67570
Sister Margaret Mary, Dominican Re-
treat House, 2348 Pajarito Rd SW, Al-
buquerque NM 87105
Kay Kuhlman Williams, PO Box 11, Fort
Scott KS 66701
Bill Wood, RR1 Box 58, Cherryvale KS
67335

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, 2000. Thank you.

Dec. 3-4, 1999: Traditional Holiday Celebration, Bent's Old Fort NHS.

Dec. 4-5, 1999: Christmas at Mahaf-

fie Stagecoach Stop and Farm, Olathe KS (913) 782-6972.

Dec. 11, 1999: Christmas Open House, Fort Larned NHS.

Sept. 27-30, 2001: SFTA Symposium, Las Vegas, NM. Contact Steve Whitmore, 120 Gabaldon Rt, Las Vegas NM 87701, (505) 454-0683.

FROM THE EDITOR

It was a grand symposium, and special thanks are extended to the many people of Council Grove who made it happen. It is time to start planning to be at the next one in Las Vegas, NM, September 27-30, 2001.

After 13 years of trying to do it all, we have employed Holly Brumbaugh to do some of the typing for *WT*. She is a bright high school student who does good work. We still plan to leave a few typos in each issue for those who take delight in finding them.

The winter months are a good time to catch up on reading about the Trail. Take a look at the offerings of the Last Chance Store for your library and for Christmas gifts (gift certificates are available). The store will be closed from December 15 to January 5 (the Olivas will be in Mexico).

A gift membership in SFTA would be a way to introduce others to the Trail. SFTA's goal is 2000 members in the year 2000. If every member recruited one new member, this is possible. Remember to renew your own membership too. We need you in the Association. Best wishes for the holiday season. Don't let the Y2K bug get you.

Happy Trails!

—Leo E. Oliva

Santa Fe Trail Association
PO Box 31
Woodston, KS 67675



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