

# Wagon Tracks

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## Wagon Tracks. Volume 14, Issue 4 (August, 2000)

Santa Fe Trail Association

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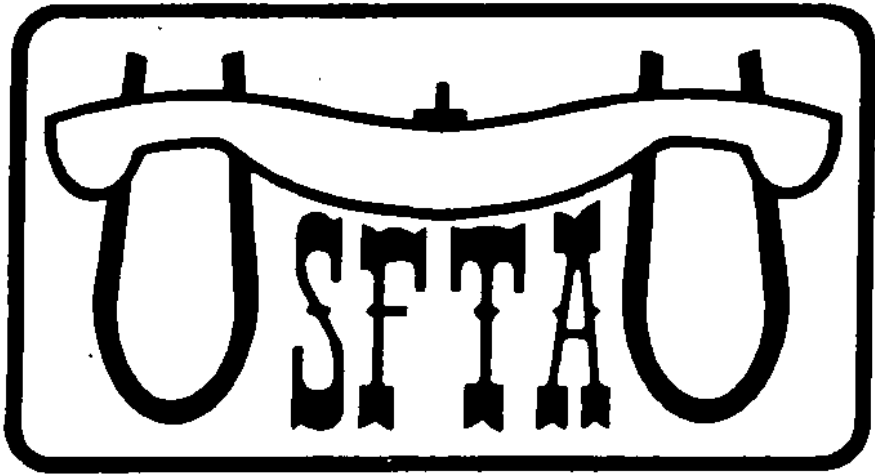
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# WAGON TRACKS

**SANTA FE TRAIL ASSOCIATION QUARTERLY**

VOLUME 14

AUGUST 2000

NUMBER 4

## FOLLOW THE GREEN PICKUP

by D. Ray Blakeley

*(Blakeley, from Clayton, is president of the Cimarron Cutoff Chapter which hosted the joint meeting of several SFTA chapters, July 15-16.)*

**T**HE first joint meeting of the six (or so) western chapters of the Santa Fe Trail Association was successful beyond the wildest expectations of the hosting Cimarron Cutoff Chapter. More than 60 SFTA members congregated in Clayton over the July 15 weekend. Before the confab was concluded, a caucus among members of the Bent's Fort Chapter resulted in their decision to host the second joint session in conjunction with their regular meeting and annual sites tour program over the second weekend in June 2001.

The first session kicked off with a rendezvous at the Herzstein Memorial Museum in Clayton on Saturday afternoon to organize a "train" out to the Rabbit Ear Creek campground, located on private land northwest of Clayton near Mr. Dora. This tour and the Sunday afternoon, July 16, trek to the Turkey Creek campground, the Kiowa National Grassland site, and to McNees Crossing were ably conducted by local forest service staffers. "Follow the green pickup" became the catch phrase and unofficial theme of the convention.

*(continued on page 16)*



**A modern Trail caravan makes a stop at the Rabbit Ear Creek campground on July 15, the first stop during the western chapters joint meeting. The lead pickup is green.**  
(Photo courtesy Inez Ross.)

August 2000



**L to R: Glenda Sours checking food, Julie Daicoff lifting lid off Dutch oven, and Judy Leary getting a shovel full of hot embers to add to top of Dutch oven.**

## HISTORIC COOKING CAME TO LIFE AT MAHAFFIE FARMSTEAD BULLWHACKER DAYS IN JUNE

by Julie Daicoff

*(Julie Daicoff, Olathe, KS, is a member of the Missouri River Outfitters Chapter and a master gardener with special interest in historic gardening. She thanks Anne Mallinson and Glenda Sours for contributions to this article. Those wanting more information about food along the Trail should see SFTA Vice-President Sam'l P. Arnold's highly-acclaimed Eating Up the Santa Fe Trail, available from the Last Chance Store.)*

**P**ERHAPS you recall your first lesson in Home Economics that told you to try a recipe before serving it to your guests? You might even recall the lesson to double-check your ingredients before use. As adults we are afforded the opportunity to relearn life's lessons.

On Saturday, June 24, 2000, several members of the Missouri River Outfitters Chapter relearned those lessons at Fiesta Bullwhacker Days at the Mahaffie Farmstead and Stagecoach Stop in Olathe, Kansas. Joining the Friends of Mahaffie were Anne Mallison, Glenda Sours, and Julie Daicoff, dressed in period clothing, who served samples of foods cooked over an open fire in Dutch ovens.

Cooking for hundreds in Dutch ov-

*(continued on page 13)*

**SFT RENDEZVOUS  
LARNED, KS  
SEPTEMBER 21-23, 2000**

## PRESIDENT'S COLUMN

AT the western chapters gathering July 15-16 in Clayton, NM, I once again observed the importance—no, necessity of togetherness. You may think this to be a trite remark; we all learned in Psychology 101 that the human species survived for millions of years because it is a “group” species requiring the connection—dependency, if you will—of one person to another. Hermits are anomalies, not the standard. Yet, a national organization, whose members are geographically separated, must rely in great measure on long-distance communication. Cohesiveness demands that we must learn to operate effectively without regular personal interaction and the gratification it produces. However, as human beings we know that nothing supplants the face-to-face encounters, these being the foundation for much of our “humanness.” That is why we organize chapter events, sponsor the Symposium and Rendezvous, and find other opportunities to be together. Such was true at Clayton.

Clayton reminded me of yet another human phenomenon: in life we are changed by each encounter—we learn something new, different, and valuable. Learning something new about the Santa Fe Trail each time we trudge along that hallowed ground is obvious. But, what about learning about ourselves and our organization? I came home knowing and appreciating my fellow travelers a bit more than when I arrived, and I dare say the same is true for all who were there. I learned that there are powerfully motivated people in SFTA who are accomplishing great things for the Trail. We can read about these in *Wagon Tracks*, but hearing these recitations from the chapter presidents exuded a vivid aura not easily communicated through the written word. We learned of some fascinating upcoming chapter events, which, hopefully, will draw those from other chapters. Incidentally, perusing the calendar in *Wagon Tracks*, I was surprised to note that many chapter events are missing.

Once again we discussed some of the issues that have occupied SFTA for some time. Once again we reworked the same ground that had

been “plowed” unsuccessfully for years, hoping that finally a viable solution would arise. (I think a few ideas emerged which should be tested.) Once again we were reminded that we do not always pay sound attention to what has gone before, thus must “reinvent the wheel.” Once again we discovered that we have accomplished more than some would acknowledge. Once again we heard that everyone has trouble locating enough volunteers to achieve all we seek to do. Once again we learned how diverse are our concepts about the Trail and Association management. To wit, again the reapportionment of board directors was aired. En route to the barbecue picnic following the meeting, one carload of three discussed this at length. The result: three people preferred three different solutions! Yes, I surmise that once again we learned something new to take home and test.

I believe that the ultimate experience of Clayton was simply being there, and once again being in the presence of people who recharge our batteries. Perhaps there was nothing unique about Clayton—chapters meet regularly and Symposium and Rendezvous have been held for years. Clayton was special because once again the *Santa Fe Trail brought us together and gave us a purpose, perhaps a bit larger than our individual selves*. Each individual SFTA member needs the chapter, each chapter needs SFTA, and vice versa. Anyone who believes otherwise should repeat Psych 101.

In a few weeks we will again have that special togetherness opportunity as we gather in Larned for another Rendezvous. If you have not already submitted your registration, do it now! Ruth and the planning committee have come up with yet another incredibly compelling topic—“Cultural Perspectives of Nature Along the Santa Fe Trail.” (How do they continue to come up with such scintillating topics?)

SFTA has lost a dear friend and respected Trail authority: Wayne Smith died July 20 after an uncompromising battle with cancer. He dedicated his life to the Trail, and as recently as last April completed the National Park Service certification of Buffalo Bill's Well and Cow Creek

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

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Crossing, west of Lyons, KS, which culminated in a grand dedication at the Well. The photo of a confident and erect Wayne in the May issue of *Wagon Tracks* will be our constant reminder of the best that SFTA has both received from its members and offered to others. We extend our heartfelt sympathy to Wayne's family, and our everlasting gratitude to them for loaning him to us.

You read in the May *Wagon Tracks* that Paul Bentrup donated his personal Santa Fe Trail library and archives to SFTA. This Trail collection, which is ostensibly one of the largest of its kind, and Paul's generosity are unparalleled in SFTA annals. As important as is his gift, he would think it worthless if it went unused. We now have one more compelling reason to head for Larned. I encourage each and every member to send him a note (the sillier, the better) expressing your appreciation. Paul's address is PO Box 595, Lakin KS 67860.

The May issue also included the SFTA 1999 Financial Statement. Look at it more closely and you will notice that our net worth for the first time in the Association's history has moved into six figures. We can interpret this landmark in a number of ways, some positive and others negatives. To me it sends one powerful message: there is money available to accomplish some important—albeit *modest*—objectives for our Association and the Trail IF THE WILL IS THERE TO DO SO. However, that “will” demands dedication, and dedication means volunteers, of which there are too few.

Summer is quickly passing, and “what we/I did last summer” soon will be a beautiful memory. When returning to the familiar routine, why not include service to SFTA among the important activities of your life for the remainder of 2000 and beyond. You may be surprised to find yourself exclaiming, “Having a wonderful time. Wish you were here.”

—Margaret Sears

## SFTA BYLAWS AVAILABLE

Anyone wishing to have a copy of the Association Bylaws may receive same by contacting the editor: Leo E. Oliva, PO Box 31, Woodston KS 67675, (888) 321-7341, or <oliva@ruraltel.net>.

## WAYNE SMITH

by Linda Colle

The Santa Fe Trail Association and the Quivira Chapter have lost a friend and a wealth of historical knowledge with the passing of Wayne Smith. Wayne passed away on July 20, 2000, after a long battle with cancer. He was born July 18, 1928, at Raymond, in Rice County, Kansas. Wayne was a life-long Rice County resident, a successful farmer, a student of history, and a U.S. Army veteran. Wayne is survived by his brother Lowell “Mike” Smith of Raymond, and nephews and nieces.

Wayne was a charter member of SFTA and attended many of its meetings. He was the president as well as the backbone of the Quivira Chapter. He was instrumental in the formation of the chapter and served as president for nearly all the years it has existed. Wayne recently was able to complete a goal he set for the chapter, to obtain National Park Service certification of Buffalo Bill's Well and the Cow Creek Crossing, and he presided over the dedication ceremony held in April (see the May issue of *WT* for story and photograph).

Wayne was especially interested in local history, was active in the Rice County Historical Society, and served as its president for a number of years. He was also very dedicated to the preservation of historical artifacts and donated many hours to the Coronado Quivira Museum in Lyons. He enjoyed talking about history to groups of school children, either through tours at the museum or in the classroom when he visited schools.

Wayne promoted and was involved in mapping and marking the Santa Fe Trail through the counties that make up the Quivira Chapter. He had taken many trips through the area looking for evidence and ruts to indicate actual sites to aid in marking. Wayne led us in many discussions to determine just how we should mark the Trail and what sites we should mark. His leadership and knowledge will be missed by all of us.

## YOUR MEMORY CAN LIVE ON

REMEMBER THE SANTA FE TRAIL  
ASSOCIATION IN YOUR WILL

## SPECKS OF CIVILIZATION

by Howard Losey

(Losey is president of the Wet/Dry Routes Chapter which sponsored the seminar.)

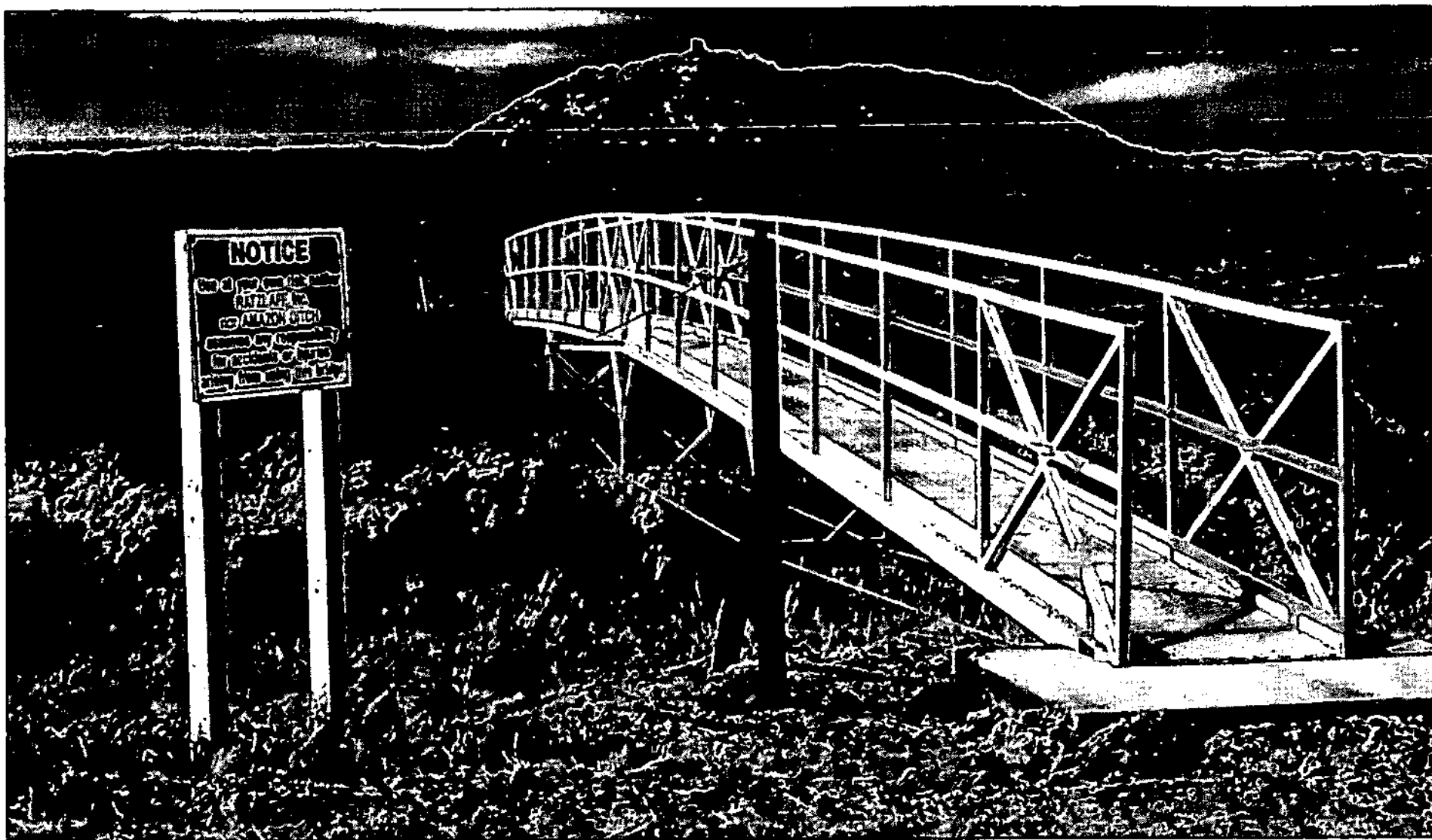
THE Wet/Dry Routes Chapter's fourth annual Santa Fe Trail Seminar was presented on June 10, 2000, at the Santa Fe Trail Center in Larned, Kansas. This seminar was judged to be the best by far of the four by Program Director David Clapsaddle as well as by comments from attendees. The theme of the seminar was “Specks of Civilization: U.S. Military Posts in Pre-Territorial Kansas.”

While visiting Fort Leavenworth in 1833, John Treat Irving described the post as “a speck of civilization in the heart of a wilderness.” The same could be said of the other two army posts established in what became Kansas Territory 1854: Forts Scott and Riley. This seminar looked at those three “specks of civilization” and the particular role each played in the unfolding saga of the Trail.

Speakers were Stephen Allie, Director, Frontier Army Museum, Fort Leavenworth; Arnold Schofield, Historian, Fort Scott National Historic Site; Bill McKale, Museum Specialist, Fort Riley U. S. Cavalry Museum; and John Lemons, Dragoon Reenactor, Canon City, Colorado. Lemons was costumed in an exact replica dragoon uniform and explained each item of dress and dragoon armament.

The chapter's chuck wagon committee, chaired by Rusti Gardner, served the lunch. Jack Gardner was the cook and, in spite of strong winds and extreme heat, grilled the buffalo burgers perfectly. He wanted to cook over buffalo chips but could not find a ready supply. Karl Grover from Kansas Wildlife and Parks donated the buffalo meat.

Many chapter members served the meal, which was much enjoyed. Anita Thomas and Barbara German handled registration. Alice Clapsaddle and Joyce Losey assisted at the refreshment table. Several chapter members provided cakes. President Losey was master of ceremonies and Program Director Clapsaddle introduced the speakers. Congratulations to all for a successful seminar.



## NEW ACCESS BRIDGE TO INDIAN MOUND

by Linda Peters

*(Linda Peters, Lakin, KS, is a charter member of SFTA and a teacher who takes her students on field trips along the Trail.)*

**INDIAN** Mound, a prominent hill west of Lakin in Kearny County, KS, was a landmark on the Trail, located near the Arkansas River overlooking the location of Chouteau's Island which disappeared years ago. John and Mona Crump of Lakin, owners of the site who received an Award of Merit from SFTA in 1995 for their stewardship of Trail remains, have added a new means of access to Indian Mound. Early this spring a foot-bridge was suspended over the Amazon Ditch about 200 yards south of the Mound. There is a parking area just off the road below the bridge.

Visitors are welcome and may reach Indian Mound from Lakin as follows. At the west edge of Lakin travel south on Bopp Avenue to Railroad Avenue (gravel road). Follow this road west 4.7 miles. The foot-bridge is on the north side. Park off the road and enjoy your hike.

Remember this is prairie country! There are yucca, cactus, and other "stickery" things between the parking area and Indian Mound. And it's a "bouncy" trip across the bridge. After your hike, travel back east to the first northbound road (Road M). Up that road just past the Ditch bridge on the left is access to a nice picnic area called Anne's Alley. This was named after the Crumps' daughter.

Everyone is encouraged to utilize the new bridge to visit Indian Mound and to use the picnic area. Please remember to respect the environment and keep the area clean.

## ARCHIVES NEEDS SHELVING

by Besty Crawford-Gore

**THE** Santa Fe Trail Association needs sturdy shelving to house the growing archives at the Santa Fe Trail Center, Larned. The Center is the official repository for SFTA records. Currently Association archival collections are being stored on a small set of shelves that belong to the Trail Center.

Industrial-strength shelving that is 87 inches tall, 36 inches wide, and 12 or 18 inches deep costs approximately \$150.00 new. A request has been submitted for funding in the 2001 SFTA budget to cover this expense.

However, the archives would be happy to accept good used shelving should any members (or casual readers) have any they would be willing to donate. The shelving has to be industrial strength in order to adequately hold the heavy boxes that house the archival materials. Should anyone care to donate shelving or visit about what is required, please contact Betsy Crawford-Gore at the Santa Fe Trail Center, RR 3, Larned, Kansas 67550, (316) 285-2054, e-mail <trailctr@larned.net>. Rendezvous would be a good time to deliver them.

## CIMARRON COUNTY ANNUAL TOUR OCTOBER 7

**THE** Cimarron Heritage Center in Boise City, OK, will host the 11th annual tour of Santa Fe Trail sites in Cimarron County, Oklahoma, on Saturday, October 7. Tour participants will leave from the museum at 8:00 a.m. Private, high-clearance vehicles will be used.

Some of the Trail sites included are Trujillo Springs, Wolf Mountain, Autograph Rock, and Camp Nichols. Speakers will be available at each site. There will be some walking. Registration is required and may be made by contacting the Cimarron Heritage Center at (580) 544-3479 or e-mail <museum@ptsi.net>. Please make your reservation soon.

## BEECHER ISLAND SEMINAR OCTOBER 14-15

**SANTA** Fe Tours has scheduled a traveling seminar on October 14-15 to Beecher Island on the Arikaree Fork of the Republican River in eastern Colorado, site of the engagement between Forsyth's Scouts and Cheyenne warriors in September 1868. En route, stops will be made at Fort Wallace cemetery and the Kidder Massacre site. On the return trip, a stop will be made at Monument Rocks in Gove County.

The tour will leave from Larned at 8:00 a.m., October 14, and return to Larned at 5 p.m. on the 15th. Cost per individual is \$160 based on double occupancy. Included in the fee are all meals, materials, lodging, and transportation. For further information, contact David Clapsaddle, 215 Mann, Larned KS 67550, (316) 285-3295.

## SANTA FE TRAIL CENTER DEPOT HAS RAILROAD TRACK

**THE** historic Frizell Depot at the Santa Fe Trail Center, Larned, has track in front of it. A train derailment at the Pawnee County Coop during the 1999 wheat harvest resulted in the replacement of some vintage track. The coop donated the rails, ties, date nails, and spikes to the Trail Center. With help from Central Kansas Railroad, inmates from Larned Mental Health Correctional Facility, and a number of volunteers, the track was laid in front of the depot.



## UNDER SIEGE AT THE COW CREEK CROSSING, JULY 1864

by Beverly Carmichael Ryan

(SFTA member Beverly Ryan, Lynchburg, VA, is the granddaughter of Thomas White Carmichael. She is a volunteer docent at Thomas Jefferson's Poplar Forest home in Bedford County, VA. Beverly has been collecting material for the following article for many years and was inspired to submit it after seeing the article in the last issue on the Old Plainsmen's Association, in which her grandfather was included. Thanks Beverly for sharing this story.)

I wish I had known that old plainsman. He was dead before I was born. But his son told me my bedtime stories and the plainsman and his trail companions rode through my dreams, a wolf's call mourning and trembling over the land that they traveled. The Indians and wagon trains, the days and nights on the plains, the thundering roar of buffalo hooves were all real, part of the fabric of my grandfather's life told in stories to his children and told by my father to me. The plainsman lingers for me, like a shadow on horseback."<sup>1</sup>

Thomas White Carmichael was the plainsman who told the stories. His writings, contemporary newspaper reports, and military letters identify other old trailsmen, primarily those who were with Tom and his father, Joshua Barton Carmichael, in a wagon train ambushed by Indians in July 1864 near the Cow Creek Crossing of the Trail. Fifty years later a reunion of survivors of the 1864 siege was organized by Tom Carmichael and held July 20, 1914, in Rice County, Kansas, at Lyons, near the site of the 1864 siege.

The *Lyons Daily News* and *Lyons Republican* printed extensive reports on the reunion as well as richly detailed accounts by the men concerning the siege and battle. Only three men, of ten survivors known to be living in 1914, were able to attend the reunion. The *Lyons Daily News* covered a 100<sup>th</sup> anniversary observance of the siege, held in Lyons in July 1964, and attended by 17 descendants of the men in the wagon train.

A number of the trailsmen in 1864 were friends and neighbors of the



**Thomas White Carmichael, 1845-1928**

Carmichaels, and their backgrounds were similar. Their forebears migrated to Missouri from Tennessee and Kentucky. Many were Confederate sympathizers in Civil War Missouri. Under the imposition of martial law by Union forces in the state, many men fled Missouri and joined wagon trains going west. Wagonmaster L. C. Palmer of the besieged train at Cow Creek is said to have remarked later that they "had more trouble with their own men than with the Indians—that one half of them were Missouri rebels."<sup>2</sup>

Tom Carmichael was born August 18, 1845, near Holden in Johnson County, Missouri, the second child of Joshua Barton (J. B.) Carmichael and Nancy Ferguson Carmichael. They were Scotch-Irish, the generations behind them having come from northern Ireland to Pennsylvania and Virginia, then to Tennessee and Kentucky, and on to Missouri. There J. B. and Nancy moved their family from Johnson to Pettis and Jackson counties, back to Johnson, and settled finally in 1859 on a farm southwest of Odessa in Lafayette County. There were by that time six surviving children.<sup>3</sup>

Tom was 16 when his father enlisted in 1861 with Keith's Company, Elliot's Regiment, Missouri State Guard. J. B. fought at the battle of

Lexington, Missouri, in September 1861, was captured with Colonel Parker near Warrensburg in March 1862, imprisoned at Alton, Illinois, for several months and exchanged. J. B. was arrested again in fall 1863 with other area Confederate sympathizers suspected by the Federals of harboring a wounded young Bushwhacker. Placed under house arrest in Lexington, J. B. escaped in spring 1864 with prearranged plans to meet Tom, now 18 years old. They crossed the Missouri River, J. B. riding their only horse as he had been wounded, while Tom walked across in waist-deep water. They traveled through the night roughly 50 miles to a point opposite Westport Landing. There they crossed the river and at Westport joined a wagon train owned by Cliff Barnes. This group joined the main body of a government supply train at Fort Leavenworth, bound for Fort Union, New Mexico, with arms and ammunition.<sup>4</sup>

A total of about 80 to 100 wagons were in the string of trains, comprised of four ox-drawn wagon trains and a fifth train of sixteen wagons drawn by ninety-six mules. Fifteen of these wagons were ordnance wagons loaded with guns and ammunition. There were 104 or more men. Some were old plains veterans and some were youngsters like Tom Carmichael, making their first trip across the plains. Thirty-year-old John R. Kerr of Independence, Missouri, was in command of the mule train, and 50 years later he commented that the Indians were attracted by the mules which were much faster than the Indian ponies.<sup>5</sup>

The trains were alerted to Indian trouble as they traveled west. Hostile activities by the Kiowa, Comanche, Cheyenne, Arapaho, and Plains Apache erupted in July 1864 along the Trail and at Fort Larned, where they ran off horses and beef cattle. "Every tribe that frequents the plains is engaged in daily depredations," reported Colonel John C. McFerran, chief quartermaster at Fort Union. He crossed the plains in midsummer and saw wagon trains camped all along the Trail, stalled due to lack of protection from frequent Indian raids.

At about the same time as the raid on Fort Larned, James Brice, who was employed by Santa Fe Trail mail contractors Hall & Porter to transport mail and passengers to and from post offices along the Trail, sustained Indian raids to his own property and later wrote: "It looked as if the Indians had prearranged for a general attack along the line of the Santa Fe Trail for 150 miles at all the points at the same time." He also recounted that while Fort Larned was being raided, an attack was made at Walnut Creek on a train loaded with flour for the government. All the teamsters were killed, except for a man named Robert McGee who was scalped but survived.<sup>6</sup>

The supply trains including the Carmichaels were warned about Indians before reaching Cow Creek. The old survivors remembered that, soon after leaving Lost Spring, they learned that a body of 600 to 700 Indians was near. When the trains reached Cow Creek Crossing, they met an eastbound stage. The troops guarding it warned the men not to continue, as Indians were on the warpath and attacks of all kinds were taking place. The train then pulled off to the right of the crossing about a mile and one-half.

The lead train got off the Trail, which was on a ridge, found a spot where there was fresh grass, and went into camp. They were followed by the other trains. In 1914 reunion attendees T. W. Carmichael, John Kerr, and I. W. (Ike) Gray remembered distinctly that their camp was on a slight ridge about midway between the bend of Cow Creek on the north and the Trail on their south. In looking across the old government bridge – gone by 1914, but its location was discovered – they were in line with the sod hut and rifle pits used by a "few soldiers who guarded the ford."<sup>7</sup> The area was grassy with only a few scattered trees.

About a mile and a half below the trains, a large Mexican train also formed into a corral.<sup>8</sup> This was close to William "Buffalo Bill" Mathewson's Cow Creek ranch, described by a trader as consisting of "three or four little lumber shanties built in a row on the east side of Cow Creek."<sup>9</sup>

The trailsmen at the Cow Creek Crossing formed their corral in the usual way, an elongated circle or

horseshoe made of interlocked wagons with the front wheels of each wagon drawn close to the rear wheels of the wagon ahead. Through the narrow gap at one end of the horseshoe, the men drove the animals and then barricaded the opening with yokes. Such a corral was used regularly in crossing the plains as a pen for yoking oxen and harnessing horses and mules. When Indians threatened, the enclosure surrounded by heavily loaded wagons became a fort from which besieged men could defend against a much stronger force. The men at the Cow Creek Crossing knew that any Indian attack would be made in numbers vastly superior to their own.<sup>10</sup>

Among the men waiting and watching were wagonmasters L.C. Palmer of Junction City, George W. Harrison, William DeLong, and G. W. Marion.<sup>11</sup> John Kerr, in charge of the ordnance wagons, Joshua Barton Carmichael, Tom Carmichael, and 20-year-old Ike Gray were there. So were M. C. Ryland, Oscar Galloway, Horace Cox, William Cox, William Still, and James Wood, and a young man from Ogden named E. Whitaker.<sup>12</sup> Others who may have been among the 104 men were P. O'Malley, G. W. Manning, Mr. Scharp, Mr. Moore of St. George, Mr. Howser, and Mr. Jones (possibly J. H. Jones),<sup>13</sup> as well as "Crenshaw" (possibly H. Clay Crenshaw) and "Wheeler" (maybe S. Wheeler).<sup>14</sup> At least one Mexican man was with this string of trains, a caretaker for the mules in John Kerr's train.<sup>15</sup>

There is difficulty in dating precisely the onset of the ensuing siege and battle as well as determining exactly the length of the overall episode in which these trains were involved. Indian attacks were taking place concurrently and in proximity to one another from Fort Larned eastward along the Trail. This article relies upon the 1914 accounts of the three reunion attendees, as well as documents contemporary to the battle which were printed in 1864 newspapers. One of the survivors, Ike Gray, was reported by the *Lyons Republican* in 1914 to have kept a diary of the battle and to have left it with the newspaper to be published.<sup>16</sup> A long search has failed to turn up publication of the diary or the diary itself.

However, the 1914 reunion ac-

counts are clear in stating that the "fight" started July 18, 1864, early in the morning after the evening they had gone into camp "... either the same day or the day after a wagon train had been surrounded, the drivers massacred and the property entirely burned by band of Indians farther up the trail near the Walnut crossing. These men did not hear of that massacre until days after. They fought off the Indians day and night for six days. ... After waiting three days longer ... the trailers broke camp and proceeded on their way."<sup>17</sup> Two of the 1914 accounts say that the fight with the Indians lasted five days. It can be seen why this episode has been reported variously as having lasted of five, six, or nine days.

An urgent appeal for help, dated Cow Creek, July 21, 1864, sent out by the four wagonmasters to Brigadier General Samuel Wood commanding the state militia at Council Grove, stated, "We have been here three days, surrounded by a formidable and hostile foe who are murdering indiscriminately every white man they find. They commenced their depredations on Sunday last, at Fort Larned by running off the horses. The next was to attack a Government train, bound for Fort Union – killing twelve men, and destroying a great quantity of stores. They made their appearance at this place yesterday, attacking us from all sides. ... We are, and have been for two days, completely surrounded."<sup>18</sup>

Captain James H. Dodge at Council Grove reported in his July 24 letter to Major General Samuel R. Curtis, commander of the Department of Kansas, "a second messenger has just reported from Cow Creek. They have been fighting five days."<sup>19</sup> A letter dated at Council Grove, July 24, informed J. C. Irwin, government freighter, "Letters received here today from Crenshaw, Wheeler, and others on Cow Creek that they had their trains corralled and had been besieged for five days."<sup>20</sup>

A reasonable conclusion is that the five trains had arrived near the Cow Creek Crossing at somewhat varying times, had gone into camp on the 17<sup>th</sup> or 18<sup>th</sup>, were surrounded quickly, and were attacked in force a day or two later. The siege and fighting continued for several days.

Alerted in the early dawn on the



day of the attack that the Indians were coming, the men rolled out of their beds under the wagons. At sunrise, the Indians charged "like a cloud from the southwest." George W. Harrison was elected commander of the company when the trains were surrounded, perhaps the second day in the corral. The men were armed with rifles from Kerr's ordnance wagons and had enough ammunition to last for months. They rested their rifles between the spokes of wagon wheels and shot at the Indians, who fought with bow and arrow, circling beyond range of the guns and trying to lure trainmen into the open. Young inexperienced men were restrained from rushing out to fight at close range by older men.

The Indians were after the mules and kept up continuous "unearthly" noise and whooping day and night, trying to stampede them from the corral. Exhausted men caught naps under the wagons and sometimes rolled out on the wrong side where the Indians were, then scuttled back on hands and knees. It was not possible to tell how many Indians were killed because they were lashed to their ponies, and if killed or wounded were thus carried off.<sup>21</sup>

The Mexican man with Kerr's train was killed, having received Kerr's permission to go out to track down a favorite mule, on "the first day" (of direct attack?) or "the night of the third day" (of being in corral?). Ike Gray and others got the Mexican into camp, but he died "shortly after." T. W. Carmichael wrote in 1923 that he remembered "seeing a wagon boss pulling an arrow from one of our wounded boys, and he had to place his foot on the boy to keep from lifting him from the ground. The man died the next day."<sup>22</sup>

The men fought off the Indians, but their water was gone by the evening of the first day of battle. Indians swarmed between the camp and accessible water. G. W. Harrison asked for a volunteer to go for help. Presumably the man who agreed to ride through the Indian lines, and whose name was forgotten by the old survivors in 1914, carried with him the July 21, 1864, appeal signed by the four wagonmasters which related that the Indians had made their attack "yesterday" and that "We rallied our forces and drove

them back with the loss of one man. . . We are, and have been for two days, completely surrounded – the Indians attempting to run off our stock, and to kill our men as they go for water. We are suffering extremely for water for our stock and men, and if we do not receive assistance shortly, we shall have to give up our trains . . . we cannot move, as they have their combined forces ready upon the road, awaiting our march. . . . Our men have had no rest for two days and nights." The rider made it through the Indians and got to Council Grove with this appeal, having left the trains in the night.<sup>23</sup>

The rider may have been the man described in 1911-1912 accounts by men who in July 1864 were digging a grave for 18-year-old Ed Miller who had been ambushed, murdered, and scalped by Indians near the Trail west of the settlement of Marion, east of the Cow Creek. A lone horseman on a fleet chestnut sorrel horse, armed with a Spencer carbine and heavy Colt's revolver, rode up and told the men he was a wagonmaster for 100 wagons corralled on Cow Creek and surrounded by 2,000 or 3,000 Kiowas and Comanches. Stock had been enclosed in a corral made by running wagons behind each other in a circle and were starving for food and water. All the men's water was gone except one ten gallon keg reserved for his horse's ride. His picket men declined to make the run through the Indians, so he was riding to Council Grove to get troops to rescue his train.

He told an amazing story of leaving camp at 3:00 a.m. after tying a lariat to his horse in the corral, crawling through short buffalo grass, and by tying lariat to lariat making a long cord which, when he pulled, signaled his men to let the horse out. He got the horse, cut the lariat, mounted, and raced from the Indians who were now alerted. He lost them five or six miles before coming upon the burial party. Warning the men not to linger, off he rode.

Even allowing for some exaggeration (2,000 to 3,000 Indians?) and the lapse of time between 1864 and the telling of the event in 1911-1912, the story's basic elements clearly relate to the siege at the Cow Creek Crossing. Was he a wagonmaster carrying the appeal that he and the three oth-

ers had signed? Was he the volunteer G. W. Harrison had sent? Was he the "second messenger" that Captain James Dodge reported had just come from Cow Creek, in Dodge's July 24 letter to General Curtis? An old diary gave the date for Ed Miller's burial as July 23, 1864.<sup>24</sup>

The men at the Cow Creek Crossing were becoming desperate for water. On the day after the fatal attack on the Mexican, Whittaker went out with a jug to get water from one of the springs along the creek. He was surrounded, killed, scalped, and left to be buried later by the trainmen.<sup>25</sup> Ike Gray, acting as a lookout, rode for water with a five gallon jug. He got the water, but in his headlong rush to get back he dropped the filled jug. Another man, whose name the three old men did not remember in 1914, went for water and was unable to get back to camp without being seen by Indians. He lay motionless on his back in high grass near the creek, where he remained in the hot July sun for three days. The men found him after the siege ended, but he died a few days later at Fort Larned.<sup>26</sup>

Although the Indians killed or ran off stock let out to graze or water, there was a slough just outside the camp where the men could risk watering the animals at times. But the water was not fit for the men, and on "about the third or fourth day of the battle" or the day that Whittaker was killed,<sup>27</sup> they decided to dig for water. Tom Carmichael and others began digging at noon and by night time, at about ten feet down, they had struck muddy but drinkable water. The Indians drew off shortly thereafter. They may have learned of approaching troops, but Tom believed the Indians knew somehow that the men had water and the Indians' hope of forcing a surrender of the mules and horses vanished.<sup>28</sup> At the same time help was on the way.

In January 1864 a new Department of Kansas had been formed and Major General Curtis was sent from Missouri to command it.<sup>29</sup> In July 1864 the War Department sent General Curtis to Fort Riley to obtain militia to go to the aid of the besieged trains at Cow Creek. Reportedly, on July 23, 1864, Colonel D. W. Scott, commanding the 14<sup>th</sup> Regiment of the Kansas State Militia at Fort



Riley, directed 2<sup>nd</sup> Lieutenant Calvin Moses Dyche of Company F to raise all the well mounted men he could; tell them to take a blanket or two, and prepare for field duty after being armed by General Curtis. Dyche and 26 men were sent to Cow Creek to help the wagon trains,<sup>30</sup> apparently part of the "little army" of 396 men that General Curtis wrote on July 28 and July 29 that he had raised and marched to Cow Creek.<sup>31</sup>

In a letter to General Curtis dated Council Grove, July 25, 1864, Captain Dodge followed up his July 24 letter and enclosed the appeal for help signed by the wagonmasters which he had received at 10:00 p.m. the 24<sup>th</sup>. Dodge, commanding the 9<sup>th</sup> Battery, Wisconsin Volunteers, was ready to head for Cow Creek with Captain Booth's company of one artillery section and some mounted militia to join Curtis's command. Dodge had been informed that the wagonmasters were reliable and that the trains included valuable ordnance stores for Fort Union, which the men were using to defend the trains.<sup>32</sup>

The wagonmasters' appeal revealed that the Mexican train camped a mile and one-half below them had also been attacked and their stock run off or killed, as had stock belonging to the U.S. Mail Company. The July 24 letter to J. C. Irwin, which referred to the five-day siege at Cow Creek, noted that a train "at another place" had lost nearly all their stock, ten or twelve men were reported to have been killed, and the mail stock had been taken as far as Cottonwood Creek. In printing the letter to Irwin, the *Leavenworth Daily Conservative* of July 27, 1864, reported that the "captured" trains were presumed to be those of George Bryan, Ambrozio Armijo, Jesus M. Luna, Vincente Otero, and Lauriano Jaramillo. All except Bryan's were said to have loaded at Fort Leavenworth and left on July 9.<sup>33</sup>

The men who had buried Ed Miller and spoken with the hard-riding messenger, probably on July 23, learned that a cavalry troop passed through their area about day-break the following day on its way to Cow Creek. When the troops arrived, they found the stock out grazing and no Indians.<sup>34</sup> According to one account by the three old survivors in 1914, troops arrived at the site of the

siege and battle nine or ten days after it had begun, after the trains had broken camp and traveled several miles toward Walnut Creek where Fort Zarah was established by order of General Curtis on July 28.<sup>35</sup> Tom Carmichael remembered that the trains left when the Indians drew off and advanced to the Arkansas River where the "tired, dirty, 'Bull whackers' plunge[d] into the cool water, clothes and all."<sup>36</sup>

General Curtis wrote "In the Field, July 28<sup>th</sup>" that he had raised and marched his militia and some volunteers "to this place," about 200 miles. The trains that stood siege at Cow Creek were forming on his left, relieved and moving forward. They had "formed corrals, and kept pickets, arming themselves from boxes of carbines they were transporting to New Mexico. They deserve great credit for holding out as they did."

He gave credit, too, to the ranchman at Cow Creek (William "Buffalo Bill" Mathewson) who had defended his ranch with a two-pounder. He noted casualties, the Mexican man and "E. Whittier," as well as names of some of the survivors. Curtis mentioned the attack on the Mexican train and their loss of about 300 head of stock. Quite pleased with his "show" of force, General Curtis wrote that his 396 men were all brave, mounted, "pretty well armed", and assisted by a section of the 9<sup>th</sup> Wisconsin artillery. "Of course," he wrote, "no Indians can stand against this force, kept as I keep it, well organized and guarded." Curtis wrote on the 29<sup>th</sup> when he was reported to be eight miles from Larned, that the train which had been besieged at Cow Creek was safe with some of his troops in the rear.<sup>37</sup>

The trains that had been at Cow Creek had only minor incidents with Indians on the road to Fort Larned. However, as far as John Kerr's 96 mules were concerned, the Indians had the last word. Ten days or so after leaving camp at the Cow Creek Crossing, on Sunday night, August 7, 1864, the trains were camped at the old Cimarron Crossing of the Arkansas River. During the night a small group of Indians sneaked close enough to frighten the mules, stampede them over the barricade, and drive them away in the dark. The

oxen drew all of the wagons the remainder of the trip.<sup>38</sup>

In early 1914 Tom Carmichael placed a notice in the *Kansas City Star* in search of surviving trailsmen from the wagon trains besieged at Cow Creek Crossing. Of the ten men located, seven were unable to attend the reunion at Lyons: George W. Harrison of Warrensburg, Missouri; M. C. Ryland of Kansas City, Missouri; Oscar Galloway of Odessa, Missouri; Horace Cox of Lee's Summit, Missouri; William Cox of Creighton, Missouri; and William Still and James Wood of Ogden, Kansas. The three who did attend — T. W. Carmichael of Odessa, Missouri; John R. Kerr of Independence, Missouri, 80 years old; and I. W. (Ike) Gray of Urich, Missouri, 70 years old — had a wonderful time.

They were impressed with the wonderful Kansan hospitality, superb food prepared for them, and groves of trees all over the land they remembered as largely treeless. Especially gratifying to them was their success in finding the sites of their old camp, the well they had dug in 1864 in desperation — in 1914, a circular ridge of earth with a central depression — and the graves of the two men killed and buried there. Carmichael visited with an old friend and plainsman, Alex Phillips, in Hays, Kansas, before going home to Missouri. Gray and Kerr returned to Missouri. Kerr was making arrangements for an Old Plainsmen reunion at Independence, Missouri for the end of August.<sup>39</sup>

The 17 descendants of 1864's besieged trailers who attended the 100<sup>th</sup> anniversary observance at Lyons on July 18, 1964, included a son and daughter of T. W. Carmichael as well as surprise attendee, Delmar Whitacre of Westmoreland, a grand-nephew of E. Whittaker who was killed during the battle.<sup>40</sup>

The year after the battle, Joshua Barton Carmichael went with a wagon train on the Oregon-California Trail to the Forks of the Platte, along the South Platte to Julesburg, then to Fort Bridger, to Virginia City, and probably on to California. From Fort Kearny on June 30, 1865, he wrote to 19-year-old Tom, at home in Lafayette County taking care of his mother and siblings, "now got all the hands, will

leave in the morning with 60 wagons in the train, have 500 miles of Indian country to pass through — they are very bad on ahead, have killed some men — we have got the worst stock to stampede in the world — they made a charge one stormy night out of the corral and killed one [?] and wounded 3 men." J. B. Carmichael died in Odessa, December 5, 1901.<sup>41</sup>

Tom made subsequent crossings, too, spending time at the ranch of his cousin, Hamilton (Ham) Carmichael, in Bandera County, Texas, and herding longhorn cattle north from Texas. He came home to Odessa, where he was a school teacher, the first clerk and Sunday School superintendent for Odessa's First Baptist Church, a breeder of fox hounds, and a noted Lafayette County breeder of prize-winning Hereford cattle. He married at age 56 to Mary Frances Burdette (Birdie) Pearson, and they had four children before her death at age 34 on May 12, 1908. He was known as "Uncle Tom" or "Mister Tom" when he was older, and he wrote many articles for the Odessa newspapers and the *American Hereford Journal*. When he died, July 5, 1928, nearly 83 years of age, the *Odessa Democrat* obituary for him was headed "Old Plainsman and Indian Fighter Dead." The story noted that he regularly visited the Kansas City stockyards and entertained his companions with stories of early days in Missouri and the West.<sup>42</sup>

In 1923, friends in Kansas City talked Tom Carmichael into going with them to a movie. He didn't care for movies, but he went to this one, *The Covered Wagon*. He gave the movie a mixed review, but it brought back memories. He wrote: "And when the pictures began to appear on the screen and the scenes and incidents that I had witnessed fifty-nine years ago, how I wished for John Cobb, Jimmie Renick, George Boxley, Tom Hockensmith and Oscar Galloway, all old plainsmen of sixty years or more ago. How we would have enjoyed together the old camps and other scenes."<sup>43</sup>

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## SPECIE ON THE SANTA FE TRAIL

by E. Donald Kaye

(SFTA member Kaye, Santa Fe, is a retired army officer and attorney who has a longtime interest in the history of the Southwest, including the Trail. He is a sometime collector of historic coins, including those of Mexico. The illustrations in this article are taken, with permission, from the auction catalogs of Richard A. Long of Langlois, Oregon. Long is a leading expert, lecturer on, and dealer in the coins of Mexico.)

**PIECES** of eight! pieces of eight! pieces of eight! pieces of eight!"<sup>1</sup>

"My father saw them unload when they returned," says H. H. Harris, as quoted by George P. Morehouse, "and when their rawhide packages of silver dollars were dumped on the sidewalk one of the men cut the thongs and money spilled out and clinking on the stone pavement rolled into the gutter."<sup>2</sup>

"In 1839 the Santa Fe traders are said to have saved the Bank of Missouri from a dangerous run by sending to its vaults some \$45,000 in specie. Said Captain A. Harris, writing in 1840 to Representative Cross of Arkansas: 'The State of Missouri is at this day the soundest in the Union in her monetary affairs. She is filled with specie; and the interior Mexican states have supplied it.'<sup>3</sup>

"... while upon the board was displayed not only the lure in the shape of Mexican dollars and Spanish doubloons, or 'ounces' as they are called in that region. . . ."<sup>4</sup>

"After the slaying, Chavez's body was searched and he was found to have been wearing a money belt. It produced, by McDaniel's own admission, thirty-nine gold doubloons."<sup>5</sup>

What is specie? The first definition in the *American Heritage Dictionary* is "minted money" or coins, even if that definition is way down on the list in the *Oxford Dictionary of the English Language*. What's a doubloon? For that matter, what's a peso? What coins were used on the Santa Fe Trail? The quotations above are just a sample, but they indicate that, at least for a long time, Spanish and then Mexican coins were used. The terms doubloons, Mexican or Spanish dollars, Spanish or Mexican milled dollars, pesos, and



**Silver eight real, the "Liberty Cap" coin, minted from 1824 to 1897. These were the most common coins used in the Santa Fe trade.**

so forth are used in Trail literature and other histories describing non-Trail events during the period of the Trail, but none that this author has seen offer much in the way of definition.

What is a Spanish dollar? What is a peso? How much is a peso? One reads about pesos almost from the "git-go" in Spanish colonial times, but there was not a coin that said peso on it until well into the nineteenth century. What is an "ounce"? Did people back in the States take kindly to having a bunch of foreign coins around? Josiah Gregg and many other writers of "tales of the Trail" have numerous mentions of the values of goods in U.S. dollars, but were they trading U.S. dollars? Probably not.

From the beginning of the United States until 1857, when they ceased to be legal tender, the Spanish (later Mexican) milled dollar was at times the most common major coin, always a common coin in American pockets, and, as indicated above, in American banks.<sup>6</sup> The term "milled dollar" was used in American Colonial times and

later in relation to the silver coins that were struck with machinery and had designs on the edges to discourage counterfeiting.<sup>7</sup>

The answers to some of these and similar questions are easy, but there are complexities. As to what was used on the Trail, it is safe to assume that most if not all of the coins used were Spanish, then Mexican, coins, at least until the middle of the nineteenth century when U.S. coins became common. Even then the bulk of specie coming back from Mexico and New Mexico was likely of Mexican origin. So what was in use?

For simplicity's sake this article will first discuss silver and then gold. Silver was far more common than gold. Leaving aside the smaller denominations which are never mentioned in the literature of the Trail, the "dollars" that William Becknell would have brought back to Missouri were *ocho real* coins, or pieces of eight. In 1822 these were the most common major denomination coin not only in Mexico but in the U.S. and in much of the world. There were so many of them minted in Mexico that this author was able to buy in 1999, and make into a bolo tie, an *ocho real* dated 1749, in very nice condition for \$35.00. In 1997 Superintendent Harry Myers at Fort Union National Monument, a SFT authority, found an almost-mint eight *real* piece at Fort Union bearing the date 1850. Reproductions of this coin are available in silver or nickel at Fort Union or through SFTA Last Chance Store. The eight *real* pieces of Mexican Spain (minted up to the time of independence in 1821) and the eight *real* pieces of Mexico in 1850 were different coins, and there was still no "peso" coin.

When the Spanish in Mexico started minting coins, there were all sorts of complications. For example, a vice-regal order of 1536 stated in part: "Before there was a mint in this city . . . and silver money coined, there was a great deal of trading by means of *tepuzque* gold. All *tepuzque* gold debts and contracts made from the first day of April of the present year are to be paid in the said gold in terms of the . . . silver *reales* that circulate at thirty-four *maravedies*



each, one *real* for one *tomín*, and eight *reales* for one *peso* [here is that term] of *tepuzque* gold." An act of the Cabildo of that same year said: "Relative to the silver *reales* now being made and used in trade in the city, there is much confusion because some accept them at eleven grains and others at twelve grains of *tepuzque* gold."<sup>8</sup>

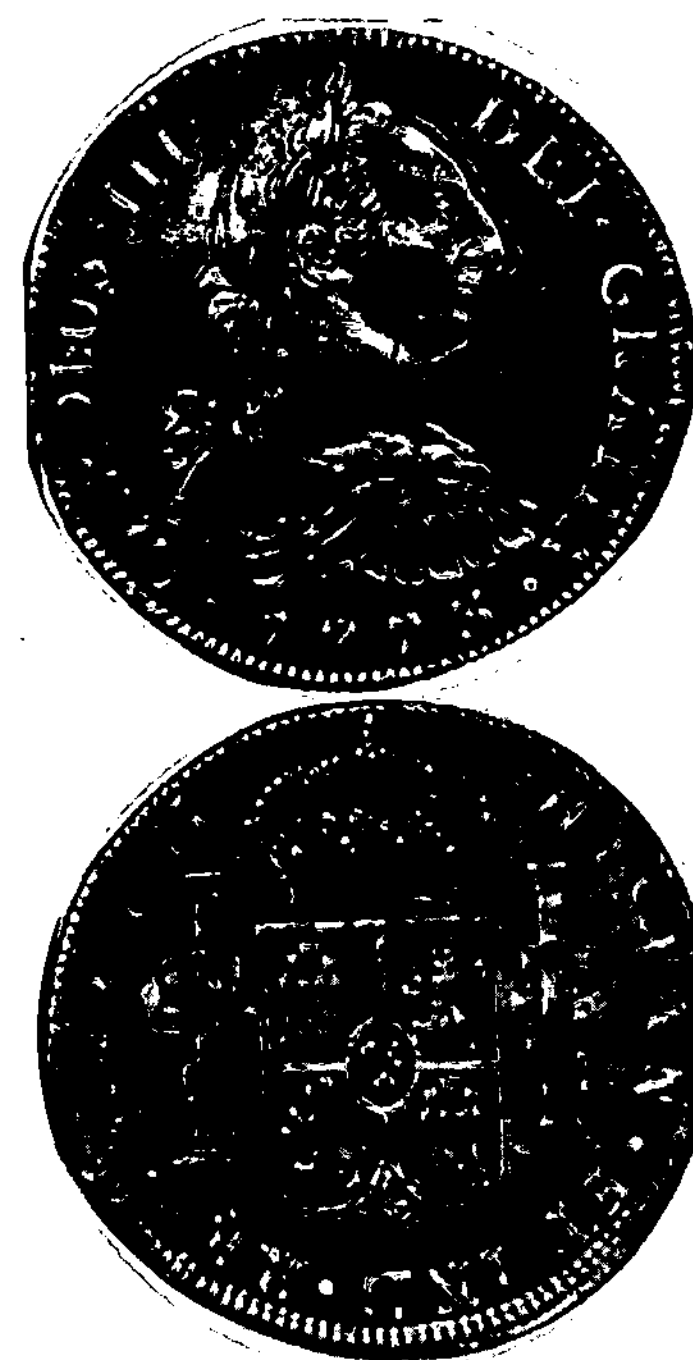
*Tepuzque* gold was gold that was so debased by the addition of copper that the natives called it *tepuzque*, which in Nahuatl means "copper." Ten years before, in 1526, the Cabildo had allowed individuals to have their gold made into slugs of various sizes, including one, two, or four *pesos de oro*. A *peso de oro*, or *peso* of gold, was a term used to indicate a portion of gold weighing 96 grains.<sup>9</sup> Remember, there was no coin that said on it that it was a *peso de oro*, or any other kind of *peso*.

The matter of value of *pesos*, *tomíns*, and *maravedies* is so complicated that even modern scholars, in this author's opinion, are as confused as is this author. For example, John Kessell *et al.*, in *Remote Beyond Compare*, one of the De Vargas Project volumes published by the University of New Mexico Press in 1989, contains on page xiii, a table comparing a *ducado* with a silver *real*, a *vellon real* with a *maravedi*, a silver piece of eight with *vellon reales*, an *escudo* with a *maravedi*, a *peso* (aha!) with an *escudo*, and so forth, as of 1686. In *Northern New Spain, A Research Guide* by Thomas C. Barnes, Thomas N. Naylor, and Charles W. Polzer, published by the University of Arizona in 1981, an article on "Money and Currency" contains a table comparing various monetary values in gold and in silver for *ducados*, *pesos*, *granos*, *maravedies*, etc. It is difficult to determine the dates for the values given, but they do not appear to agree with the table in *Remote Beyond Compare*. However, these authors throw some light on the murky issue of "*pesos*" by saying that the term, meaning a "weight," was applied in the Spanish colonies to the silver piece of eight.<sup>10</sup>

The above is mentioned here only to show the complications that arise when one tries to delve into the early history of Mexican coins. Fortunately, given that the Santa Fe Trail did not officially "open" until 1821,

we need only be concerned with coins that were still common then. As noted above, these would include the common trade coins used in the 1700s and 1800s, and very likely nothing earlier.

The early coins in Spanish America, including those made in Mexico, were "cobs" or coins cut by hand from a bar of silver with a design affixed with dies on each side. Often, the "shipwreck coins" that one sees or reads about are cobs. They were crude; they were irregularly shaped; and most often they had no date on them. Beginning in 1732, round coins were produced.<sup>11</sup> The silver eight *real* coins were often called "pillar dollars" because of the design on the obverse side which was the two hemispheres, flanked by the Pillars of Hercules and surmounted by a crown. The reverse of this coin carried the coat-of-arms (escutcheon or *escudo*) of the reigning monarch. In 1772 the "pillars" were abandoned and instead the obverse showed the bust of the current monarch.<sup>12</sup> These eight *real* pieces, or pieces of eight, lasted until the end of the Spanish era, to be replaced in part with a hodge-podge of insurgency coins, the latter unlikely to have been accepted by the Santa Fe traders, either the

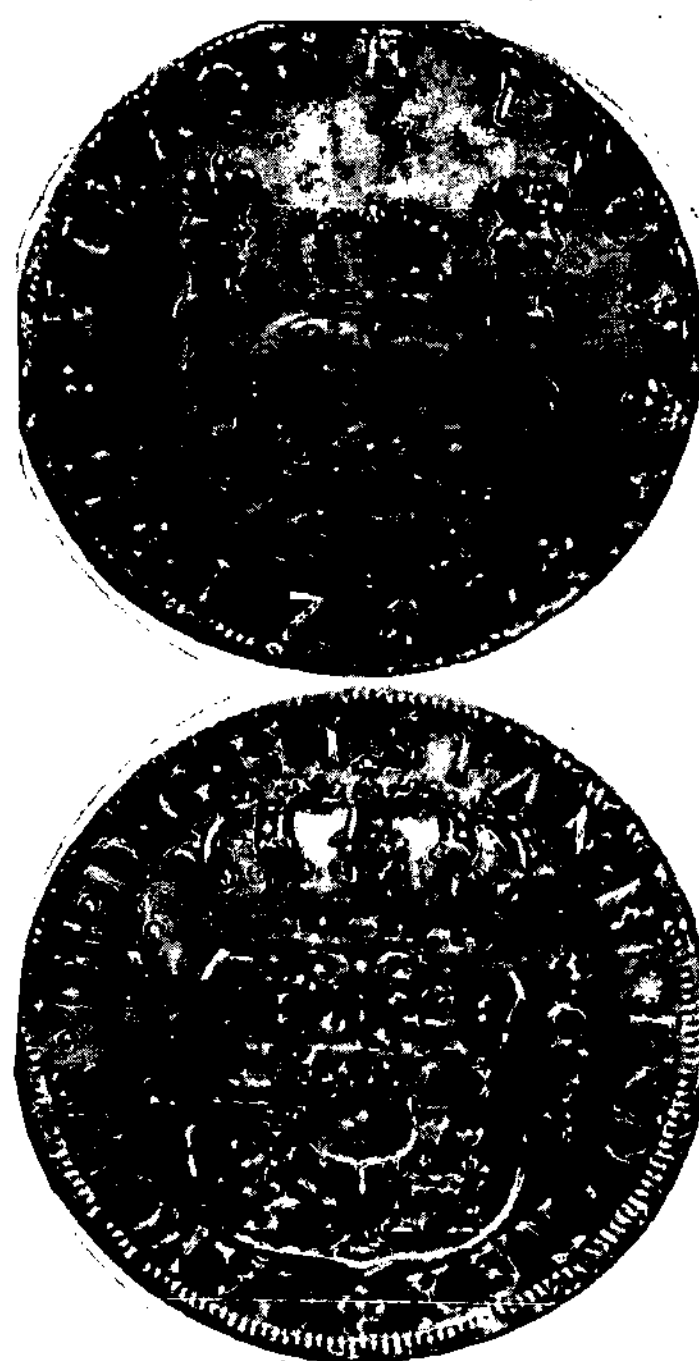


The silver Spanish colonial "portrait" milled dollar featured portraits of the various monarchs. These were minted from 1772 to 1823.

Mexicans or the Americans. The coins of Iturbide and later Maximilian (see below) and Mexican Republic coins would have been accepted as readily as the coins of Spain.

In 1822-1823, the Emperor (see what you sometimes get with a revolution) Agustin Iturbide minted coins with his bust on one side and a Mexican eagle on the other, and in 1823, the Republic of Mexico began its series of eight *real* silver coins with the eagle on one side and what is called the "Liberty Cap" on the other. The latter is a cap on which is incised the word "Liberty," with rays coming from the cap over the top half of that side of the coin. The eagle side is inscribed "*Republica Mexicana*," and the inscription on the other side contains information concerning the date, value, initials of the assayers, and the mint location. It is almost certain that these coins and their successor varieties, together with the pillar or the portrait dollars mentioned above, constituted the bulk of the "silver dollars" that came across the Trail from west to east—at least until the mid to late 1800s.

The later varieties included the short-lived Maximilian coins with his face on one side and his coat-of-arms on the other, from 1864-1867, and from 1869-1873, a coin that once



The famous "pillar dollar," the first of the Spanish colonial milled dollars minted in New Spain, which circulated all over the world and on which U.S. Coinage was based as to value. These were minted from 1732 to 1772.

again showed the Mexican eagle, but on the other side had a design showing a scale and the Liberty Cap, these coins unsurprisingly called Balance Scale *pesos*. The latter, first minted in 1869, were the first Mexican major coins that had a stated value in *pesos*, rather than in *reales*. They only lasted until 1873, primarily because they were not accepted in the Far East where "everybody" knew the real coin was an eight *real* coin.<sup>13</sup> From 1873 to 1897, the eight *real* coin was again minted, and so it is probable that some of these came into use on the Santa Fe Trail in the last years of its existence.

Turning to gold, there was a similar pattern. As noted, the early history of Mexican gold is too complicated to worry about, much more so than hinted at above. Gold was not officially minted in Mexico until the end of 1679. Again, the first coins were cobs, and round coinage began around 1732. These bore the portrait of the reigning monarch with *escutcheons* (*escudos*) on the other side, and were made in various denominations, with the eight *escudo* piece, the gold ounce or "*onza de oro*" being the largest. These were minted until the end of the Spanish period in Mexico. The "ounce," however, seldom if ever weighed an ounce. As in silver, Iturbide had his gold coins, and the first gold Republic eight *escudo* pieces were minted in 1823. These had on one side the Mexican eagle and on the other side a design incorporating the liberty hat being held by a hand that also points at a book, with the legend "*Libertad En La Ley*," roughly "Liberty in the Law." This coin was minted until 1873, with a time-out for Maximilian coins looking much like his silver coins.<sup>14</sup> After that, decimal gold coins denominated in *pesos* were minted, but it is doubtful that they played much of a part in the commerce of the Santa Fe Trail. All eight *escudo* pieces prior to the decimals were the famed "doubloons." This was the famed pirate gold, and the name given to Spanish and Spanish-American gold coins through the eighteenth century. "In time, the name 'doubloon' which began as a double excelente . . . was transferred to the eight-escudo piece . . . and it is this doubloon most commonly thought of when the word is used."<sup>15</sup>



**A gold eight escudo piece of the "Liberty in the Law" type, this one dated 1828. The eight escudo coins were commonly called "doubloons."**

It is this author's opinion, based on his perusal of Trail literature, that gold specie and gold dust and bullion were relatively unimportant in the Santa Fe trade, although there are certainly mentions of traders carrying all three. There are a variety of reasons for this, but they include the fact that silver was far more abundant than gold in both Mexico and later in New Mexico, and that silver was "cheaper" and therefore more available to traders than was gold. Had there been gold in quantity, there would not have been such a trade in silver coinage because gold of a given value is certainly easier to transport than silver "dollars" of the same value.

So, hopefully we now know what kind of specie, or coins, were used on the Santa Fe Trail. The coins were the various kinds of Spanish or Mexican "milled dollars," plus the doubloons, the latter famed in pirate and sunken galleon literature, but not common on the Santa Fe Trail as far as can be ascertained. When, if ever, United States coins became the "stock in trade" on the Trail, remains unknown. One may assume, without knowing, that U.S. coins became more and more common after New Mexico became a U.S. Territory and particularly after 1857 when foreign

coins ceased to be legal tender in the States. But, does the common use of Spanish and Mexican coinage on the Trail (and elsewhere in the States from before the American Revolution) have anything to do with today?

Yes, it does. Although Spanish/Mexican gold coinage was not that important for the Santa Fe trade or to the U.S. today, the silver of the time has made a lasting impression. How so? Well, you have probably heard the expression "two bits" as a slang term for a quarter of a dollar. Because of the scarcity over the years of small denomination coins, Spanish milled dollars (eight *real* pieces) were often cut up into eight pieces, or "bits." Two of those made a quarter of an eight *real* piece, or a Spanish or Mexican dollar.

Likewise, in the mid and late 1800s and early 1900s, if you bought a drink in a saloon, you probably paid 12½¢ for it—a bit. Tokens of those days, sometimes called "Good Fors" that were issued by business establishments, were frequently "Good for 12½¢ in Trade." Those of us who know something about the oil business, know that if one leases minerals to an oil company or producer who drills a well, the royalty (a telling phrase in itself) to the landowner—the landowner's share—is one-eighth. Why? You know why.

And finally, why are stocks traded in eighths? If you buy a share of General Electric stock, you buy it at *x* dollars and so-many eighths, e.g., \$56⅛ or \$55⅜, not in decimals. Admittedly, this kind of pricing (by rule of the Securities and Exchange Commission) is changing to a decimal system, but historically and now, it is largely eighths and more lately, sixteenths. The system of eighths is not because it is easier to do arithmetic that way, but because of the overriding "commonness" for many years in the United States, east and west, of the silver eight *real* piece of Mexico—the coin of the Santa Fe Trail.

#### NOTES

1. Spoken by Long John Silver's parrot in the children's adventure book *Treasure Island*, first published as a serial for a boys' newspaper in England. Although the parrot spoke of "pirate money," it is quoted here as the most famous reference in all literature to this important coin.
2. Robert L. Duffus, *The Santa Fe Trail* (New



York: Longman's Green and Co., 1931), 68, referring to the arrival back in Missouri of William Becknell's first venture to Santa Fe, 1821-1822.

3. Ibid., 111.
4. George D. Brewerton, *Overland with Kit Carson* (Lincoln: University of Nebraska Press, 1993), 188, describing a "gambling hell" in Santa Fe in 1848.
5. Marc Simmons, *Murder on the Santa Fe Trail* (El Paso: Texas Western Press, 1987), 32.
6. For a detailed discussion of the use of foreign coins in the U.S., see Oscar G. Schilke and Raphael E. Soloman, *America's Foreign Coins, Foreign Coins With Legal Status in the United States, 1793-1857* (New York: The Coin and Currency Institute, Inc., 1964).
7. See Raphael Soloman, "Foreign Specie Coins in the American Colonies," *Studies on Money in Early America*, ed. by Eric P. Newman and Richard G. Doty (New York: American Numismatic Society, 1976), chap. 4.
8. Robert I. Nesmith, *Coinage of the First Mint of the Americas at Mexico City, 1536-1572* (New York: American Numismatic Society, 1955), 8-9.
9. Alberto Francisco Pradeau, *Numismatic History of Mexico* (1938, reprinted New York: Sanford J. Durst), 21.
10. Those interested in "real-life" problems with the value of a peso in New Mexico, circa 1775, where silver money rarely circulated, should see Ross H. Frank, *From Settler to Citizen: New Mexico Economic Development and the Creation of the Vecino Society, 1750-1820* (Berkeley: University of California Press, 2000, in press).
11. Pradeau, *Numismatic History of Mexico*, 53.
12. See, among many references, Wayte Raymond, *The Silver Dollars of North and South America*, 2nd ed. (Racine WI: Whitman Publishing Co., 1964), 78 ff.
13. Neil S. Utberg, *The Coins of Mexico, 1536-1963* (self-published, 1964), 75.
14. Theodore V. Buttrey and Clyde Hubbard, *A Guide Book of Mexican Coins, 1822 to Date* (Iola, WI: Krause Publications, 1992), among other references.
15. Richard G. Doty, *The Macmillan Encyclopedic Dictionary of Numismatics* (New York: Macmillan Publishing Co., 1982), 111.

## HISTORIC COOKING

(continued from page 1)

ens is no easy task. The air temperature at Bullwhacker Days is always in the nineties. Although there was a moment of hope when the temperature was in the eighties earlier that week, most knew that it was going to be hot, with a heat index over 100 degrees. This year was no exception.

Some wonder how the pioneers managed in these extreme temperatures. J. B. and Lucinda Mahaffie's home in Olathe Kansas was a stagecoach stop for a stage line owned by

Jared L. Sanderson of Westport. This line went from Westport to Fort Scott. It is believed there were other stage lines that stopped at the Mahaffies. Research is difficult since there is little documentation left of the life of these Olathe founders. The Mahaffies are important to Olathe and interesting to the Trail because their incredible limestone house and two-story icehouse remain, a major historic site on the Santa Fe Trail.

Written and oral accounts from the Mahaffies are testament to the involvement with stage lines and covered wagons. Horses were tended to, wagons or stages repaired, and travelers served meals. This was a regular meal stop for stagecoach passengers. Lucinda, her family, and hired workers served these guests in the basement of the home. Food came from the farm's livestock, vegetable and herb gardens, orchard and walnut groves. The Mahaffie farmstead was a self-sufficient home where everything was produced to survive a long harsh winter or blistering hot summer drought. No doubt Lucinda gathered vast garden produce to utilize throughout the year. Methods of storing the harvest included canning in glass, air-drying, pickling, and smoking.

Gardening, harvesting, cooking, and tending to her household and many visitors was a heavy task. Lucinda cooked meals for many every day. Imagine the fragrant smells of tart gooseberry pie, warm apple cobbler, fresh baked bread with butter, the pungent aroma of sauerkraut or pickles, and meat curing in the smokehouse. The air must have been filled with scents that brought people together for a common purpose—nourishment and survival. Certainly a significant amount of firewood had to be gathered to help with the cooking of food. Although J. B. hated to cut trees without a purpose, the Mahaffies were fortunate to have sufficient wood on their farmstead. Perhaps J. B. was an early arboriculturist.

When replicating what the Mahaffies cooked, it becomes apparent there are few primary sources available. Volunteers at the Mahaffie site improvise and continue to research. It is not known which pots or what ovens Lucinda used. Women of her time generally used baking ovens if

they were lucky enough to have one. Others used Dutch ovens with the method that is replicated during Bullwhacker Days. Dutch ovens date to the 1600s, with minor improvements made throughout time. Travelers, settlers, and chuck-wagon cooks considered Dutch ovens a staple on their journeys. Dutch ovens have been popular. Today children learning outdoor skills with scouting organizations learn how to cook this way.

All cooking starts with fire building, and Dutch-oven baking starts with using hot embers. At Bullwhacker Days, keeping the fire going for the entire day requires a significant number of coals. The fire is built in an oval pit two feet deep and three by five feet across. As wood is added to the fire, almost one dozen new pieces of freshly cut hedge are added at a time. As the new wood catches on fire, one can hear the cracking and see the sparks fly. The wood is added for about two hours in order to get enough coals to use for baking. The fire is huge and its intense heat may be likened to the heat of a raging prairie fire.

Baking in a Dutch oven involves adding heat below and above the food. A shovel full of hot embers is placed outside the fire pit. The heavy cast iron Dutch oven with its short legs attached is placed on top of the hot ashes. There are a couple of Dutches that do not have these legs, instead a small circular fire ring is used. Inside the Dutch oven a few flat rocks are placed to raise the pan up from the oven and allow the circulation of hot air to cook food evenly. The pan is placed carefully inside the Dutch oven, then the flanged lid is added to seal the oven. On top of the lid a second shovel full of hot coals is placed. Then it is time to wait and check while the food bakes.

Removing the pan from the Dutch ovens can be quite a challenge. It is a delicate balance of grace with a good heap of prayers. Women need to be careful that their long dresses do not catch on fire. One of the cooks carefully lifts the lid with a pot hook made by the blacksmith. The lifting has to be just right or the ashes fall onto the baked food, adding some extra "pepper" or "spice" as the story is told. If the wind is wrong and you're not prepared, watch out for ashes





**Anne Mallinson cooking at Bullwhacker Days.**

and sparks everywhere.

Next the cook finds the pan lifter, another special tool from the blacksmith. These tools are semicircular and fit just under the lip of the baking pan. Carefully sliding the pan lifters in the Dutch, the cook pulls out the hot pan of food. Bellowing, "Coming through on the right," the cook places the beautifully browned food on the serving table for all to see and admire. Visitors want samples right away. The truth is the food needs to cool about 20 minutes before it can be served. Sometimes the fruit filling in cobbler gets so hot that it takes up to one hour to cool down.

At Bullwhacker Days the process continues for hours. Batter is mixed, then poured into a baking pan. Hot embers are shoveled on the ground and the empty Dutch oven is placed on the coals. The baking pan is added to the Dutch, the lid sealed, and another fresh shovel of embers added. This process continues all day, baking hot samples for the visitors.

This year the food was very hot at Bullwhacker Days, but in a different manner. The weekend was a reinvention of the original Bullwhacker Days and celebrated the fact that Easterners traveled down the Santa Fe Trail and Mexican merchandise came back up this Trail. Instead of cooking only the traditional soups, breads, and cobblers, these MRO members decided to try their hands at cooking some Mexican food.

There was no choice but to use recipes from *Eating up the Santa Fe*

*Trail* by Sam Arnold. Glenda was most excited when she found an 1846 recipe served to Susan Magoffin, "Corn and Bean Soup." Due to the number of people expected, a ten-fold batch of soup was mixed, including ten cups of red chili puree as the recipe lists. Red chili puree can be found in the Mexican or Oriental sections of your grocery store. The recipe was followed to the letter and the food placed inside a large cast iron pot.

### **Corn and Bean Soup**

by Sam'l P. Arnold, *Eating Up the Santa Fe Trail*, p. 101.

- 1 pint fresh corn, cut from ears, canned, or frozen
- 1 pint pinto beans
- 2 quarts cold water
- 1 onion, sliced
- 1 large clove garlic
- 1 cup red chile puree
- 1 tablespoon oregano
- pinch cumin
- 2 teaspoons salt

Soak beans overnight in cold water, then slowly boil for most of the day until soft. Add corn and other ingredients, reserving salt till last. When you need to add water to the cooking beans, add hot water; putting cold water onto cooking beans toughens them. Serve the bean-and-corn soup with some grated goat's mild cheese or Monterey Jack. Fried croutons add a nice touch.

The pot was hung from a cast iron tripod which brought the food close to the fire, but distant enough for the soup to be stirred. The cooks knew it was going to be flavorful, but that can't even begin to describe its power. When the ingredients were bubbling and flavors cooked through, a sample bowl was ladled. It was given to the bravest soul to sample. The response was an overwhelming "too hot, way too hot, fire hot." Fire hot, surely not? As others were asked to try, the consensus was building.

A visitor stopped by claiming to like extremely spicy food and could eat anything. After sampling the soup, this dear soul had to change his statement, agreeing that the food was too spicy to serve. After some ingenious methods of cooking, most of the spice was removed and a new recipe was served. The next batch of soup was made with only one jar of red chili puree, one-tenth the original amount. Guests still thought the food was spicy, but they did not know the real story.

The biggest treat that many people look forward to is the sourdough rolls made by Anne Mallinson. Apparently the sourdough starter is older than anybody would like to admit. Anne painstakingly mixes and kneads the bread dough. When the dough rises, she shapes it into balls, then lets it rise again. Many hours after starting this process the sourdough rolls are baked. They have the most incredible flavor and are served with either fresh butter or honey butter made with honey from the beekeeper at Mahaffie. The rolls are always the first to go. Now I've tried these at home, but they just don't seem to be as good as the ones made by Anne. I wonder if she has a secret ingredient?

### **Sourdough Rolls**

by Anne Mallinson

- 4 cups flour
- 1 teaspoon salt
- 3 Tablespoons sugar or honey
- 1 cup warm water
- 1 package yeast
- 1 teaspoon baking soda
- 1 cup sourdough starter

Blend the salt, sugar, yeast and batter. Add 3 cups flour and mix for three or four minutes. Cover, let rise until doubled. Mix the soda with the remaining flour and stir into dough. Knead 8 to 10 minutes. Divide the dough into two pieces then shape into small balls enough to make two pans of rolls. Let rise until doubled. Bake for 35 to 40 minutes.

Cooking stories are handed down from generation to generation. These wonderful bits of truth and humor are shared with many. There are more stories at Bullwhacker Days. Every year a trip is made to the local mercantile where ingredients are purchased. Every year the flour, cornmeal, sugar, baking soda, and baking powder are placed into the labeled wood banded boxes. They adorn the table along with the mixing bowls, spoons, and pitchers. The visitors enjoy looking at the ingredients at the mixing table—it sets a nice image. Every year, the cooks get to figure out what a teaspoon, tablespoon, and cup look like. Every year the cooks remind themselves what is really in the boxes rather than what the boxes might say. Every year the cooks remind themselves about the salt that doesn't seem to have a quaint box of its own.

One of the most popular recipes is



Judy Leary and Anne Mallinson cooking at Bullwhacker Days. Judy is serving one of Anne's famous sourdough rolls.

cobbler. It is made from a special secret recipe, freely given to anybody who inquires and published here. One of the secrets is that the fruit filling is not always made from scratch in our ovens, sometimes it gets that homemade flavor from the mercantile where it is purchased in the form of canned pie filling. Fully understanding this approach is easier than making the filling from scratch, the volunteers are satisfied with this tradeoff. The visitors never know the difference. Cobblers include cherry, apricot, peach, blueberry, and more.

### Fruit Cobbler

from Glenda Sours

Blend together:

- 1 egg
- $\frac{1}{4}$  cup milk
- $\frac{1}{4}$  cup oil

Add dry ingredients:

- $\frac{1}{4}$  teaspoon salt
- $1\frac{1}{2}$  teaspoons baking powder
- 2 tablespoons sugar
- 1 cup flour

Grease the inside of a pie pan. Spoon batter onto fruit pie filling (canned). Bake in Dutch oven until batter is done.

Several young and energetic helpers assist in the cooking as they learn how to cook and tell ingredients apart. After help with a couple of recipes, the younger cooks are turned loose to make a cobbler alone. The adults are mixing up a batch or two at the same time. Soon the cob-

bler production begins in full force and there are up to four Dutch ovens baking cobbler. It is a fun sight to see with adults, kids, embers flying everywhere while the fruity aroma of cobbler fills the air.

As the cobbler comes out of the Dutches and is cooled down, visitors stop for samples and enjoy its sweet taste. It is fun to watch the smiles and hear their explanations to the children "See they made this from that fire." Not exactly as the complete process is explained.

Every year there are unexpected reactions. After cooking for so many years, one might think that the unexpected should be expected, but it always catches the cooks off guard. This year, with a wonderful batch of peach cobbler made and the food cooled down, samples were placed in the cups with spoons. A visitor stopped by and took one little cup. She picked up the spoon and moved it toward her mouth. She commented about the aroma from the peaches and the cobbler's golden color. The cooks stand back and are pleased with their work.

The visitor takes a bite of the cobbler. Then the lips pucker, the head slips back into the neck, the shoulders scrunch up, and the brow frowns. The creases around the eyes and mouth show as the visitor declares, "I think something is wrong with this cobbler, it tastes funny."

Quickly the cooks look at each other and think "Oh no, not again." After apologizing, the cobbler is removed from the serving table to sample by the cooks. Of course, the visitor is right. The air fills with cackles and laughs as the cooks realize that somebody added 2 tablespoons of salt instead of sugar. Every year the promise is made to purchase a container just for the salt. Every year it doesn't happen and another story to add to the collection.

New recipes are fun to try. One year, creamed potato soup was a hit. The recipe used milk as a base and had chopped potatoes, onions, carrots, celery, and spices. The cooks liked this recipe since the ingredients depended upon the vegetables that were ready to harvest. The Mahaffies and other Trail travelers would have cooked something like this if they were fortunate to have milk.

A traveler down the Trail brought a Ginger Snaps recipe from the John Wornall House in Missouri. That recipe was tried, but the cookies burned easily and stuck on the pan. It was hard to produce in quantity.

### Ginger Cookies

from John Wornall House

Cream together:

- $\frac{3}{4}$  cup butter
- 2 cups white sugar

Stir in:

- 2 well beaten eggs
- $\frac{1}{2}$  cup molasses
- 2 teaspoons vinegar

Sift in:

- $3\frac{3}{4}$  cups flour
- 2 teaspoons ground ginger
- $1\frac{1}{2}$  teaspoons baking soda
- $\frac{1}{2}$  teaspoon cinnamon
- $\frac{1}{4}$  teaspoon ground cloves

Let the dough sit for 15 to 30 minutes at room temperature. Form into  $\frac{3}{4}$ -inch balls. Bake on greased cookie sheet in oven for 9-10 minutes.

Many pies have been baked each year for Bullwhacker Days, including gooseberry and wild berry pies. The year a gooseberry pie was made, Dave Cain, one of the Missouri Freetrappers, stopped by and the pie was fed to him. The cooks weren't certain how much sugar to add, so they just guessed. Anne Mallinson said she doesn't know about the pie as Cain "ate it anyway, or hid the evidence. Don't know which." The truth may never be known.





**"Now was that salt or sugar?" L-R: Judy Leary, Julie Daicoff, and Glenda Sours cooking at Bullwhacker Days.**

Memories are part of any successful event. This year was especially colorful with the Mexican dancers adorned in their colorful costumes. Rather than a complete line up of traditional 1800s music, the air was filled with rich Mexican sounds and the beautiful Spanish language. The Fiesta Bullwhacker Days brought new people to the site that might not have visited. Some will always remember the colorful clothing, rich language, festive music, and the Indian tacos. Others will chuckle about the salty cobbler, the spicy soup, and the incredible sourdough biscuits. If you would like to sample some of that incredible sourdough or hear some more true stories, come to Bullwhacker Days next year. If you help cook, somebody might even be able to rustle up a historically-accurate root beer float.

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## FOLLOW THE GREEN PICKUP

(continued from page 1)

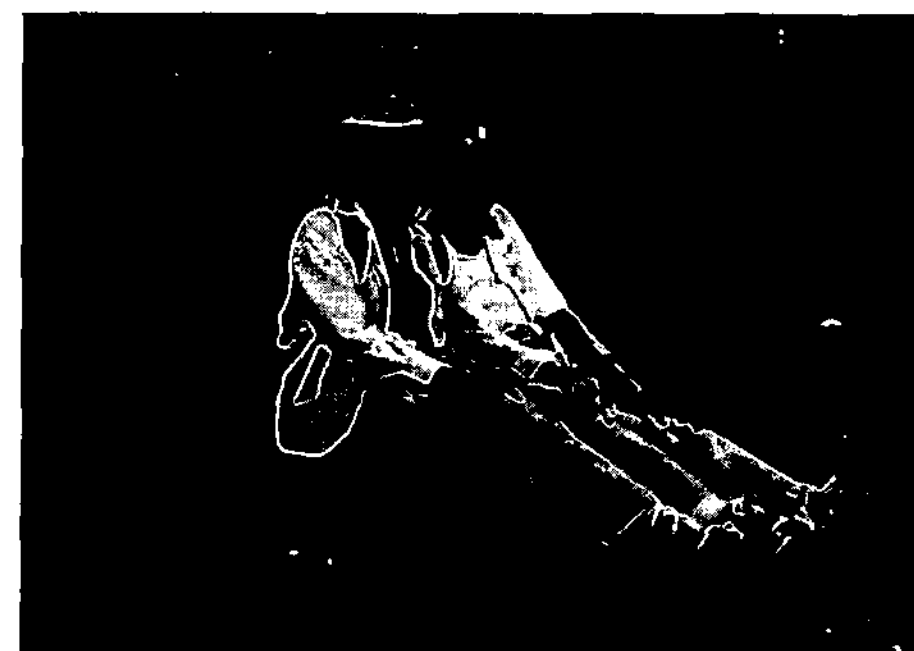
That evening, members gathered at the historic Eklund Hotel Dining Room and Saloon for a no-host dinner with cocktails. The Dutch-treat affair has the advantage of allowing members to order from the menu. There was no registration fee; however, the planners of future similar events are encouraged to impose a modest charge so that name tags may be provided and organizers may have a more accurate "nose count."

Saturday evening's program was at the Don R. Wood Auditorium on the Clayton High School campus (just follow the green pickup). Roberta Courtney Meyers of Taos presented her costumed impersonation of Josepha Jaramillo Carson, third wife of Kit Carson. The talk was especially well received with a lively question and answer period. Meyers was secured by the host chapter through the New Mexico Endowment for the Humanities.

The joint session continued Sunday morning following a breakfast buffet at the Hi Ho Café. The various chapters were recognized and the spokespersons were asked to introduce their delegates and give reports on the group activities. Those checking in were Cimarron Cutoff, Wagonbed Spring, Wet/Dry Routes, Bent's Fort, Corazon de los Caminos, and End of the Trail, with reports also heard from Missouri River Outfitters and Texas Panhandle. Words of encouragement were also offered by



**Walter Hall, forest service specialist with the Kiowa National Grassland, conducted the tours of Trail sites in Union County. He drove the green pickup. (Photo courtesy Inez Ross.)**

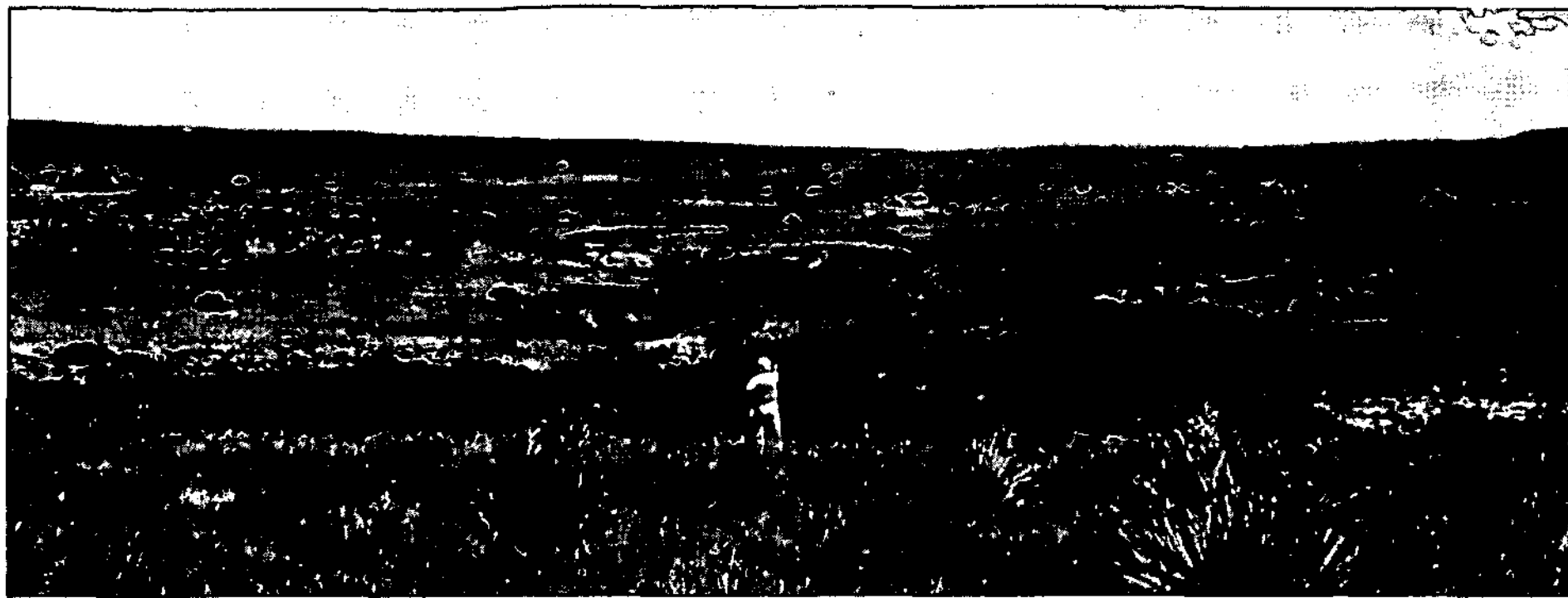


**Phyllis Morgan and Inez Ross in a rut in Union County during the tour (photo courtesy Inez Ross).**



**Dub Couch of Rocky Ford, CO, and Walter and Teresa Pickett of Los Alamos, NM, enjoy the Saturday evening banquet at the Eklund in Clayton. (Photo courtesy Inez Ross.)**





**SFTA President Margaret Sears of Santa Fe, on right, points out the swales to another Trail enthusiast during the Sunday afternoon tour of the Turkey Creek Campground region.** (Photo courtesy Inez Ross.)

SFTA President Margaret Sears of Santa Fe and Vice President Sam Arnold of Denver.

The morning session was concluded just in time to make it to Clayton Lake State Park where the Hi Ho Café served an ample barbecue lunch. The fee was \$5.00 per plate plus the regular \$4 a car day-use fee at the park. It was said the costs of the joint meeting were most reasonable.

After lunch and after those interested had opportunity to inspect the dinosaur tracks at Clayton Lake, the first joint meeting of the western chapters concluded with tours of Turkey Creek, the national grassland swales, and McNees Crossing. Just follow the green pickup.

## TRAIL TROUBADOUR

### —Traffic in Verse—

Sandra M. Doe, Editor

This column seeks poetry which addresses the history, realism, romance, and diversity of the Trail and demonstrates authentic emotion, original images, and skill in craftsmanship. Submit poetry, in open or closed form, along with a brief biography to Sandra M. Doe, Dept. of English, Campus Box 32, Metropolitan State College of Denver, PO Box 173362, Denver CO 80217-3362.

Inez Ross, a member of the End of the Trail Chapter, is planning to hike the entire SFT from west to east, using the Cimarron Route. Covering about ten miles a day, with three other women, she has gone out on weekends, hiking along the roads that most closely parallel the Trail. When she can get permission, she and her companions hike cross country on the actual route of the Trail.

On the Gaines Ranch at Point of Rocks, New Mexico, she was especially thrilled to see and hike along deep swales. Her poem "Trail Ghosts" expresses that elation.

### TRAIL GHOSTS

by Inez Ross

Here the wagons traveled four abreast  
Rolling down to Point of Rocks  
And thence to Wagon Mound.  
Now we walk in the grassy troughs  
Shouldering camera and tripod like a rifle  
And finding cloud patterns in the endless sky.  
But when the wind blows,  
We hear the crack of the ox drover's whip  
And the creaking wheels of the carts  
Burdened with bright bolts of calico  
For the dark-eyed gals of Santa Fe.

## THE WAGON TONGUE

### —OBSERVATIONS & OPINIONS—

If it ain't broke, don't fix it. I am referring to the questionnaire, presumably authorized by the SFTA president, circulating through Trail country asking our opinion about the national office collecting all the dues, both national and chapter. Is this done to improve collection because, although all chapter bylaws state that belonging to a chapter requires that one also belong to the national organization, there are denizens who support financially the local organization but do not remit the *obulus* to Larned?

This questionnaire praises the proposed collection scheme in the most glowing terms, e.g., how this will make life easy for us locals. Having been the treasurer of our chapter, and working closely with the present treasurer to maintain an ac-

curate mailing list for publication purposes, the fact of life is that not everybody pays on time. Dues trickle in. People need to be reminded. I should not be surprised if the national dues come in the same way. And even if this harebrained idea passes muster (presumably there has to be a change in the national by-laws) the trickle will still continue.

So how will the chapters get their remittances? Will they get a monthly check and a notice about who has joined (or re-upped) and thus to whom can the chapter now send its monthly newsletters? Will the chapters now have only two classifications, e.g., single and family? Will Larned turn around with each mailing and send the appropriate dues, trickle, trickle, trickle? At best there will be a delay of a month and people will miss a month's issue. Moreover, I doubt if the present office contingent can take on the task of collecting and remitting; how many new people will have to be hired to make the proposal work? Will the anticipated income be greater than hiring a person(s) to do the remitting?

Now, personally, I support the national organization because I like our excellent quarterly, *Wagon Tracks*. But there are others, although they like *WT*, who feel that they get nothing else of value from the national office.

So, to the board of directors, I say, if it ain't broke, don't fix it.

Bernt Winkel

Corazón de los Caminos Chapter  
PO Box 1688  
Las Vegas NM 87701

## POST OFFICE OAK

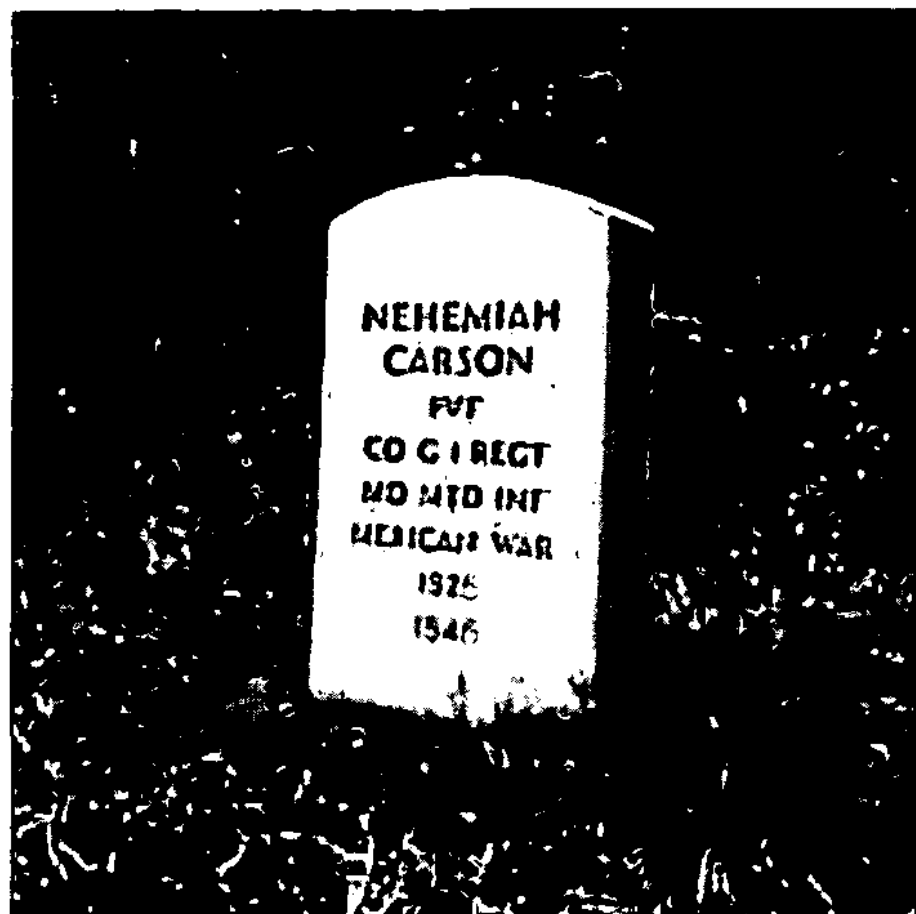
### —LETTERS—

Editor:

The article in the last issue about the Old Plainsmen's Association, attributed to Donald Hale and edited by Mark L. Gardner, contains information and lists of Old Plainsmen that was published in W. Z. Hickman's *History of Jackson County Missouri*, pp. 127-133. This book was first printed in 1920 and reprints are still available. It is an invaluable source for Jackson County history, including the Santa Fe Trail. More than half the 800+ pages contain biographies of some 400 people. It appears that Hale relied on Hickman's

book for some of his information. The book is recommended to any student of Trail history.

Jane Mallinson  
PO Box 8604  
Sugar Creek MO 64054



### PRIVATE NEHEMIAH CARSON'S TOMBSTONE

by Howard Losey

**M**EMBERS of the Wet/Dry Routes Chapter and the Sons of the Civil War recently placed the above-pictured tombstone at Pawnee Rock near the Santa Fe Trail in Kansas to memorialize Private Nehemiah Carson who died and was buried near the Rock in July 1846. Carson, with the First Missouri Mounted Infantry and part of General Stephen Watts Kearny's Army of the West, was en route to Santa Fe at the beginning of the Mexican War at the time of his death. The exact location of Private Carson's interment is unknown.

Private John Taylor Hughes, also a member of the First Missouri, described Carson's burial in his 1847 book, *Doniphan's Expedition*, p. 28.

Early on the morning of the 14<sup>th</sup> the Army was put in motion, Capt. Congreve Jackson and his company being left to pay the last honors to the remains of young N. Carson, who died suddenly the previous night. His burial took place near the Pawnee Rock, a decent grave being prepared to receive the corpse, wrapped in a blanket instead of a coffin and shroud. A tombstone was raised to mark the spot where he reposes, with his name, age, and the date of his decease engraved in large capitals. He slumbers in the wild Pawnee's land. This is but a sample of the interment of hundreds whose recent graves mark the march of the Western Army.

The Wet/Dry Chapter has a pro-

gram for marking the graves of soldiers who died along the Trail during the Mexican War. The chapter will place additional markers as documentation is found.

## THE CACHES

### -MUSEUM NEWS-

Anna Belle Cartwright, Editor

*(Please keep sending those newsletters, your important dates, and happenings to Anna Belle Cartwright, SFTA Museums Coordinator, 5317 Charlotte St, Kansas City MO 64110, e-mail <Acartwright@aol.com>.)*

#### An Event-full Summer

It may be a community ice cream social, or a more ambitious archeological dig for college credit, but museum sites are serving as rallying points and social places for all sizes of communities this summer. Skipping around over a five state area, here are just a smattering of Trail museum happenings as well as upcoming events for the fall of 2000.

At last, the Historic Adobe Museum in Ulysses, KS opened its doors on Memorial Day, after over two years of effort by staff, directors, and volunteers in building renovation and new exhibits. Director Ginger Anthony says, "To meet this deadline, we just had to drop everything to concentrate on getting exhibits finished; we worked late at night, on days off, and on holidays. Now that it's all finished, the stacks of paperwork left undone on my desk are so high they're leaning over." The official **Adobe Museum Open House** for the public will be **October 11 to 14, 2000**. Special programming is planned. Call (316) 356-3009. All who have watched this innovative museum grow and take shape will be delighted with the final results. New landscaping enhances the 1930s adobe entrance building, which houses pathways for visitors to walk through evocative street scenes and prairie vistas; a spacious addition explores the oil and gas resources and updates the collections of local memorabilia. First time visitors will find many surprises. It's no wonder that *The Kansas Magazine* has chosen to feature an Adobe Museum article in its August 2001 issue. Best of all, the Santa Fe Trail story is very much in evidence here.

How about some old-fashioned fun? At the Great Bend, Barton County Museum on **August 13**, "**Good Old Summertime**" will be heating up with demonstrations, reenactments, games, music, and displays. Grounds will open at 10:00 A.M., church service at 10:30 A.M., and the fun keeps on going until 5:00 P.M.

At **Pecos Historic Site**, in June, nearby area forest fires and the presence of fire fighters (who utilized a great deal of space to do their effective work) curtailed some of the planned summer activities, including a cultural visit by students traveling from Massachusetts. However, a special Santa Fe Trail weekend, organized by the Las Vegas Chamber of Commerce, toured northeast New Mexico on July 22 and 23 and got a taste of 20<sup>th</sup>-century ranching on the Pecos site grounds. On **August 6** an **open air Feast Day Mass** was held at 10:00 A.M. at the Pecos church ruins. A procession from the village of Pecos carried a painting of Our Lady of the Angels (*Nuestra Señora de Escapula*) from St. Anthony's Church to the Pecos ruins. The image of "Our Lady" has traveled in this same ritual for many years. After the mass, horno bread and cookies were served. This mass and procession is a well attended annual event; if you missed it this year, try in August 2001. Call (505) 757-6414.

**Fort Union National Monument** on July 22 and 23 featured "Cultural Encounters" and the many talents of Mescalero Apache Lyn Caramba, folk musician Cipriano Vigil, and actress-songbird VanAnn Moore. On **August 19** an **evening program and tour of the fort** was replete with small vignettes of soldiers recreating scenes or pastimes that would have been standard procedures in their lives at the fort. What an exciting addition! Call (505) 425-8025 or e-mail: <foun\_administration@nps.gov>.

Kansas City's **Alexander Majors Historic Home** overlooks the busy State Line Road that divides Missouri from Kansas. The wide, white double-wing Greek Revival House, once home to the most famous wagon freighter on the prairies, is a landmark in the minds of most State Line travelers, but not so the partially hidden barn in the rear. That is



where the action is every Saturday during the summer season and where the blacksmith hammers ring out.

For years old tool collectors, wagon experts, would-be wheelwrights, and blacksmiths have gathered in the barn to recreate the processes used in wagon making, swapping yarns, sharing choice tools and information, choosing just the right seasoned woods—elm or Osage or—orange to make hubs, and using wagon spokes supplied by Mennonite craftsmen in Jamesport, MO. David Hoopes is the head blacksmith and is on hand early to fire up the forge for the day's work.

David has been around since the early 1990s and is noted for his experimental prowess. The small group changes with the years, but each and every member leaves something behind, be it a special tool for the collections, his expertise, wagon blueprints, or a whole wall of special tools on display. Wheel making is an awe-inspiring craft, even to children learning the difference between a spoke-dog and a wheel buck.

#### Exhibits

From the Staath Memorial Museum, Montezuma, Kansas:

**Sept. 10-Oct. 15, Kansas Artists Postcard Annual Competition and Exhibition.** Artists submit original artwork in postcard size. A selection of 26 postcards selected for this year will join winners from past years to make up an exhibition of 570 pieces of postcard-sized art. Sponsored by Association of Community Arts Agencies of Kansas. Free admission.

**Oct. 22-Dec. 3, Christmas Traditions of Southwest Kansas.** Participants of southwest Kansas create exhibits in the traditions of how they decorate their homes/businesses etc. for Christmas and/or the holidays. Tours/groups welcome by appointment, call (316) 846-2527 to set up a tour. Free admission.

In Santa Fe:

**Oct. 15, "Jewish Pioneers," Palace of the Governors in Santa Fe.** The opening of this much-awaited exhibit featuring Jewish Santa Fe traders and other well known entrepreneurs and their accomplishments will be an event well worth the time and effort of the curation. Photos,

documents, and artifacts large and small tell the story. Call (505) 476-5001.

#### Hats Off!

Tip your caps, sun hats, straws, boaters, bowlers, cowboys, and "Smoky the Bears" in recognition of the wonderful students, antique enthusiasts, and volunteers who swell the ranks of museum summer staffs, bolstering with energy, ideas, and expertise. They may be seen:

Exploring Black history in Arrow Rock, MO, where the University of St. Louis is sponsoring July archeology digs in the old Lodge Hall and the African American Methodist Episcopal Church on Second Street.

At nearby Missouri Valley College collaborating in writing a script and student docent tour for the portrayal of John and Nannie Sites in their 1875 Arrow Rock Home, a new presentation this summer.

At the Old Castle Museum in Baldwin City, KS, hanging window shades, attending auctions to find used furnishings for reorganizing the third floor archives, the history majors and interns are learning every aspect of the museum business from the ground up, while from the top down, participating in historical research methods using actual artifacts and documents. With their thorough training, Baker University history grads are finding niches in some good grad schools.

Just about everywhere at Pecos Historic Site where six Youth Conservation Corpsmen work in every division of the park, as interpreters, making adobe, working with collections, or maintaining the grounds. The two charming young ladies tending the Visitors' Center entrance desk are there via the Southwest Parks and Monuments Association.

Working out of Boggsville, another Field School archeology team from the University of Colorado at Colorado Springs continues the work of previous summer explorations at Fort Wise and Big Timbers. This year they will enjoy hot showers, thanks to a community fund drive.

At Fort Union when glassware comes out of storage for the day, the New Mexico Bottle Club, the Marble Club, and the Glass Insulator Club come to share their expertise about the fort's extensive collections.

Through the glass is seen a revealing glimpse of changes at the fort and the life of soldiering, be it on duty, in sick bay, or during leisure hours.



## CONVERSE OF THE PRAIRIES

### —BOOK NOTICES—

Mark L. Gardner, *Wagons for the Santa Fe Trade: Wheeled Vehicles and Their Makers, 1822-1880*. Albuquerque: University of New Mexico Press, 2000. Pp. xx + 204. Illustrations, notes, bibliography, index. Cloth, \$40.00; paper, \$19.95. Available from Last Chance Store.

This is the first and quite possibly the definitive study of wagons and other vehicles used on the Santa Fe Trail. The research is thorough, documentation is copious, and many of the illustrations are quite spectacular. There are still a few unknowns about wagons used on the Trail (the records either do not exist or have not yet surfaced), but what is known is well presented by Gardner.

The vehicles of the early years, 1822-1830, are the most difficult to pin down, and Gardner treats them as "an odd assortment" (p. 7). The question as to whether Conestoga wagons were used is answered clearly in the affirmative, with a number of adaptations and variations thereof. The Conestoga influence decreased by the 1850s. There is also information about draft animals.

Everything one would want to know about freight wagons is here, including wheels, tires, axles, bodies, bows, tongues, colors, hauling capacity, and price. Other vehicles used on the Trail are described: Dearborn, Jersey Wagon, Rockaway, ambulance, Dougherty, and others. While descriptions and illustrations provide details about vehicles used, the sections on wagon makers is especially informative.

There are sections on manufacturers in Pennsylvania, in Missouri, and in other states. There are detailed stories of wagon makers, including Hiram Young of Independence, Joseph Murphy and Louis Espenschied of St. Louis, and many others, and the processes of manu-



facturing are explained.

There is a chapter on wind wagons and the efforts (nearly successful) of William Thomas to sail the prairie. The drawings for Thomas's wind-wagon patent application are published here for the first time. This book is essential for anyone interested in understanding how traders traveled the Santa Fe Trail.

David L. Bigler and Will Bagley, eds., *Army of Israel: Mormon Battalion Narratives*, vol. 4 in the Kingdom in the West series. Spokane: Arthur H. Clark Co., 2000. Pp. 492. Illustrations, maps, notes, bibliography, index. Cloth, \$45.00.

The Mormon Battalion that followed General Stephen W. Kearny's Army of the West to California via the Santa Fe Trail, 1846-1847, is an important part of Trail history. A number of diaries of participants have been published. A good history of the battalion is Norma Baldwin Ricketts, *The Mormon Battalion* (1996). This new collection of documents contains many of the primary sources (many not previously published) upon which Ricketts and others who have written about the subject based their research.

For the serious student of history nothing is better than the accounts of participants. It may be noteworthy that the Mormon Battalion included more literate people who wrote about their experiences than any other group that traveled the Trail.

The section covering the Trail includes selections by army officers and several Mormons, including Levi Hancock, Jefferson Hunt, and John D. Lee. This excellent collection is highly recommended.

Joseph G. Dawson III, *Doniphan's Epic March: The 1st Missouri Volunteers in the Mexican War*. Lawrence: University Press of Kansas, 1999. Pp. xii + 325. Illustrations, maps, notes, bibliography, index. Cloth, \$35.00.

Colonel Doniphan, commander of the First Missouri Volunteers during the Mexican War, has recently become a topic of special interest. Roger D. Launius provided a good biography, *Alexander William Doniphan: Portrait of a Missouri Moderate* (1997). Now Dawson looks at

Doniphan's remarkable military feats in the war with Mexico, 1846-1847.

He provides a cogent analysis of the colonel and his troops as they marched over the Santa Fe Trail to New Mexico as part of Kearny's Army of the West and then proceeded south into Chihuahua, achieving significant victories at Brazito near El Paso and Sacramento near Chihuahua City.

This is more than military history, and Dawson describes the land and people encountered as well as the Missouri volunteers and their heroic leader. It is refreshing to see Doniphan receiving the attention he richly deserves.

Dorothy Gray, *Women of the West*. Lincoln: University of Nebraska Press, 1976, 1998. Pp. ix + 179. Illustrations, notes, bibliography, index. Paper, \$10.00.

This collection of short biographical sketches of 20 women, first published in 1976, has limited connection to the Santa Fe Trail. Among the subjects are Narcissa Whitman, who traveled to the Northwest in 1836; Dame Shirley, who wrote about life in California mining camps; Ann Eliza Young, Brigham Young's nineteenth wife; a number of women on the ranching frontier, including Agnes Morley Cleaveland; two pioneer professional women; two early suffragettes; minority women, including Sacajawea and Bright Eyes La Flesche; and Donaldina Cameron who fought the Chinese slave trade.

The account of Juliet Brier, who was responsible for successfully getting her husband, three sons, their cattle, and most of the rest of the company through Death Valley on the Old Spanish Trail in 1849 will enthrall most Trail enthusiasts. Another especially interesting vignette is that of Kansas pioneer Miriam Colt Davis, who with two children accompanied her husband to join a vegetarian settlement near Fort Scott in 1856. Weakened by malaria, the family determined to leave Kansas, and Miriam buried her husband and son in Boonville, MO. She had a brief Santa Fe Trail connection. Her diary, *Went to Kansas* (1862), is a gem.

Willa Cather, author of *Death*

*Comes For the Archbishop* (1927), is recognized as "the first writer able to portray Westering as a significant and universal human experience" (p. 155). This pioneering study of undaunted, hardworking, and dynamic individual women will engage most readers, even those steeped in women's studies.

—Bonita M. Oliva

## SAND CREEK PROPOSED NATIONAL HISTORIC SITE

(The following is provided by Bentrup News Service maintained by SFTA Ambassador Paul Bentrup, who says his BNS emphasizes the News and not the BS.)

SENATOR Ben Nighthorse Campbell (R-CO) has introduced a bill to designate the site of the 1864 Sand Creek Massacre of Cheyennes and Arapahos as a national historic site to be administered by the National Park Service. Recent extensive investigations determined where the massacre occurred. The legislation is endorsed by descendants of the more than 150 Cheyennes and Arapahos who were killed in 1864.

Laird Cometsevah, president of the Southern Cheyenne Sand Creek Descendants organization expressed satisfaction with the proposed legislation, and he promised that, when the historic site is established, the Cheyennes (including the Northern Cheyennes) will seek the reparations promised by Congress following an 1865 federal investigation of the massacre.

If created, the Sand Creek Massacre National Historic Site will be the first national park to commemorate one of several massacres of Indians in the West. The Little Bighorn Battlefield National Monument honors one of the Indian victories in the Plains Indian Wars.

The bill introduced defines the boundaries of the potential historic site and authorizes purchase from landowners who are willing to sell. The bill gives no authority to acquire private property by condemnation. Several of the 13 landowners involved have declared they will not sell, while others are interested. There appears to be broad support of the legislation which is expected to pass before Congress adjourns in October.

## MR. SELIGMAN, MERCHANT

by Marc Simmons

*(Simmons kindly granted permission to reprint this article which appeared in Prime Time (Albuquerque) June 2000.)*

IN the years after 1850, a number of Jewish merchants from Germany entered the overland trade, freighting goods between Missouri and the Southwest. Opening stores in Santa Fe, Albuquerque, and El Paso, they became leaders in economic and political life.

A leading example of such men was Bernard Seligman. Born near the Rhine River in 1837, he got a good education and learned to speak six languages. Coming to the United States as a youth, he worked briefly in Philadelphia.

In 1856 Bernard went west, traveling the Santa Fe Trail to New Mexico. He was going to join his older brother Sigmund, who had settled in New Mexico's capital six years earlier.

He had gone into merchandising, operating a store on the plaza and engaging in a flourishing trade on the Trail. Bernard joined the firm and when he became a full partner in 1862, it became known as Seligman Bros.

We know that Bernard went to New York in 1866. He was probably buying for the firm and shipping goods to the head of the Santa Fe Trail in Missouri. How many other trips he made east is not known. So far, no diaries of his Trail travels have come to light.

One record shows that Seligman Bros. loaded on a single day in Kansas City 83 wagons. Each one carried 5,000 pounds of merchandise. Their store in Santa Fe usually contained \$200,000 worth of stock on the shelves.

Total sales of \$10 million were reported to have been reached during the life of the company. Not only were the Seligmans personally successful, they contributed to the growth and prosperity of the Territory. Both brothers took an active role in civic life. In 1859 Bernard joined with other prominent figures and founded the Historical Society of New Mexico. It was the first organization of its kind west of the Missis-

sippi.

Bernard served terms in both houses of the territorial legislature and was treasurer from 1886 to 1891. Sigmund was a Santa Fe County commissioner when he died in 1876.

Before the first bank was chartered in Santa Fe in 1870, Seligman Bros. engaged in private banking on the side. That was a valuable service for Santa Fe traders and others who were accustomed to carrying thousands of dollars on their persons. The firm also helped finance construction of the Denver & Rio Grande Railroad.

At the end of his life, Bernard Seligman returned to live in Philadelphia. He died there in 1903, leaving a wife and four grown children.

His son Arthur, born at Santa Fe in 1871, made a name for himself in New Mexico politics. He won election as Santa Fe mayor, 1910-1912, and as governor of the state from 1930 to 1933.

Although active figures on the Southwestern frontier, the Seligmans did not lead exciting lives fighting Indians and chasing outlaws. Rather, they worked quietly and contributed much. Unfortunately, such people are often overlooked by history.

### ARROW ROCK CELEBRATES 19TH-CENTURY WEEKEND

THE historic town of Arrow Rock, MO, near the eastern end of the Santa Fe Trail, will present "Gunstocks and Bustles: A 19th-Century Weekend," September 16-17. From 10 a.m. to 5 p.m. each day the unique village will host lectures, tours, and a variety of events sponsored by the Friends of Arrow Rock. There will be music, food, and children's games. All events (except for the food) will be free to visitors.

At 10 a.m. on Saturday Wallace Gusler, the master gunsmith at Colonial Williamsburg, will present a program "From Virginia to Missouri: A Heritage of Gunsmithing." At 11:30 a.m. and 2:30 p.m. there will be reenactment tours of the Sites House and Gun Shop. Interpreters in the role of John and Nannie Sites will discuss life in 19th-century Arrow Rock.

Also at 2:30 p.m., at the State

Visitor Center, Dr. Tom Hall and Sue Stubbs will present "The Life and Times of John and Nannie Sites in Arrow Rock." They both were instrumental in the recent restoration of the Sites House and Gun Shop.

There will be period worship services on Sunday morning. At 2:30 p.m. Gary Kremer will present a program on "Post-Civil War Missouri." There will again be reenactment tours of the Sites House and Gun Shop. From 1:00-3:00 p.m. on Sunday Jill and Shirley, Missouri mules from the Missouri University College of Veterinary Science, will provide free wagon rides around town.

The special weekend is made possible by a grant from the Missouri Humanities Council with support from the National Endowment for the Humanities and the State of Missouri. Plan now to enjoy a weekend in Arrow Rock.

### DRAWING FOR OLD GUARD PRINT AT RENDEZVOUS

THE Fort Larned Old Guard is selling chances on a framed print of Jerry Thomas's painting, "Bold and Fearless," depicting the Indian village on Pawnee Fork on April 14, 1867. The Old Guard is using the print to help raise funds to pay for the village site which has now been purchased. A part of the Santa Fe Trail Rendezvous in 1998 was held at the village site.

The framed print will be given at the September 23 evening session of this year's Rendezvous at Fort Larned. A donation of \$3 receives one chance for the drawing, \$15 receives a book of six tickets. Tickets will be available during Rendezvous. Orders may be sent to FLOG, PO Box 1, Woodston KS 67675. You need not be present to win.

### COUNCIL TROVE —DOCUMENTS—

#### FREIGHTING INDIAN ANNUITY GOODS ON THE SANTA FE TRAIL, 1867

The following collection of documents, found in army and Indian department records at the National Archives, compiled by George Elmore at Fort Larned, illustrates some of the troubles and conflicts in which freighters on the Trail became involved. The story, or portions of it, unfold through the sequence of let-



ters, but the final outcome remains unknown.

The commodities transported by the wagon train involved in this story included annuities to be distributed to several Plains tribes and goods to be distributed to the Indians at the Medicine Lodge peace treaty negotiations in October 1867. These records illustrate the bureaucratic complications of getting the items to the Medicine Lodge conference. A search for additional records continues. If anyone has additional information, please send it to the editor.

The frustrations for D. Carmichael, the freighter, are attributable in part to the division of authority over Indian affairs between the army in the war department and the bureau of Indian affairs in the department of the interior. The arrangement was confusing to military officials, Indian agents, and, in this case, freighters caught in the middle.

The "Commissioners" referred to in the following letters were the Indian Peace Commission created by Congress to negotiate a settlement with the Plains tribes named in the correspondence. The Commissioners met with Indians at Medicine Lodge Creek and concluded the Treaty of Medicine Lodge, noted above, which failed the following year.

On August 8, 1867, Commissioner of Indian Affairs N. G. Taylor, a member of the Peace Commission, wrote to Superintendent of Indian Affairs Thomas Murphy, whose headquarters were at St. Louis but who was, at the time, at Atchison, Kansas, to oversee the shipment of annuities and goods to be distributed at the peace conference:

Have contractors train proceed with goods to Fort Larned at once, and deliver them to the proper Agents, who will retain them, issuing only to Indians known to them to be peaceable, until the Commissioners have met the Indians, also complying strictly with previous instructions.

A few days later, on August 13, Taylor handed a message to Murphy, when they were both at Leavenworth City, Kansas:

Sir,

The order heretofore given you by Telegraph, in relation to the Indian goods for the Kiowas, Comanches, Apaches, Cheyennes and Arapahoes, is hereby revoked so far as to prevent

their distribution, or any portion of them to any of said Indians until you receive further orders from me.

Trouble began when the wagon train led by Carmichael arrived near Fort Larned and the Indian agents to whom he was to deliver the cargo were not present. As the following letters indicate, the commander at Fort Larned (Major Meredith Helm Kidd, Tenth Cavalry) requested the wagon train be delivered to him, but Carmichael refused to turn the supplies over to the army.

On August 25 Lieutenant George F. Raulston (whose name is spelled a variety of ways in the documents), Tenth Cavalry, sent the following report from Fort Larned to Assistant Adjutant General Chauncey McKeever, Department of the Missouri:

I was ordered about 12 o'clock, M., to proceed to the train containing Indian Goods, camped nearly two miles East of Post, and in charge of Mr. Carmichael and to bring said train to this Post, and in case Mr. Carmichael refused to bring up his train I was to take charge and have his men to remove it up, but if he had given his men orders not to remove it, I was to arrest and confine him. I proceeded to train Mr. Carmichael refused to move train and had given orders to his men not to move it. I then arrested him, Mr. Carmichael, and brought him to Major Kidd, when he ordered him to the Post Guard House. I was then sent with "A" Co. 10 Reglrs, to hitch up the train and to bring it up which I did and camped a short distance South of Post, and was then ordered to turn the cattle loose if there was no men with the train to take charge of them, there was no men to take charge of them and they were turned loose according to orders.

I further certify that this correct as far as my orders was concerned.

On the same date, August 25, Superintendent Murphy, then at Fort Harker, Kansas, sent the following message to "D. Carmichael, Government Contractor for Transportation of Indian Freight," at Fort Larned:

Dr Sir:

You are authorized and directed to turn over to Colonel E. W. Wynkoop, U.S. Indian Agent for the Cheyennes, Arapahoes and Apaches at Fort Larned, not only the annuity goods belonging to his Indians, but also those intended for the Indians of Colonel Leavenworth's Agency, he (Wynkoop) receiving and receipting to you for them.

On August 28 Major Kidd, commanding Fort Larned, wrote to Gen-

eral Winfield S. Hancock, commander of the Department of the Missouri: General,

I respectfully report that on the arrival of the Annuity goods at this Post, on the 24<sup>th</sup> inst. I exhibited to Mr. Carmichael, the freight Contractor in charge of them, a copy of Special Orders No 177 c.s. Headquarters Dept of the Mo. and offered to receive the goods and store them, but he refused to deliver them, alleging his instructions were to transfer them to the Indian Agents, neither of whom were here.

I then determined to guard the train carefully and defer unloading the wagons, until the arrival of Col. Wynkoop, Indian Agent, and directed Mr. Carmichael to move his train, which was in camp over a mile from the Garrison, to a designated place near enough to enable me to protect the goods: this he refused to do and ordered his employes not to aid in doing so, on pain of instant dismissal. I then sent an Officer with a detachment of men, and placed the train near, where it could be guarded; on which he abandoned all care of it, and has since refused to have anything to do with it.

This morning Col. Wynkoop returned and I had an interview with him in regard to the disposition of the goods.

He declined receiving or receipting for them unless with the express understanding that I would deliver them upon his order. To this I replied, that I could not do so until the order above referred to was modified.

I have therefore directed the goods to be unloaded and stored.

Fully impressed with the delicacy of interfering in their affairs, and anxious to avoid a collision with the Indian Agents, I have found it impossible to do so and obey my orders.

No ill feeling exists on the part of Col. Wynkoop, and he expresses the belief that on a report of the facts, the Major General Commanding will be able to remove the misunderstanding.

On September 4 Carmichael was back at Atchison and wrote the following to General Hancock in response to a request for his side of the story:

Sir,

In accordance with your request I herewith transmit to you a statement of facts connected with the taken possession of my train containing Indian Annuity goods for the Agencies of Wynkoop and Leavenworth by Maj. Kidd.

On the morning of the 24<sup>th</sup> ult., I arrived within three miles of the Post, there I halted the train until I could see the Agents that I was instructed to de-

liver the goods to. I went to the Post and found Wynkoop was absent. I called on Capt. [Almon F.] Rockwell he directed me to Major Kidd. I called on Kidd he told me that he had orders to receive and store the goods, I asked to see his order, he showed me a printer order issued by Hancock; I told him that I could not deliver the goods to him, that my orders was to deliver the goods to the Agents and without the Agents' receipts that I could not collect my freight bills, he insisted that he was going to unload the goods on Monday, I told him that he should not unload the goods with my consent. On Sunday evening, the 25<sup>th</sup>, he sent a verbal order by Captain [Edward] Byrne for me to bring the the train to the Post in the morning for the purpose of unloading it. I objected to do so as my orders was to deliver the goods to the Agents. On Monday morning I went to the Post, had an interview with Kidd, he told me to bring the train to the Post, I told him that I had no objection to bring the train to the Post if he would not unload it, and guard my Cattle, he told me that he had nothing to do with my cattle, that he had no men to guard cattle; I then told him that I would not bring the wagons up; as my wagons was the only protection that I had for my cattle in case of danger and that I considered my cattle as of much importance as the goods. Monday morning I moved my train to a point within two miles of the Post where there was good grass convenient to the Corral and a good spring of water for my men and between where Capt. Byrne's command was in camp and the Post, where I intended to remain until Wynkoop's return who was expected daily. About noon on the 26<sup>th</sup> Lieut Rallston with a detachment of troop came to the camp where my wagons was corralled and ordered me to bring the train to the Post, I asked him for his orders in writing and that I would reply in writing, he told me that he had a verbal order from Major Kidd and that he was further ordered to arrest me if I refused to obey, I told him that I was not subject to military orders, that I had orders from the Interior Department and that I was going to obey them if I could whereupon I was arrested and brought before Major Kidd who after making use of very insulting and ungentlemanly language ordered me to the Post Guard House where I remained four hours, during this time the Lieut. was ordered to take his men and bring the train to the Post and not to allow my men to come near the wagons which order he proceeded to execute and after subjecting my cattle to a great deal of beating and abuse they succeeded in yoking them up and hitch-

ing them to the wagons and at or about dusk they arrived at the Post with the train excepting one or two wagons that they broke. On the arrival of the train at the Post the Lieut. asked Major Kidd what he should do with the cattle; Kidd told him if there was no men with the train to take charge of the cattle to turn them loose and let them go to the devil. On the following day seeing that the Cattle was straying away, I ordered my wagon-master to collect all of them together that he could find and bring them to Fort Harker & there to remain with them until I could communicate with you. All of which is respectfully submitted.

On the same day, September 4, Major Kidd, who was then at Leavenworth, wrote his explanation of events to Assistant Adjutant General McKeever:

General  
Having availed myself of a short leave of absence, on the 3d inst I met the Bvt Maj Gen Comdj the Dist of U[pper]. A[rkansas]. who directed me to make a more particular report of my transactions at Fort Larned Ks. in reference to the teams and wagons which brought the Indian Annuity goods to that Post; in obedience to which I have the honor to submit the following—

On the 25<sup>th</sup> of last month this train in charge of Mr. Carmichael was encamped over a mile from the Post, and I directed him to move it near enough to insure safety—He made no objection and I supposed he would comply. The next day I learned he refused to do so and had directed the teamsters to pay no attention to my orders. I then had an interview with him and repeated what I had heard and asked them if these things were true. He replied they were and declared his resolution to adhere to them. In his presence I then directed Lieut. Rallston 10<sup>th</sup> U.S. Cav. to place the wagons where I had designated, but not to take possession of or interfere with them further than was absolutely necessary to obeying order, and particularly to allow the men in charge to remain with them.

For this contempt and disregard of my orders, and endeavors to obstruct their execution I arrested and confined Mr. Carmichael for the space of two hours—After the wagons had been moved as directed and Mr. Carmichael released. Lieut. Rallston informed him his cattle were at his disposal. He refused to have anything to do with them, and they were turned loose. I have not since interfered with them. The wagons were unloaded during the next three days, and no control has been exercised over them since.

His employees afterward collected the cattle and drove them in the direction of Fort Harker—as they expressed it "without the loss of an animal."

A sub-contractor in charge of 13 of these wagons remained in charge of them, and when unloaded drove them away in good order.

As shown by the Bill of Lading there were forty one wagon loads of these goods left Atchison; only thirty four loads reached Fort Larned, and the goods received were at least five loads less in quantity.—In this fact alone have I been able to find a solution of the strange conduct of this man Carmichael in abandoning his train solely because it was moved to a place of safety.

The friction between military officers and Indian bureau officials continued. On September 28 Major Kidd, back at Fort Larned, addressed the following to Captain Samuel S. Barr, Acting Assistant Adjutant General for the District of the Upper Arkansas, at Fort Harker:

Captain  
Mr Murphy, Supt. Indian Affairs for Kas. is assembling the Indians, one hundred (100) miles south of this Post and has called on the A. Q. M. [post quartermaster] for twenty (20) six mule teams to transport Subsistence Stores to them: My instructions from General Hancock are, to deliver these stores on this bank of the Arkansas river: and while the Indians are daily attacking trains and murdering soldiers and citizens, sixty miles west, I am not willing to send trains one hundred (100) miles south, without a sufficient escort, which the strength of this garrison will not allow me to furnish.

Mr. Murphy represents that perhaps their very lives depend on supplying these stores but I am unwilling to assume the responsibility of exceeding my instructions in the present threatening condition of affairs.

If it is deemed proper to send these wagons south of the Arkansas river, I respectfully request instructions to this effect.

The following day, September 29, Captain Barr responded to Major Kidd:

Major.  
The Bvt. Major Genl Comdg directs that you comply implicitly with the orders sent you from Dept. Hd. Qrs. and will furnish no escorts or be responsible for the delivery of any goods, beyond the point designated in G.O. No. 177. Par. 5.

You will inform Mr. Murphy, Supt Indian affairs of this; Instruct him that it is



of the utmost importance that these instructions be carried into effect.

At some point the supplies for the Medicine Lodge conference were transported to the intended site. Meanwhile, Carmichael submitted a claim for damages for what happened to his wagon train at Fort Larned. Major Kidd wrote the following the General McKeever:

General.

I respectfully request to be furnished with a copy of my supplemental report in regard to the Indian annuity goods, of date Sept 4<sup>th</sup> 1867.

This report was made while I was at Leavenworth on leave of absence and no copy retained.

One should be on file as part of the records of this office.

I also request permission to furnish copies of all my reports on this subject, to one or more member of Congress.

Mr. Carmichael claims of the Government \$14,000 damages in consequence of my action in the premises.

His claim was disallowed by the Peace Commission, and he is now prosecuting it, as I understand, before the Dept. of the Interior, but if allowed there, it will require a specific appropriation to pay it.

Believing his claim to be unfounded, it seems proper to place the facts in possession of the Congressional Committee to enable them to defeat it.



## HOOF PRINTS

### —TRAIL TIDBITS—

The Armstrong family in Australia accessed the SFTA website and took time to send praises via e-mail to *WT*. They "found it interesting and educational" and described it as "lovely with many different beautiful colours." Dave Webb maintains this site known round the world, and he has done a splendid job. Take a look at <[www.santafetrail.org](http://www.santafetrail.org)>

The Friends of Arrow Rock has a new website. Check it out at <[www.Friendsar.org](http://www.Friendsar.org)>.

The new pedestrian bridge leading to the Trail swales on the Bingham-Waggoner Estate across the road from the National Frontier

Trails Center in Independence, MO, is now in place. It is part of a walking trail featuring the historic remnants. The bridge and trail were funded by substantial grants.

More than 2,000 children enjoyed one of the six education programs for K-8th graders offered by the Friends of Arrow Rock and Arrow Rock State Historic Site during April and May 2000. Begun in 1984, the programs offer children a hands-on look at their Missouri heritage.

SFTA founder and first President Marc Simmons presented the keynote address "Kit Carson and the Romance of the Old Spanish Trail" at the Old Spanish Trail Association conference in Taos June 10. A record crowd was in attendance.

The draft report on the *Old Spanish Trail National Historic Trail Feasibility Study and Environmental Assessment* is now available for public review and comment for a 90-day period beginning July 15, 2000. The Old Spanish Trail was primarily a horse and mule pack route between Santa Fe and Los Angeles. Contact John Paige, NPS, Denver Service Center, PDS, PO Box 25287, Denver CO 80225-0287; e-mail to <[john\\_paige@nps.gov](mailto:john_paige@nps.gov)>.

Mildon and Ida Yeager, Larned, KS, charter members of the Wet/Dry Route Chapter, celebrated their 50<sup>th</sup> wedding anniversary on July 2, 2000. Ida served as chapter secretary/treasurer for six years (1993-1999) and was recently awarded for her faithful service. Mildon has been involved in every chapter activity from installing markers to cooking cream can dinners. Congratulations to this dedicated couple.

Elizabeth Duke of Vassar, KS, a charter member of SFTA and member of the Wet/Dry Routes Chapter, died May 24, 2000. She was 75 years old. Memorial contributions are suggested to the Santa Fe Trail Association.

The Wet/Dry Routes Chapter has established a \$200 award for the best Santa Fe Trail related entry in the annual Kansas History Day competition. This year's theme was Turning Points in History. There were

four entries related to the SFT but none was a state winner, so the \$200 award was not given. Anne Neilsen, Wamego, KS, did merit the \$50 award for her video presentation on the Trail. Chapter member Joanne VanCoevern was the judge for the chapter's award.

Jean Hinkle, historian of the Co-razon Chapter, is preparing a large scrapbook that tells the story of the chapter. It should be ready this fall.

## CAMP TALES

### —CHAPTER REPORTS—

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](mailto:santafetrail@stjohnks.net)>.

#### Cimarron Cutoff

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

Congratulations to the chapter for hosting the joint meeting of the six western chapters of SFTA on July 15 and 16. See article beginning on page one.

#### Texas Panhandle

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

The chapter was a new mailing address: PO Box 2791, Amarillo TX 79105.

At the February meeting member Alvin Lynn gave an update on his research of the Red River Wars and the trails of the region. He has worked with the Texas Historical Commission searching for and mapping sites regarding the Lyman wagon train, Camp Cantonment, and American Indian sites. The Fort Bascom/Fort Smith and the Fort Dodge roads all relate to Santa Fe Trail history. Alvin has also visited the Tucumcari area and mapped sections of the Fort Smith/Santa Fe Road (Gregg/Marcy). He displayed photos of the Laguna Colorado campsite for this road (now on private land).

Wildcat Bluff Nature Center hosted the April Meeting. Collaborating with the members of this Nature Center has produced a new venture in trail preservation. The Center is located on the western edge of Amarillo. The Fort Smith/Santa Fe Road (Josiah Gregg's route) crosses the Center's property for about one mile. It continues onto a private ranch to the west. There is a Texas state historical marker about one mile from the Center on Tascosa (FM 1061) Road indicating where the Trail crosses the highway. Kathy Revett, chapter president, introduced some history of the trails in the Canadian River area. Then Alvin Lynn discussed the Gregg Trail and led a short hike out to where one can easily stand in and walk in the ruts of the Fort Smith/Santa Fe Trail. About 25 members of both groups attended the meeting. Later, 12 enthusiasts followed Alvin out to the sites, where a horseshoe and an iron clamp to a wagon were found.

Following the April meeting, the groups agreed to meet in May specifically to walk and map the Trail on the Wildcat Bluff Nature Center. Once again Alvin Lynn led the group while surveying with a hand-held GPS set. Enthusiasm and interest have increased to the point where both groups are planning a festival at the Nature Center on April 28, 2001. The public will be welcome to visit and see the natural features as well as the historical sites and reenactments.

With the encouragement of Mary Emeny, who founded Wildcat Bluff, and the technological skills of Karen Copeland, the Nature Center has a website. The Santa Fe Trail is featured, along with the texts of *Commerce of the Prairies* by Josiah Gregg and *Prairie Traveler* by Captain Randolph B. Marcy. Soon there will be a link to the Santa Fe Trail Association's website. The website is <www.wildcatbluff.org>.

On July 15 and 16, we visited Clayton, NM, for the meeting of the six western chapters of SFTA. Sincere appreciation and hearty congratulations go to the Cimarron Cut-off Chapter for holding this event. About sixty members from seven chapters met, ate, talked, and walked the Trail during the two days. Saturday evening featured an

excellent and interesting "visit" by Josepha Carson, Kit Carson's last wife. Roberta Courtney Myers of Taos entertained and informed the crowd regarding the family and last years of Kit Carson.

On Sunday, the group held a joint meeting with reporters from each of the chapters represented. Kathy Revett discussed recent activities and displayed the Wildcat Bluff Nature Center photos and map. Clint Chambers was introduced with other SFTA board members present. President Margaret Sears briefly spoke and Vice President Sam'l Arnold presented several ideas for the growth of the organization. After a barbecue at Clayton Lake State Park, the group toured the Santa Fe Trail north of Clayton. Out of this venture, the group voted to hold another western chapters joint meeting next June with the Bent's Fort Chapter serving as host.

An August 13 meeting was held at the Amarillo Central Library. Chapter member Robert Kincaid gave a presentation on Bent's Fort after the business meeting. Business discussed included the dates of the Bent's Fort meeting, the April 2001 festival, and the dues structure.

Tentative plans have been made by Lubbock members Siva and Clint Chambers and Kenneth Davis for the chapter to visit the Blanco Canyon ranch of Georgia Mae Ericson, the great-granddaughter of Hank Smith. He was the first European-American rancher in West Texas (though there were New Mexican sheep ranchers along the Canadian River). Hank came to the region via the Santa Fe Trail. We tentatively plan to meet the third Sunday in October in Floydada for lunch and then the ranch visit. Call Clint Chambers for more details.

### Wagonbed Springs

President Jeff Trotman  
PO Box 1005  
Ulysses KS 67880  
(316) 356-1854  
<jtkb@pld.com>

No report.

### Heart of the Flint Hills

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

No report.

### End of the Trail

President Tom Steel  
691 Callecita Jicarilla  
Santa Fe NM 87502  
(505) 982-0254  
<tomcarly@swcp.com>

The chapter met May 28 at Joyce Remke's home on Garcia Street, Santa Fe, which is just yards away from the Santa Fe Trail, to celebrate the chapter's 10<sup>th</sup> anniversary. The chapter was recognized as an affiliate of SFTA on May 31, 1990. After refreshments those attending settled down to a moving presentation by Jon Hunner, first Alcade. He described the adventure the founding members had in establishing the chapter:

"In 1986 or 1987, I read in the *Albuquerque Journal* that a DAR Santa Fe Trail marker was found dumped in the backyard of a rental property near the University of New Mexico. Since I had grown attracted to the history of the Trail, I called up the newspaper to find out more. The reporter gave me the number of someone who could help me and that is how I first talked with Marc Simmons. When I got him on the phone, I offered my help with the marker. At the time, my art business had a large truck with a lift gate and a warehouse to store the 500-pound marker. Within a couple of days, I had a genuine DAR granite Trail marker in my storage facility. I told Marc I would keep it until the Highway Department put it back where it belonged at Cañoncito.

"Little did I imagine that I would have the marker for 18 months. Every so often, I would pat the granite or move it to make room for other storage. Marc would contact me once in a while and suggest that I read this or that book about the Trail or that I attend the Santa Fe Trail conference in Hutchinson which I did. Eventually, the Highway Department picked up the marker and returned it to its original site near the church at Cañoncito. We had a festive dedication of the marker [on Sept. 17, 1988]. For both the marker and me, things have turned out well. The marker is back home, safe in the shadows of Apache Canyon, and I have gone on to become a professional historian. I now teach U.S. history and am the director of the Public History Program at New Mex-





**Jon Hunner and Marc Simmons reminisce about the history of End of the Trail Chapter at the May meeting.**

ico State University."

Jon viewed his experience in helping to organize the chapter and his involvement in the history of the Trail as a turning point in his life. He talked of all who showed and helped him along the way and thanked the charter members for the ideas they generated and their support.

Jon, Mary "Molly" MacLoed, Doris Lyons (Larry represented Doris), and Marc Simmons, all present, were at the first organizing meeting, Oct. 7, 1989. Others who could not attend were Mike McDonald, Mary Moorehead, and Evelyn Vinogradov, who sent their regrets. Mike wrote about his experience in the early years, copies of which were given to members.

Past Alcaldes Carl Damonte, Margaret Sears, and George Donoho Bayless spoke of their experiences when in office. Carl, Alcalde # 2, took the position because it had to be filled, however what he learned has broadened his view so he can appreciate history as portrayed in museums and monuments across the country. Margaret, Alcalde # 3, also spoke of the need to keep the chapter alive and emphasized that during Jack Barnes's tenure, Alcalde # 4, the members rallied to support the 175<sup>th</sup> Entrada Celebration for two years. George, Alcalde # 5, paved the way for San Miguel del Vado being designated an endangered historical site by the New Mexico Historical Preservation Alliance.

Marc Simmons topped off the afternoon with a story about a prayer

book he bought at a garage sale in Santa Fe. It was published in France in the 1840s. Marc believes the little book, covered in brown and white checked calico, came to Santa Fe with Bishop Lamy on a trip from St. Louis in 1858. Among purchases made there were listed "books." Besides cargo, Lamy had with him Sisters of Loretto from Kentucky to begin a school in Santa Fe.

Thirty-four members and guests enjoyed the reminiscing. Several said it was one of our best meetings.

### **Corazon de los Caminos**

President Faye Gaines  
HC 60 Box 27  
Springer, NM 87747  
(505) 485-2473

About 100 Trail aficionados gathered for history and geology lessons by Mike Taylor, coordinator for our visit to the Daniels' Ranch near Wagon Mound in June. Nancy Robertson and Thomas Merlan also provided background information. Marie Belt's booklet on legends about Wagon Mound was available for the members to peruse and order. We all enjoyed a dinner of succulent barbecued buffalo, pinto beans, roasted potatoes and onions, slaw, fruit salad, watermelon, tea, and lemonade served by the Daniels, and a caravan up the Santa Clara Canyon to visit petroglyph sites, see buffalo herds, enjoy the coolness of the Santa Clara Springs, and conclude with a view atop a magnificent bluff overlooking the salt lake and the prairie north of Wagon Mound. Our thanks go out to the Daniels and all their helpers who made this a memorable Sunday.

The western chapters of SFTA met in Clayton, NM, on July 15 and 16. On Saturday participants toured historic sites. Thanks go to Imogene Thoma who graciously allowed members to explore the Rabbit Ears campground and SFT ruts on her property. In the evening members enjoyed dinner at the Eklund Saloon and Restaurant in Clayton. Dinner was followed by a very enjoyable reenactment of Josefa Carson by Courtney Meyers.

Sunday began with a combined meeting of the chapters at the Hi-Ho Café dining room. It was an informal meeting with many questions and answers and so successful that a

meeting next year will be hosted by the Bent's Fort chapter the second weekend of June.

The meeting adjourned to the Clayton Lake State Park for a barbecue dinner. Our next stop was the Kiowa National Grassland and a tour of the Turkey Creek campground.

On August 20 at 1:30 p.m. a trip to Villa Philmont is planned. Meet at the Philmont Museum, about four miles from Cimarron on Highway 21. Steve Zimmer, curator of the museum, will discuss his book, *For Good or Bad . . . People of Cimarron County*. After that we will caravan to the Villa for a tour of the Phillips' home.

Chapter mapping of the Trail is resuming. Ray Marchi is mapping committee chair. A mapping session will be held August 22 at the Point of Rocks Ranch at 9:00 a.m. This session will primarily be a training exercise to get everyone on the "same page." In the coming months we will concentrate on both branches of the Trail going north from Las Vegas toward Point of Rocks and Cimarron. For more information contact Ray Marchi at (505) 387-5082.

### **Wet/Dry Routes**

President Howard Losey  
726 James St  
Maize KS 67101  
(316) 722-8669  
<hlosey@swbell.net>

Please see article in this issue about the chapter's annual seminar held in June. The summer meeting is scheduled at the Barton County Historical Society Museum in Great Bend on August 20, 2000, 2 p.m. The program will be a tour of the museum plus a presentation of the new learning tool, "Robert's Trunk."

### **Dodge City/Fort Dodge/Cimarron**

Ann Warner  
10072 120 Rd  
Spearville KS 67876  
(316) 385-2456

The May 13 meeting was called to order by Vice-President Dixie Oringerff. Ten people were in attendance. A brief business meeting was held. David Clapsaddle gave a presentation on the Wet/Dry Routes Chapter 4<sup>th</sup> annual seminar coming up in June. The meeting was adjourned for the speaker Jeremy Cale's presentation about Indian beadwork.

Nearly 100 people attended the chapter's third annual sponsorship of a living-history presentation for Fort Dodge Day 2000. The event was held in Eisenhower Hall at Fort Dodge, Saturday, July 1, 2000. Marna and Doug Davis of Abilene, KS, portrayed Annie Oakley and husband Frank Butler. Along with the early history of Annie's life, the audience was entertained with several skilled shooting demonstrations. The gun safety portion of the program for the children was stressed: if you see a real gun—Do not touch! And then tell an adult.

The Fort Dodge Day planners have invited our chapter to present another living history reenactment for July 7, 2001.

The chapter will meet on Sept. 30, 3:00 p.m., at the Staath Museum in Montezuma. Alan Bailey will speak about the Dodge City/Montezuma Railway.

### Missouri River Outfitters

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

The chapter met at the National Frontier Trails Center, Independence, MO, on July 23. The board met afterward and discussed the national bylaws questionnaire sent out by Helen Brown. Anne Mallinson reported on meetings that have been held regarding the 2003 symposium. One MRO member attended the western chapters meeting at Clayton, NM.

The next chapter meeting will be September 21, 7 p.m., at the National Frontier Trails Center. MRO board member Mary Conrad will present the program. The October 21 program will be a tour of Arrow Rock and a program by Michael Dickey who will tell how the Santa Fe trade influenced the banking industry in Missouri. Contact John Atkinson, (816) 233-3924, for more information. The annual chapter dinner will be December 3, 2:30 p.m., at the home of Roger and Sandy Slusher in Lexington. Contact the Slushers for details, (660) 259-2900.

### Quivira

The chapter is saddened to report the death of President Wayne Smith. Please see his obituary on page three.

### Cottonwood Crossing

President Dale E. Brooks  
316 W 16 St  
Newton KS 67114  
(316) 283-6454

No report.

### Bent's Fort

President Mark Mitchell  
Comanche National Grassland  
1420 E 3rd St  
La Junta CO 81050  
(719) 384-2181

Sixteen members attended the tour at Trinidad on June 8 in connection with Trinidad's Santa Fe Trail annual celebration. A most educational program was presented by Richard Loudon at the Loudon-Henritze Archaeological Museum. Comments were made in appreciation of Richard for sharing his wealth of knowledge with the group. The group also enjoyed visiting the Santa Fe Museum in the afternoon. Roger and Mary Ann Davis assisted with this. Many activities were going on at the museum and in the downtown area.

The chapter scheduled the third tour of the 2000 season at Bent's New Fort and Fort Wise/Fort Lyon on Saturday July 8. Hosts for the event were Phil Peterson, Richard Carrillo, and Kellie Vap. The tour began at Bent's New Fort. Phil and Richard discussed the history of the area and showed what has been accomplished with the mapping of Bent's New Fort and the Trail and the excavation work accomplished at Fort Wise/Fort Lyon.

### HELP NEEDED TO PROTECT TRAIL AND GLORIETA SITE

**T**HE End of the Trail Chapter has issued the following call to action. Every SFTA member is encouraged to express concern as requested.

The Santa Fe Trail and Glorieta Battlefield in Pecos National Historic Park are not being interpreted as the Park's Management Plan mandates, because NM State Highway 50 intersects these resources, making the battlefield unsafe and, for all practical purposes, closed to the public.

NM State Highway and Transportation initiated an Environmental Impact Statement in 1994 that included an analysis of road alignments that avoided the Pigeon's

Ranch subunit of the battlefield. However, the process was abandoned in 1996, and now the department proposes to widen the highway rather than reroute.

You can help get the rerouting of NM 50 back on track by requesting support from Governor Gary Johnson. In your letter, please urge the governor to direct the NM Highway and Transportation Dept.:

1. To resume the Environmental Impact Statement for relocation of NM 50 away from the Santa Fe Trail and Glorieta Battlefield.
2. Emphasize the destructive impact widening NM 50 would have on these resources through increased traffic, noise, fumes, destruction of Trail remnants, and structural damage to Pigeon's Ranch.
3. Express the importance of these resources to our nation's historic and cultural heritage.

The National Parks & Conservation Association, a private-sector national parks advocate, is partnering with the End of the Trail Chapter in this campaign. Please send a letter as soon as possible.

Write to:

The Honorable Gary E. Johnson  
Governor of New Mexico  
State Capitol, Suite 4010  
Santa Fe NM 87503

Send copy to:

National Parks & Conservation Assn  
Southwest Regional Office  
823 Gold Ave SW  
Albuquerque NM 87102

### HELP WANTED

I am attempting to locate any antique maps or guide books on the Santa Fe Trail. Any help or suggestions would be greatly appreciated. Thanks.

Barbara Simms  
<bgsimms@arn.net>

I am planning to write a novel about William Becknell and his two trips to Santa Fe in 1821-1822. I've gathered much material, including articles in *Wagon Tracks*, but would appreciate hearing from anyone with advice or ideas for other sources. I want to be as accurate as possible. Any help will be appreciated.

Robert Collins  
<RLCkansas@aol.com>



## 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.

### INDIVIDUAL MEMBERSHIPS

Charles L. Andrews, III, 610 Berkshire Dr,  
Statesville NC 28677

Charles W. Hays, 412 E Monroe, Sterling  
KS 67579

Randy W. Lewis, PO Box 936, Elkhart KS  
67950

Thomas McCanna, PO Box 123, Pitts-  
ford NY 14534

Thomas Pelikan, 1648 Argonne Pl NW,  
Washington DC 20009

Dr. James Siekmeier, 1021 W Concho  
Ave, San Angelo TX 76901

## TRAIL CALENDAR

Everyone is invited to send notices for this section; provide location, date, time, and activity. This is a quarterly. The next issue should appear in November, so send information for December and later to arrive by October 20, 2000. Thank you.

**Sept. 16, 2000:** End of the Trail Chapter hike to Apache Ridge, (505) 473-3124.

**Sept. 16-17, 2000:** "Gunstocks and Bustles" weekend at Arrow Rock, MO, (660) 837-3231.

**Sept. 17, 2000:** Corazon de los Caminos Chapter work day at Fort Union.

**Sept. 21, 2000:** SFTA board meeting, 8:30 am to 4:00 pm, Santa Fe Trail Center, Larned, KS.

**Sept. 21, 2000:** Missouri River Outfitters Chapter meeting, National Frontier Trails Center, 7 pm.

**Sept. 21-23, 2000:** SFT Rendezvous, Larned, Santa Fe Trail Center, and Fort Larned NHS.

**Sept. 21-24, 2000:** 15th National Trails Symposium, Redding CA, (520) 632-1140.

**Sept. 23, 2000:** SFTA membership meeting, 2:30 pm, Larned Community Center, Larned, KS.

**Sept. 30, 2000:** Fort Dodge/Dodge City/Cimarron Chapter meeting, 3:00 pm Staath Museum, Montezuma, KS. Alan Bailey, guest speaker.

**Oct. 7, 2000:** Annual Santa Fe Trail Tour in Cimarron County, OK, sponsored by Cimarron Heritage Center (580) 544-3479.

**Oct. 7-15, 2000:** Elderhostel Tour of the Santa Fe Trail, directed by Jim Sherer.

**Oct. 14, 2000:** Candlelight Tour, Fort Larned NHS. Reservations required (accepted only after Oct. 1).

**Oct. 14-15, 2000:** Santa Fe Tours traveling seminar to Beecher Island. Contact David Clapsaddle at (316) 285-3295.

**Oct. 15, 2000:** Texas Panhandle Chapter visit to the Canyon Blanco ranch of Georgia Mae Ericson. Contact Clint Chambers at (806) 791-3612.

**Oct. 21, 2000:** Missouri River Outfitters Chapter meeting, Arrow Rock.

**Nov. 18, 2000:** End of the Trail Chapter meeting, program by David Sandoval on the Mexican Presidial Soldier.

**Dec. 3, 2000:** Missouri River Outfitters Chapter meeting, 2:30 pm, Lexington, MO.

**April 28, 2001:** Texas Panhandle Chapter, Wildcat Bluff Nature Center, and Amarillo Botanical Gardens festival. Call Kathy Revett at (806) 371-9309 or e-mail <www.wildcatbluff.org>.

**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 is a busy summer on the Trail. I hope you are able to participate in some of these activities. The Rendezvous in September provides an opportunity for members to visit Trail sites, listen to speakers, and attend a board and membership meeting. Make plans now to be there.

This issue concludes another volume of *WT*. It is hard to believe that SFTA will begin its 15th year in September. Thanks to all who have contributed to *WT* over the years. This publication always stands in need of good articles about the Trail. There is also room for more documents and photographs. Please consider *WT* as an outlet for your research and writing.

Taken altogether, the 14 volumes of *Wagon Tracks* represent some of the most significant research on the Trail in recent years. No serious student of the Trail can ignore it.

See you at the Rendezvous. Happy Trails!

—Leo E. Oliva

**Santa Fe Trail Association**  
**PO Box 31**  
**Woodston, KS67675**

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