

# Wagon Tracks

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Volume 13

Issue 2 *Wagon Tracks* Volume 13, Issue 2 (February 1999)

Article 1

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1999

## Wagon Tracks. Volume 13, Issue 2 (February, 1999)

Santa Fe Trail Association

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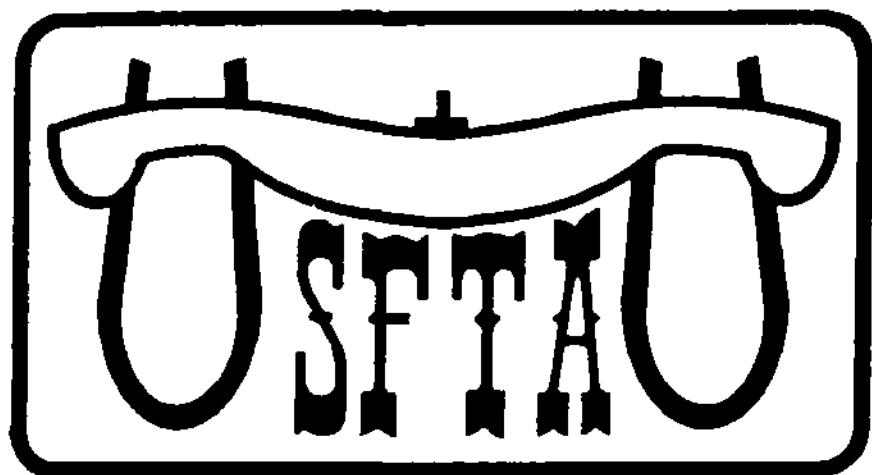
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### Recommended Citation

Santa Fe Trail Association. "Wagon Tracks. Volume 13, Issue 2 (February, 1999)." *Wagon Tracks* 13, 2 (1999).  
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# WAGON TRACKS

**SANTA FE TRAIL ASSOCIATION QUARTERLY**

VOLUME 13

FEBRUARY 1999

NUMBER 2

## SYMPOSIUM PLANS

by Jan White

*(Jan White of Council Grove, member of SFTA and Heart of the Flint Hills Chapter, is in charge of publicity for the 1999 symposium.)*

**T**HE 1999 SFTA Symposium, "Rendezvous at Council Grove: Treaties, Trails, and Traders," September 23-26, 1999, will feature a historical pageant, jamboree, and several exciting dining experiences, as well as many informative presentations and tours. Members of the Heart of the Flint Hills Chapter, the symposium sponsor, are eager to host the conference and present the significance of their area of the Santa Fe Trail.

Preceding the symposium, on Wednesday, September 22, the SFTA governing board will meet, and all members are invited to attend. On Thursday, September 23, after a day of presentations, workshops, and tours, there will be a dinner reception on the Neosho Riverwalk alongside the famous Neosho River crossing on the Trail. Afterward the membership meeting and awards ceremony at the art deco Stella Theater precedes the Trailside Jamboree, featuring Les Giliam, the Oklahoma Balladeer.

Friday will begin with the chapter president's breakfast, followed by a day of lectures and tours. The evening program, following dinner at the historic Hays House Restaurant, will be the multi-media pageant "Voices of the Wind People" at the Old Riverbed Amphitheater. Members of the Kaw (Kansas) Nation, the tribe for which Kansas is named, will participate in the pageant. Local townspeople join in depicting the intersection of cultures that occurred in Council Grove from about 1821 to 1873. The Kaw were known as the People of the South Wind.

Saturday features more lectures and tours, dinner in Council Oak

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**SFTA BOARD MEETING**  
SFT CENTER, LARNED, KS  
April 17, 1999

**FORT LARNED OLD GUARD**  
April 24, 1999

**WET/DRY CHAPTER SEMINAR**  
FORT DODGE, KS  
June 4-5, 1999

**NATIONAL TRAILS DAY**  
June 5, 1999

**10TH ANNUAL SFT BICYCLE TREK**  
September 11-October 1, 1999

**SFTA SYMPOSIUM**  
COUNCIL GROVE, KS  
September 23-26, 1999

## SYMPOSIUM PAPERS

**T**HE response to the questionnaire regarding publication of symposium papers was underwhelming. There were 17 votes for a separate book of selected symposium presentations, and three of these offered a second choice of printing these as article in *Wagon Tracks*. That is far from the 50 orders required to make these papers available.

There were 15 votes for printing in *WT*, and one abstention. Beginning with this issue, in which Marc Simmons's keynote address from the 1997 symposium appears, selected papers will appear in *WT*. All symposium speakers will still be required to submit their papers for consideration, and the best of these will appear as there is space.

This may result in a more lengthy issue from time to time, but that will be much more economical than a separate printing for which there is virtually no effective demand. By the way, there are still about 700 copies of the papers from the 1995 symposium (including a couple from 1993). These are available from the Last Chance Store, title is *Confrontation on the Santa Fe Trail*, \$10 postpaid.

## GLORY DAYS ON THE CIMARRON ROUTE, REMEMBER JOHN GOOSE, AND A NEW PERSPECTIVE ON OPENING THE TRAIL

by Marc Simmons

*(Simmons is Father of the SFTA and served as the first president, 1986-1989. He is the foremost scholar on Trail history and author of many books and articles. He delivered the keynote address at the 1997 symposium, September 25, at Elkhart, KS. The first portion of this article contains general remarks included in his address. The remainder deals with a matter he had planned to introduce in that speech but deleted for reasons of time.)*

**T**HE Cimarron Route of the old Santa Fe Trail began at the Arkansas Crossing in western Kansas and ran some three hundred miles to La Junta in New Mexico, where it reunited with the Mountain Route. Named for the famed Cimarron River, whose valley it ascended beginning at Wagon Bed Spring, this route became legendary for the perils and hardships suffered by early-day wagoners. Its history is heavily colored by stories of high drama, adventure, and tragedy.

After fording the Arkansas, the huge freight caravans, bound for Santa Fe, struck out upon La Jornada, an arid plain much dreaded because of the Indian danger, the lack of natural landmarks for piloting, and the scarcity of water holes. American teamsters unfamiliar with the pronunciation of Spanish, sometimes mangled the word Jornada, rendering it as Horn Alley, or in the case of traveler James Francis Riley in 1863, as Hornattier.<sup>1</sup>

The sixty-mile Jornada "desert" ended at the Cimarron, and from Wagon Bed (or Lower) Spring the

*(continued on page 10)*

## PRESIDENT'S COLUMN

Way back in 1992 Carl Damonte, then alcalde (president) of End of the Trail Chapter, requested that SFTA seek group 501 (C)(3) designation to cover its chapters. On November 4, 1998, that finally became a reality. For over six years we had struggled, encountering so many fits and starts that it often appeared our goal would never be reached. Amassing the voluminous documentation the IRS required consumed almost two years. Yet within a month after agreeing to manage the application process, Britt Colle dropped a huge package in the mail to the IRS, and four months later the coveted IRS authorization letter was in our hands! Britt put SFTA before other equally pressing responsibilities, and for this we all should be grateful. You may want to send him a thank you note or personally express your appreciation.

SFTA is blessed with many persons like Britt who put SFTA at the top of their list of "things to do today." To wit, the board authorized an ad hoc committee to examine the symposium and rendezvous dates to determine if changes should be considered. Steve Linderer has agreed to chair the committee, with assistance from Helen Brown and Nancy Lewis.

The board also endorsed a study of chapter boundaries, which required more appointments. Jeff Trotman, Wagon Bed Springs Chapter president, and Carl Damonte, End of the Trail Chapter, will do this.

Last October Ross Marshall and I represented SFTA at a workshop sponsored by the Partnership for the National Trails System. Ross is our official representative to this alliance of national historic and scenic trails organizations. My purpose in attending was to learn more about PNTS's mission beyond its lobbying activities and the conferences it supports. For two and a half days I interacted with delegates of historic trails from across the country, and came away with one overriding impression: we all are interrelated.

At about this same time, NPS released a fine map and guide of the 20 historic and scenic trails which comprise the National Trails System.

You will receive a copy when you renew your SFTA membership. This map shows how the system is interconnected. Except for a tiny break in the Smoky Mountains, it is possible to travel from Maine to the Pacific coast on *bona fide* trails. What does this mean to us who have a mindset focused principally between Missouri and New Mexico? This is a question SFTA may wish to explore in greater depth. Many other questions come to mind which beg to be addressed.

In all likelihood, we share problems, strengths, issues, and more with all the other trail organizations on that map. The discussions during the PNTS workshop confirmed for me that, indeed, we share a great deal. Yet, each trail and its parent organization possesses a uniqueness which must be preserved. Perhaps a "trailwide" mentality is in operation already but has escaped us because of limited interaction among our organizations. Yes, money and conferences are important to any organization, but there is so much more. We will see over the next few years how PNTS and SFTA's participation plays out.

It was shortly before Christmas that we learned of Carrie Arnold's death. There is never a good time to encounter death, but I know of no time of the year when it is less welcome. Yet, as I reflect on Sam's loss during the season universally marked with good cheer and gift-giving, I am reminded of Carrie's gifts to SFTA. She and Joy Poole introduced us to the visual arts of the Trail at the 1993 symposium. Unknowingly, was this the prelude to our most recent Rendezvous, which bore a music and leisure theme? The airy illustrations in Sam's cookbooks came from her paint brushes. Her commitment to the Palace of the Governors, a NPS-certified site in Santa Fe, was long-standing. Although we had hoped her gifts to the Trail would continue long into the future, we are grateful and enriched for what she has left us. We thank you, Carrie.

The next SFTA governing board meeting will be Saturday, April 17, 1999, 8:30 am to 4:00 pm, at the Santa Fe Trail Center, Larned, KS. All members are invited to attend.

—Margaret Sears

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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Telephone: (316) 285-2054

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Patron	\$100/year
Institutional	\$40/year
Family	\$30/year
Individual	\$25/year
Youth (18 & under)	\$15/year

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## CARRIE F. ARNOLD

Carrie F. Arnold, wife of SFTA Vice-President Sam Arnold, co-owner of The Fort Restaurant, artist, author, and Western history enthusiast, died of cancer, Sunday, December 13, 1998, at her home in Denver. She was 54.

Carrie struggled for nine months to overcome shoulder and back pain that she believed was a rowing machine injury. "She tried ice packs and heat packs and injections—nothing worked," Sam said afterward. Her frustration led her to a doctor in October, and that led to a devastating diagnosis—an untreatable, orange-sized sarcoma behind her lung.

As her health failed, her will remained strong. She wanted to be at home, so Sam arranged for her to have a hospital bed in their dining room. On Saturday, December 12, Sam put up a Christmas tree and, as they have for many years, invited friends over to help decorate it. Carrie watched from her bed. "She knew her lungs were failing," said Sam.

That evening, she asked her husband, parents, and a close friend to light candles she had recently picked out. She asked them to put new plush sheets on her bed. And she wanted to change into a new nightgown.

"I held her left hand, her mom and dad held her right hand, and her friend Trish sort of sat on the bed at her feet," Sam said. Then with her favorite music playing, Sam read her a book beloved since childhood. She died about 2:00 a.m. Sunday morning. A memorial celebration of her life was held January 3, 1999, at Bethany Lutheran Church, Denver.

Born Carrie Forman on May 25, 1944, in Greeley, CO, she graduated with honors from College High School in 1962 and attended the University of Northern Colorado.

She moved to Denver in 1965, where she opened Carrie's Copy Service, which provided maps for oil companies. The business was sold in 1972.

She married Samuel P. Arnold on May 2, 1971. "They made history a lot more fun. Carrie had a way of making it very colorful and interesting," said long-time friend and historian Tom Noel with the University of

Colorado at Denver. Carrie, a lover of Western history, used her talents as an artist to vividly depict it. "She was valuable because she was so accurate in capturing things historically," said Noel.

She began painting portraits in high school. Years later she illustrated the cookbooks her husband wrote: *Eating Up the Santa Fe Trail*, *Frying Pans West*, and *The Fort Cookbook*. Her most recent project was a book titled *Carrie Arnold*, which included her paintings and recollections from her travel journals. It will be published posthumously by Fulcrum Publishing.

She was an active member of the board for the Denver Public Library and the Western History Association, which she and her husband help found. Carrie was also the first woman to serve on the Colorado Railroad Museum board, and the vice-president of the Denver HO Model Railroad Club, which owns the museum. Carrie and Sam received the SFTA Award of Merit in 1993.

In addition to her husband, Carrie is survived by her parents, a sister, a stepdaughter, a stepson, a sister-in-law, and two step grandsons. Memorial contributions may be sent to the Colorado Railroad Museum, P.O. Box 10, Golden, CO 80402. Sympathy is extended to her family and friends. The light that was Carrie shines bright in our memory and in the lives of all who knew her.

## CALL FOR NOMINATIONS

**T**HE nominating committee (chair Anne Mallinson, members Morris Alexander and Lolly Ming) now calls for members and chapters to submit names of candidates to be considered for nomination to fill the positions of officers and directors whose terms expire at the end of the 1999 symposium. This includes the president, vice-president, and six directors (one at large and one from each of the Trail states.)

The bylaws specify that members of the board of directors may not serve more than two consecutive four-year terms. The president and vice-president serve two-year terms. The secretary-treasurer serves a four-year term. Ruth Olson Peters was reelected in 1997 so that office is not open at this time. The current of-

fice holders are President Margaret Sears and Vice-President Sam Arnold. Board members whose terms expire in 1999 are Nancy Lewis (Missouri), Dave Webb (at large), Phil Petersen (Colorado), Deanne Wright (Kansas), and Faye Gaines (New Mexico). Dave Hutchison (Oklahoma) has served two terms and may not be nominated again.

All current members of SFTA are eligible to submit names of candidates for nomination. Chapters are also urged to submit nominations, especially for the board position in their state. The bylaws charge the committee to nominate two candidates for each vacancy on the board and one candidate for each vacant office.

To be considered, each candidate must be a member in good standing, agree in writing to serve if elected, provide a brief one-paragraph biography which includes Trail qualifications and experiences, and submit a one-paragraph statement of his or her objectives for the Santa Fe Trail Association. A recent photograph would be welcome. This information will be used by the nominating committee in choosing candidates. The biography and statement of objectives for each nominee will accompany the ballot sent to the membership with the May issue of *Wagon Tracks*.

The deadline for receiving recommended names for candidates, including supporting documents, is **March 20, 1999**. Mail these to Anne Mallinson, 964 NW 600, Centerview MO 64019-9163.

## AWARDS NOMINATIONS

**R**ECOGNITION of individuals and organizations who protect, preserve, and promote the Trail is one of the purposes of SFTA. To that end a number of awards are presented at each symposium. Nominations for these awards are needed by **May 15, 1999**. The awards committee includes Chairman Harry C. Myers, Jane Lenz Elder, and Leo E. Oliva.

The Award of Merit is designed for those who have made a significant contribution to the purposes of SFTA. Past Awards of Merit have been made for books published, significant articles or new information published, special publicity efforts of

a newspaper, radio program, or television station, preservation of Trail sites, organization of special events, significant chapter projects, and others. Anyone may nominate an individual, organization, business, or group for this award which consists of a recognition plaque.

The Paul F. Bentrup SFTA Ambassador Award, an honorary lifetime designation, is given to a member of SFTA who has demonstrated exceptional promotion of SFTA, development and dissemination of knowledge of Trail history, preservation of Trail sites or artifacts, and otherwise promoted an understanding of the Trail. Current ambassadors are Paul Bentrup, Les Vilda, Katharine Kelley, Ralph Hathaway, David Clapsaddle, Harry C. Myers, Jesse Scott, Pat Heath, and Mark L. Gardner.

The Ambassador Award consists of a recognition plaque and an ornament. The bylaws currently require that the nomination for ambassador be sent to SFTA President Margaret Sears, 1871 Candela, Santa Fe NM 87505, or Secretary Ruth Olson Peters, Santa Fe Trail Center, RR 3, Larned KS 67550.

The Jack D. Rittenhouse Memorial Stagecoach Award is presented to an SFTA member for extraordinary lifetime achievement in research and writing about the Trail. Previous recipients are Leo and Bonita Oliva, Pauline Fowler, and Harry C. Myers. The award, sponsored by Ray Dewey, consists of a recognition plaque, Santa Fe Trail Pendleton Blanket from Dewey Trading Co., and \$250.

The Heritage Preservation Award (formerly Landowner's Award) is presented to landowners, former landowners, leaseholders, or tenants of Trail ruts, remnants, structures, or sites who have preserved and protected significant portions of the Trail or sites associated with the Trail and provided for public access. The award consists of a recognition plaque.

The Educator's Award is for outstanding classroom teaching. See accompanying article for details. It consists of a plaque and \$100.

A new award to be presented in 1999 is the Marc Simmons Writing Award to recognize outstanding arti-

cles in *Wagon Tracks*, published during the previous two years (in this case, volumes 11 and 12). There are two categories: (1) best original article about the history of the Trail based on research in primary sources; (2) best edited work of a previously unpublished source (letters, diary, report, etc.) on the Trail. Each award consists of a recognition plaque and \$50. Selection of recipients will be made by a subcommittee of the awards committee, three persons who have not contributed to *WT* during the time period. All eligible articles will be considered, and nominations are unnecessary.

Another new award in 1999 is the Scholarship Award for research papers written by college and university students. There are two categories: undergraduate and graduate. Nominations are by the professor in whose class the paper was written. Maximum length of paper considered is 25 pages, double-spaced, including documentation. Each award consists of a recognition plaque, \$500, and possible publication.

Nominations for Award of Merit, Ambassador, Rittenhouse, and Heritage Preservation awards should include details of why the person, organization, or group should receive the award (limit nominations to one page please). Send nominations for Award of Merit, Rittenhouse, and Heritage Preservation to Harry C. Myers, PO Box 7, Watrous NM 87753, no later than **May 15, 1999**. The Ambassador nominations are due by the same date but sent to either the president or secretary, as noted above. The Educator's Award nominations are sent to the education committee.

## EDUCATOR'S AWARDS

by Karla French

*(French is chairman of the education committee and is editor of the Fort Learned column in WT.)*

**T**EACHERS and educators are eligible for the SFTA Educator's Awards to be presented at the symposium in September. Members may nominate a teacher or educator for outstanding classroom teaching about the Santa Fe Trail in either elementary or secondary schools. Two awards will be given, one for each level. The teacher or educator

does not have to be a member of SFTA (yet). The education committee will judge the nominations and recommend the recipients in each category to the awards committee, giving particular attention to the objectives, methods, depth of exposure to the Santa Fe Trail and its history and lore, and originality. Recipients will each receive an engraved plaque and \$100.00.

There are many teachers who are working diligently to educate our youth about the Trail. Let's give them the recognition they deserve for their hard work. Basic guidelines are:

1. Nomination should be made by someone in the Association who is familiar with the work of the educator.
2. Give the name and address of the educator.
3. Give the name of the location of the teaching and how the teaching about the Trail is handled (*i.e.*, a 9-week unit, etc.).
4. List the objectives, materials used, developing and culminating activities.
5. Please put the nomination on one page to simplify evaluation.

Send nomination to Karla French, 810 West Maple, Rawlins WY 82301, before **May 1, 1999**, in order for the education committee to have time to make the proper evaluations. If you have questions, contact Karla: telephone (307) 324-3976 or via e-mail <kfrench@trib.com>.

## SYMPOSIUM

*(continued from page 1)*

Park (part of the original grove in which a treaty was signed with the Osage Nation in 1825, granting Trail travelers the right to pass through their land), and an evening program. Kansas folklorist Jim Hoy, Emporia State University, will illustrate the story of the Kansas Cowboy through folk songs. Nationally-known author Don Coldsmith from Emporia, best known for his Spanish Bit novels, will close the evening program with "A Trail into History," an overview of the Santa Fe Trail as it relates to regional history.

Symposium presentations will be made by retired U.S. Senator Nancy Kassebaum Baker of Kansas, many historians, educators, and authors.

Speakers and topics include William McKale on Fort Riley, Katie Davis Gardner on Malcolm Conn, Randy Thies on Bloody Bill Anderson, Tom Witty on Indian cultures, Donna Roper on Coronado, Homer Socolofsky on Kansas trails, Ron McCoy on tribal art, Bob Blasing on the Kaw Trail, Kaw Chairman Wanda Stone on the Kaw people, Sara Tucker on women on the Trail, and Ken McClintock on Trail merchants.

Tours of area Trail sites will be offered each afternoon. There will be several workshops throughout the symposium. The DAR marker west of Council Grove will be rededicated on Saturday afternoon. The Sunday program will include Senator Kassebaum Baker and other speakers on the Tallgrass Prairie National Preserve, located sixteen miles south of Council Grove. A complete symposium program and registration materials will be sent to all SFTA members in the next issue of *Wagon Tracks*. Plan now to attend.

## COLLEGE CREDIT AVAILABLE FOR 1999 SYMPOSIUM

THE SFTA education committee is pleased to announce that Emporia State University will offer college credit for those attending the symposium in September 1999. Taught by Dr. Joyce Thierer, SFTA member and ESU faculty member, the course *AH 722 Santa Fe Trail: An Intersection of Cultures* will be available for one or two credit hours in history. It may be taken for undergraduate or graduate credit.

All students enrolled will attend a one-day session at the Kaw Mission in Council Grove, on either June 12 or August 12, 1999, attend a portion of the SFTA Symposium, September 24-26, and prepare some outside work. Those enrolled for two credit hours will do additional outside work and also meet at Emporia State University on October 23, 1999.

This promises to be an opportunity, especially for teachers, as Dr. Thierer says, "to earn credit for something you love." There will be some work involved but, according to Thierer, "it won't involve gathering buffalo chips."

Fees for the course are: one undergraduate credit hour, \$79; two undergraduate credit hours, \$155; one

graduate credit hour, \$109; two graduate credit hours, \$218. For more information about this educational opportunity, contact Dr. Joyce Thierer, Department of Social Sciences, Emporia State University, Emporia KS 66801, (316) 341-5533, or <thiererj@emporia.edu>.

Early enrollment is encouraged, and the final date to sign on for the course is August 27, 1999. ESU registration procedures are available from the Office of Lifelong Learning, (316) 341-5383 or <<http://www.emporia.edu/lifelong/home/htm>>.

If this initial program succeeds with sufficient enrollment to justify additional classes, ESU will offer similar courses for each SFTA symposium and rendezvous. The education committee, Dr. Thierer, and Emporia State University deserve special thanks for devising this opportunity to earn credit while you learn about the Trail.

## HISTORIC TRAILS WORKSHOP

by Ross Marshall

*(Marshall is immediate past-president of SFTA and the Association's representative to the Partnership for the National Trails System.)*

REPRESENTATIVES of 11 of the 12 National Historic Trails met in Kansas City, October 29-November 1, 1998, for the first workshop under the leadership of the Partnership for the National Trails System. The purpose was to determine a vision and set common goals. Kansas City was chosen partially because it is one of the few cities located on four historic trails: Lewis and Clark, Santa Fe, Oregon, and California.

A total of 37 people, over half of whom represented non-profit support groups (such as SFTA) and the balance being members of federal land-managing agencies, attended. SFTA was represented by President Margaret Sears and myself.

The keynote address, "The Living Significance of Historic Trails," was presented by Professor Stephen Dow Beckham, Lewis and Clark College. He reviewed the opportunities historic trails have to preserve their historic and cultural resources, interpret their unique stories, and at the same time offer an array of trail-user experiences. Other speakers included Supt. David Gaines, NPS

Long Distance Trails, Santa Fe, and Susan Boyle, NPS Denver Service Center.

During the three days, led by facilitator Baird Straughan of the Institute for Conservation Leadership, the group crafted a common vision statement and a set of goals. The meetings began with a short presentation about each trail. Sears showed slides and told the Santa Fe Trail story.

The twelve National Historic Trails are Oregon, Mormon, Iditarod, Lewis and Clark, Overmountain Victory, Anza, Santa Fe, Trail of Tears, Natchez Trace, Pony Express, California, and Selma to Montgomery, all of which have been added to the National Trail System since 1978. While it may not appear that these trails have common needs and goals, it became clear that this was the case.

On November 1, the last day of the workshop, the delegates unanimously adopted the following vision statement and goals.

### OUR VISION

National Historic Trails will be forever preserved by the American People to commemorate the stories of those who passed over them and profoundly shaped the United States. These trails will provide the opportunity to experience a deep sense of the past on the lands and water where the events occurred.

From this shared vision we will endeavor to foster cooperative efforts that will promote and further the spirit and intent of the National Trails System Act.

### OUR GOALS

To preserve and protect lands, resources, and stories of the National Historic Trails to ensure that the opportunity for a quality trail experience is available for ourselves and posterity.

To strengthen the management and protection of the National Historic Trails through effective communication, cooperation, and partnerships.

To foster stewardship and ensure the continuing legacy of the National Historic Trails by emphasizing trails education.

To increase support for National Historic Trails by developing effective outreach strategies.

Committees of the group are already busy with various assignments, such as increasing training for volunteers, implementing inter-

agency cooperation, advocacy efforts to increase federal trails funding, planning the next meeting, etc. The historic trails group plans to meet again in September 1999, in conjunction with the Partnership For the National Trails System meeting and the National Scenic and Historic Trails Symposium, to review progress on the vision, goals, and committee assignments.

This workshop was long overdue and the family of historic trails, including the Santa Fe National Historic Trail, will begin to benefit from this cooperative effort of sharing efforts, resources, and communication.

## TRAVELER'S CREDENTIAL

by Deanne Wright

*(Wright is chair of the membership committee. Actually, the first completed Traveler's Credential, as noted in the last issue of WT, was completed by Harold and Cornelia Arens, Holland, MI, last October. They had their credential stamped during the Elderhostel tour, after which they went to Arrow Rock and obtained the Traveler's Certificate. They did not take this to the Santa Fe Trail Center to claim Sam Arnold's generous gift certificate for The Fort Restaurant. What follows is the first claim for that certificate. It should be noted that those on the October Elderhostel tour also experienced staff members at museums who knew nothing about the special stamps but were able to obtain some stamp to prove they were there.)*

THE first completed Traveler's Credential was turned in to the Santa Fe Trail Center on January 16, 1999. Dub Couch, a member of the Bent's Fort Chapter, placed 17 stamps instead of the required 15 on his credential.

Dub, who is from Rocky Ford, CO, decided to fill out the credential as he traveled to Oklahoma to visit relatives. He made a special trip west to be stamped at Fort Union and Santa Fe. To reach the eastern edge of the Trail, he took a train from La Junta to Kansas City, rented a car, and drove to Old Franklin and Arrow Rock. He then took the train on up to Chicago where he picked up a new motor home, drove back down to the Santa Fe Trail, and turned his Traveler's Credential in at the Santa Fe

Trail Center in Larned.

Dub gave his brother, Bill E. Couch, in Tulsa, OK, a Santa Fe Trail membership as a Christmas gift. Bill was the person who interested Dub in the Santa Fe Trail when he asked to see some Trail ruts. Dub took him to Iron Springs, southwest of Rocky Ford, and there Dub himself became "hooked" on learning more about the Santa Fe Trail.

Dub's experiences in getting the Traveler's Credential stamped reveal how we have to remain explorers today as we travel the Trail. At the time he was at the Palace of the Governors in Santa Fe, no one there that day knew about the specific stamp. Fortunately, a worker used the museum stamp to verify he was there. He arrived at Arrow Rock, MO, to discover the visitor's center was open only Friday, Saturday, and Sunday (until February 21), but he was resourceful and went to the Arrow Rock Post Office to get stamped by a gracious post office employee. (Note: During March, April, and May, the Arrow Rock Visitor's Center will be open seven days a week, 10:00-4:00; June, July, and August, 10:00-5:00; September, October, and November, 10:00-4:00; December, January, and February, open Friday, Saturday, and Sunday, 10:00-4:00.)

There is no comprehensive list of where the stamps are located, so exploration is necessary. The initial plans for the Traveler's Credential encouraged all businesses, gas stations, restaurants, museums, and others, especially in small towns along the Trail to create their own stamps. There was no effort to make a listing of the stamp locations as it would require constant updating. If all else fails, and the post office is open, most are willing to stamp your credential.

We continue to hear stories from folks out on the Trail, diligently getting their credentials stamped. Recently, John and Barbara Atkinson, St. Joseph, MO, were at the Kaw Mission, Council Grove, KS, to get stamped. Participants on the Elderhostel tour last fall stamped their credentials along the way, as did the cyclists on Willard Chilcott's bicycle trek from Santa Fe to Franklin, MO. Chilcott, by the way, created and

made available the Traveler's Credential and Traveler's Certificate, designed by him and Joy Poole and given official status by the SFTA board.

Anne Mallinson, Centerview, MO, says she and friends are planning a van trip from east to west along the Trail, ending up at The Fort for one grand meal. She has a waiting list of those who want to travel the Trail as a summer trip.

If you haven't received your SFTA membership renewal form and list of rules that came with the Traveler's Credential, let me know. We want you out there enjoying the experience of traveling the Trail. My phone number at the Kaw mission is 316-767-5410.

## WET/DRY SEMINAR

PLANS for the third annual seminar presented by the Wet/Dry Routes Chapter, June 4-5, 1999, are all set. The topic is "Trading Ranches on the Santa Fe Trail." A special feature will be an art show of works related to the Trail and associated subjects.

The art of Jerry Thomas, Manhattan, who has received national recognition for his paintings, will be the main feature. Local artists will also participate. A special session will be held at 7:00 p.m., June 4, to focus on the art.

The trading ranche presentations will be on June 5. All sessions will be held at the Kansas Soldiers Home, Fort Dodge. Preregistration forms are available in this issue, and registration will be available both days of the seminar.

## LOS ARTESAÑOS 50 YEARS AND COUNTING

BOOK lovers along the Santa Fe Trail may recall that, several years ago, Joe and Diana Stein had their bookstore, La Galeria de los Artesanos, Las Vegas, NM, for sale, and had reportedly sold the entire stock of books. Joe's health had prompted this action and curtailed regular business hours for the past three years, but Diana has no intention of closing permanently according to a December 16, 1998, article in *Hermit's Peak Gazette*.

According to Diana, "Joe's health is better and he is at home. I'll be

keeping regular hours now, except when he has a doctor's appointment."

The charming shop housed in the old Louis C. Ilfeld law office is the embodiment of an old-time book store. This one specializes in books of the Southwest, primarily New Mexico. In the back room, carefully boxed, is an archive of documents going back to the turn of the century. The collection is destined, some day, for New Mexico State University. For now, Diana still finds reasons to check the boxes for bits and pieces of information.

When Joe opened the galeria in 1949 on Moreno Street it was in a rambling building that has long since been demolished. He handled imports from all over the world, his silver work, books on New Mexico, and the arts.

In 1957 the Steins moved into the Veeder building at 1815 West Plaza, and because of Diana's interest, expanded their book inventory, focusing on regional literature.

The shop remained at this location for nearly 20 years, until the gallery found its home in the historic Louis C. Ilfeld law office at 220 North Plaza, where it remains today. The Steins won an award from the New Mexico Historic Preservation Division for the renovation of the building, reflecting their commitment to historic preservation.

Diana's inventory contains a wealth of books about the Southwest, Hispanic culture, songs for children written in both Spanish and English, and much more. If the desired book isn't on the shelves, Diana can order almost anything and does searches for out-of-print books.

Diana's heart has always been in the book-selling business. When she and Joe contemplated retirement, selling the shop seemed like a good idea, but with the passage of time and no serious buyers waiting in the wings, she is happy to be there.

Stein is in the shop from 10:30 a.m. to 3 p.m. Monday through Saturday. "We're going on our fiftieth year in business in Old Town. I'm still here, just not as much." Congratulations, Diana. Los Artesanos is a recommended stop for anyone who travels the Santa Fe Trail and loves books.

## WHATEVER HAPPENED TO WESTPORT?

by Ellis J. Smith

*(Smith, Columbia, MO, is a member of SFTA and retired engineer. His article, "When Rails Replaced the Santa Fe Trail," appeared in the Feb. 1998 issue of WT. Regarding Westport, he writes, "I have never lived in Westport, although I'm a frequent visitor. I own no stock in firms having stores in Country Club Plaza—I can't afford to shop in some of them—and I am not an agent for any of Westport's several community organizations. I just believe that modern Westport is the only point on the Trail which can claim to have something in common with modern Santa Fe. You can visit Westport, enjoy doing '20th century things,' and also enjoy Trail and Civil War history.")*

THIS essay will not, except slightly, deal with the rise and prominence of Westport, Missouri, as the eastern terminus of the Santa Fe Trail. That subject has been covered by various historians. SFTA members and other students know Westport had the distinction of being the eastern terminus of the Trail longer than any other location.

A few points concerning Westport before its fall from Trail prominence need to be made. First, under no circumstances could Franklin (even if it had not been washed away by the Missouri River) or other mid-Missouri locations have been viable Trail heads. As soon as significant quantities of freight began moving over the Trail it became both necessary and desirable to move large amounts of freight from St. Louis to Jackson County, Missouri. The most efficient way would have been by rail, but a railroad was decades away. So steamboats became the preferred mode of transport until a railroad could be built. Steamboats required landings, and goods needed to be hauled up from the landings.

Westport had a better steamboat landing than Independence and an easier haul from the Missouri River. Additionally, Westport was a day's journey closer to Santa Fe. So the Trail head shifted from Independence to Westport. Near Westport Landing grew a pathetic little community called "Kansas." It was looked upon as being of no conse-

quence, and people continued to call the area "Westport Landing."

Westport should have continued as the Trail head until 1865, but could not have been so after 1865. This statement will be explained later. What finished Westport as the eastern terminus of the Trail was the Kansas-Nebraska Act, which allowed residents of those two territories to vote on admission to the Union as either free or slave states. At the time, the de facto line between free and slave states west of the Mississippi River was the Iowa-Missouri border. Kansas Territory was entirely south of that line, while Nebraska Territory was mostly north of the line. Many people, including residents of western Missouri, expected Kansas to enter the Union as a slave state.

It was a shock when Missourians discovered people were coming to Kansas Territory from as far away as New England, simply to claim residency and vote for admission of Kansas as a free state. Some of the outsiders were outright militant, and so were many Missourians. The result was the so-called "border war," which lasted until the outbreak of the Civil War, after which it continued under the cloak of Union versus Confederacy.

The situation was devastating, for both the area population and for Westport. The U.S. Army, which since 1846 had become the principal receiver of goods brought across the Trail, protected its interests by restricting Trail routes and moving the eastern terminus of the Trail to Fort Leavenworth, Kansas. Westport's economy went into a tailspin as residents fled to Clay County to avoid the "troubles," as the killings, robberies, and arsons were sometimes called.

There was more to come. In 1862 General Henry Hopkins Sibley's Confederate troops had briefly occupied Santa Fe before their defeat at Glorieta Pass. Sibley's campaign took place in winter, when traffic on the Trail was dormant. In 1864 it was Confederate General Sterling Price's turn, and the venue was the other end of the Trail. By the

autumn of 1864 there was little doubt which side would win the Civil War, and Price's campaign was intended to remove some pressure from Robert E. Lee's army in Virginia.

Price, a Missouri native, brought his army north from Arkansas and moved in the general direction of St. Louis. He engaged Union forces at Fort Davidson, south of St. Louis, and was repulsed. It is doubtful Price could have taken St. Louis, which had a substantial garrison, including seasoned troops. Price likely had a more realistic target in mind, and wanted to preserve his army for that target.

Price was interested in Jackson County, Missouri, for at least two reasons. First, unlike St. Louis the Union forces in western Missouri consisted largely of untested recruits, and Union officers were in doubt how their men would hold up in combat. Second, Price knew he had support in central and west central Missouri—in fact, he had been born and raised there. Price and his forces moved west, roughly along the Missouri River. It was just as Price believed: he was met as a conquering hero. Residents gladly supplied him with food and livestock, and many young men volunteered to join his army. Without doubt this was the zenith of Sterling Price's military career. To this day there are monuments to him in that area of Missouri.

Price's army reached the Blue River in October 1864. The local Union command was distressed. If Price's army crossed the Blue in force, continued west, and then looped around to the north, Union forces would be trapped between Price and the Missouri River. This left three possibilities, all dire. They could die or be taken prisoner, or they could find some way to cross the river (not likely, given the size of their force), or they could try to break out to the northwest and head for Fort Leavenworth. But the third possibility presented other problems. To move to Fort Leavenworth without crossing the Missouri River (two separate crossings required) meant crossing the Kansas River, then preventing the Confederates from also crossing that river.

As modern residents of Jackson

County are aware, the Blue River is hardly a formidable military obstacle, except in flood, and autumn is not the normal season for flooding. Still, the Union commander managed to place troops along the western side of the Blue for miles, but there proved to be some gaps. On the morning of October 22, 1864, Confederates achieved a crossing of the Blue at Hinkle's Ford and advanced on Westport. Then a peculiar thing happened, which would ultimately decide the outcome of what has gone into history books as the Battle of Westport, the last major engagement of the Civil War fought west of the Mississippi River. For some reason, still unclear today, the Confederates broke off their attack. Had they continued, the way to the Missouri River was open, as there were not enough Union soldiers in Westport to hold the town. By the next morning Union reinforcements had arrived in Westport, and it was too late.

The battle was decided on the 23<sup>rd</sup>, and by late afternoon the Confederates were retreating to the southwest. Good Union tactics, plus help from an unexpected source (a farmer, who's mare had been stolen by Confederates, and who was happy to give the Union commanders details of Confederate troop positions) turned the tide. It is doubtful that Price could have held western Missouri in any case, but had he been successful at Westport he might have forced the Union to divert troops to western Missouri and Kansas.

Then came 1865. The railroad was completed to western Missouri. And where did it arrive? It arrived at that miserable little community which some had called "Kansas" and most had called Westport Landing. One need only look at a topographic map of Jackson County to understand why the railroad came to "Kansas," and why Westport presented a less favorable location for the route of the railroad. Hence the statement made earlier, that Westport could not have been the eastern terminus of the Trail after 1865.

Westport pulled itself out of the effects of the "troubles" and the Battle of Westport and managed to more than regain population. The years after the Civil War were rather good ones. Westport was considered a de-

sirable place to live, and prominent persons of the time chose to live there.

Meanwhile, "Kansas" became "City of Kansas" and finally "Kansas City." It grew by leaps and bounds, because it was destined to become one of the most important railroad centers in the United States, although some of the marshaling yards are on the Kansas side of the state line. Kansas City, Missouri, grew to the south, because it was restricted from growing westward by the Missouri-Kansas state line and was bounded on the east by Independence, which today remains the Jackson County seat.

Westport was an enticing annexation target for Kansas City. After two unsuccessful attempts at annexation (one overturned by the Missouri Supreme Court), annexation occurred in December of 1897 and was declared legal by the Missouri Supreme Court in 1899.

As an incorporated municipality Westport ceased to exist. But a strange thing has happened: residents in the four counties which comprise modern metropolitan Kansas City (two counties each in Missouri and Kansas) continue to treat Westport as if it actually were a municipality. One story illustrates this.

Modern Westport has become famous, among other things, for the number and variety of its restaurants and pubs. A well-known restaurant located in Johnson County, Kansas, woos customers by advertising itself as "The Westport Alternative!" Not the "Kansas City Alternative," mind you.

People do not say they are going to visit the "Westport district of Kansas City," but simply that they are going to visit "Westport." The term "Westport" is used widely by area media, suggesting that readers and listeners know where Westport is located, even though Westport does not appear on the official Missouri highway map. There are popular books describing Westport as it is today. In fact, there is as much literature available in print and photographs for Westport as for some United States cities.

Consisting of six neighborhoods and substantial commercial property, modern Westport, in addition

to commemorating the Santa Fe Trail and the Battle of Westport, boasts tourist attractions of considerable note. One is the Nelson-Atkins Museum of Art, housing one of the world's best collections of Oriental art. Another unique attraction is Country Club Plaza, or, to those who know it well, simply "the Plaza."

This is the grandfather of modern shopping centers, and it looks far more attractive than many of its offspring, with Spanish-style architecture and several of Kansas City's best outdoor fountains. That the modern shopping center originated here and not in some city like Houston or Los Angeles is fascinating.

This invites a comparison. One can approach modern downtown Santa Fe on a paved-over portion of the Santa Fe Trail—Old Santa Fe Trail—park one's car, and shop in some very interesting and sometimes expensive stores, OR, one can approach modern Westport on a paved-over portion of the Santa Fe Trail—Wornall Road—park one's car, and shop at Country Club Plaza in some very interesting and sometimes expensive stores. In fact, some of the stores have the same names and sell the same merchandise. We might wish Susan Shelby Magoffin and Marion Sloan Russell would join us! What do we suppose they would say? Marion, who seems to have been a practical and a romantic soul, might complain that the prices are far too high.

Marc Simmon's guide is an excellent aid to visiting Westport in terms of the Trail, and tourist information is available in Westport, as are tours. At least one large bookstore is available in the Plaza, where one can find Trail literature as well as books on modern Westport. Don't pass the latter over, because some books on modern Westport also contain historical information. The book by Patricia Cleary Miller, cited at the end of this essay, contains an excellent bibliography. One can spend several days in Westport without repeating any activities.

The Santa Fe Trail existed during part of the Victorian era, and Victorians were notorious for assigning morals to stories. In that spirit this story has two morals. First, a modern community does not always require incorporation papers in order

to exist, and modern Westport proves that. A community exists whenever the public BELIEVES it exists. And what is the other moral of this story? If you encounter some pathetic little community along the banks of a major river, don't make fun of it. It might grow up to be another Kansas City!

## SOURCES

Lee, Fred. *The Battle of Westport*. Kansas City: Westport Historical Society, 1982.

Miller, Patricia Cleary. *Westport/Missouri's Port of Many Returns*. Kansas City: The Lowell Press, 1983.

Simmons, Marc. *Following the Santa Fe Trail*. Santa Fe: Ancient City Press, 1986.

Note: Books on both historic and modern Westport have been popular and continue to be published. If you are visiting Westport or the metropolitan Kansas City area, a check with bookstores is advised.

## MAPPING COMMITTEE

by Phil Petersen

*(SFTA board member Petersen, La Junta, CO, is chairman of the SFTA mapping committee. He conducted the mapping workshops.)*

IN 1998 the SFTA board of directors approved the expenditure of funds to provide professional surveying experience and training to the chapters through mapping workshops. Four areas were designated to benefit the convenience and travel of various chapters. During 1998 three workshops were conducted: Council Grove in May which included a marking workshop, Las Vegas in July, and Elkhart in November. Total attendees were 45 members representing ten chapters.

Each workshop included reading U.S. Geological Survey Quadrangle Maps (the basis of the mapping format), reading aerial photographs, preparing SFTA mapping forms, GPS field locating and plotting, trail classification, field location procedures, and trail location research.

One of the more important resources found for trail location is the General Land Office (now Bureau of Land Management) plats and notes for the public land survey system. These were the surveys creating townships, ranges, and sections, which is also the basis of recording all real property in the five Trail states. Attempts are being made to

locate a copy of these notes and plats. The Trail crosses more than 270 townships. Thus far microfiche copies of the records of the townships the SFTA passes through in Colorado, Oklahoma, and New Mexico have been procured. Chapters may check out this microfiche for a two-month period. If your chapter has not received this information, please contact Phil Petersen (719) 384-8113. So far microfiche has not been located for Missouri or Kansas. Effort is being made to locate these, including contacting the National Archives. In Kansas many court houses have 8mm film of these notes and plats, which film may be obtained through the Kansas State Historical Society at Topeka. Many court houses have copies of plats of the townships but may not have the notes. The notes are the more accurate source and often include description of the Trail at the time of the surveys, dating from the 1850s to the 1880s.

The fourth workshop may be held anywhere between Garden City and Lost Springs, KS. It is up to the chapters in that vicinity to set a date and organize the event. The workshop training is paid for by SFTA and will take a full day. Previous workshops have been well received, with much knowledge gained for accurately mapping the Trail.

Handheld GPS (Global Positioning System) units are available to the chapters for use in their mapping efforts. Some chapter members have their own. SFTA received two units from NPS on loan in late 1997. In 1998 SFTA purchased five additional units. There are two units still available for chapters. If your chapter is interested, contact Phil Petersen. The units will be calibrated to the chapter's UTM zone. All the chapter mappers have to do is turn it on a few minutes to get UTM locations of the trail spots they are mapping. Instructions will also be sent with the unit to allow a person to do many things with the GPS unit, such as determine the direction and distance to a previously determined trail or site location.

In the spring of 1998 Phil Petersen, on behalf of Bent's Fort Chapter, applied for a mapping grant for the Mountain and Cimarron routes within Colorado's borders. They were awarded \$26,100.00 to re-

search and obtain low altitude aerial photographs of the Santa Fe Trail. Participating agencies who are sharing the cost of this grant are Bent's Fort Chapter, \$500; Southeast Colorado Enterprise Development (sponsoring organization), \$5000; National Park Service Long Distance Trails Group, \$12000; and Colorado Historic Fund, \$8600.

The project includes research the General Land Office (GLO) records and other resources to determine the alignment for aerial photographs to be taken. During early spring of 1999 over 600 (9" x 9" high resolution) photographs covering about a ¼-mile-wide strip will be taken along the routes. The photos will be marked for orientation by section, township, range and other known landmarks. They will be indexed and either printed as hard copy or digitized on CD Rom and be distributed to SFTA headquarters and the cost-share partners listed above. The products will be available about September 1999.

The photographs will be used for future study, mapping, inventories, and site surveys. This project will serve as a model for similar efforts in other states.

Work on this project so far includes completion of research of GLO documents and creation of all the mapping forms covering Colorado. From this GLO resource, alone, it is revealed that the marking of the "approximate Santa Fe Trail location" shown on many quadrangle maps in Colorado is in gross error, often times a half-mile to two miles off. A researcher has to become conscious of the dates of certain events which might create a change in the historic Trail location.

A prime example on the Mountain Route is the construction of the Santa Fe Railway between 1871 and 1878. In many cases railroad construction wiped out the historic Trail, but a later road developed to parallel the railroad. This new road was not the true Santa Fe Trail. Most of the GLO notes predate the coming of the railroad, when most of the land was barren of settlement and any travel activity, other than Santa Fe Trail traffic. On the Mountain Route nearly every section line field note that crossed the Trail contains an accurate location of where

the trail was on the date of the survey. Other than in a couple of isolated areas needing more field research, there is no confusion as to where to expect to find the Trail based upon these earliest known, detailed records.

While writing the book, *The Arkansas Valley Railway - Branch Of The Kansas Pacific Railroad* (1993), I obtained some maps of a proposed Kansas Pacific extension from La Junta to Trinidad, Colorado. In the end, however, this railroad was not built. On the maps was the location of Hole in the Rock and three pools which were the probable sources of water. Due to the location of a nearby surveyed section line, it is still possible to determine the actual location of these three "holes in the rock." Incidentally, this book is still available for \$8.00 plus shipping.

Although the Kansas Pacific never extended to Trinidad, the Atchison, Topeka and Santa Fe completed a line over approximately the same route to Raton Pass by 1878. Following the same procedures as in 1993 and with some help of a friend who had contacts with the National Archives, I recently came up with the 1878 as-constructed maps of all the AT&SF Railway in Colorado. Not a lot of detail exists on these maps, except between Trinidad and Raton Pass. About two-thirds of this segment is in the Maxwell Land Grant wherein government survey information was scant. The AT&SF maps show the new railroad and wagon roads through the cañon leading to Raton Pass. Much of this road, undoubtedly, is the Santa Fe Trail. More study will be necessary, but in light of SFTA's mapping efforts, this is another excellent resource.

I want to express my appreciation to all the chapter members who have begun unified and organized mapping efforts. Correctly mapping this important resource will become more and more important to preservation and awareness of the Santa Fe Trail as time goes on.

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## GLORY DAYS ON THE CIMARRON ROUTE

(continued from page 1)

route made its way westward to Middle Spring at Point of Rocks in present Morton County, Kansas, thence to Willow Bar just inside the present Oklahoma Panhandle. There the wagons left the river, angling southwestward, and shortly came to a site known as the Battle Ground. It took its name from an incident in 1829 when returning freighters, escorted by Mexican troops, fought off a war party of Gros Ventres Indians.

Then the wagons passed Upper Spring (by the 1850s generally called Flag Spring), Cold Spring, Autograph Rock, and the site of Fort Nichols, built and occupied briefly by Kit Carson in 1865. The Rabbit Ears peaks were on the horizon as they forded at McNees Crossing and moved toward the looming Round Mound. Thirty miles beyond the Mound rose New Mexico's Point of Rocks, favored by Utes and Jicarilla Apaches for ambushes. Finally, the merchant trains skirted the celebrated Wagon Mound and reached La Junta at the junction of the Mora and Sapello rivers.

Among the episodes innumerable that took place along this memorable stretch of trail, one that occurred during the summer of 1847 seems especially emblematic of the tragic side of Trail history. At that time, the War Department requisitioned from the state of Missouri a new regiment of volunteer troops to replace those then occupying Santa Fe and whose enlistments were about to expire. The recruited companies marched over the Cimarron Route, not in a body but piecemeal so as to avoid overtaxing whatever water and fuel were available at the campsites. A soldier in one of the units, young John Goose, suffered a serious mishap on the Jornada. According to a later report, after he fell asleep on guard duty, a tarantula crawled into his blanket and bit him.

Ordinarily a tarantula bite is not considered dangerous, if simple medical attention can be provided. The troop, however, had no physician and within a short time the wound became infected. Goose developed a raging fever and toward the end was probably delirious. On the

ninth day, he died at Point of Rocks just above Middle Spring.

At the base of the Point, the victim's comrades excavated a deep grave to prevent wolves from digging it up. From one of their supply wagons, they took the round head of a wooden barrel to use as a marker, and on its face wrote deeply with a sharpened pencil: "John Goose, of Pa., Mo. Battalion; died Aug. 2d, of the bite of a tarantula, 9 days after infliction of wound."

A short time afterward, another company passed by and Private Philip Gooch Ferguson in his journal mentioned seeing the "new-made grave, which the wolves had been scratching at." He recorded the marker's inscription and gave the spare details surrounding his fellow soldier's death. But for him, the sad tale of John Goose would be lost.<sup>2</sup> When Trail travelers visit the Point of Rocks north of Elkhart, Kansas, they should stand on the precipice and shout, "Remember John Goose!"

Those who suffered from thirst, acute discomfort, an accident, or Indian attack had reason to curse an unkind fate that led them over the Cimarron Route. William J. Hinchey, caught in a raging thunderstorm at midnight on the Cimarron River (1854), spoke of the misery he experienced as a torrent of rain brought down his canvas tent, leaving him and his companions "beyond hope."<sup>3</sup>

Yet, all who underwent such trials on the Santa Fe Trail saw their recollection of them fade in later years, and what remained was the sweet memory of the glory days when the clean prairies sparkled, the fragrance of roasting buffalo laced the air, oxen bellowed, and wagon wheels made a music of their own. Those things were sorely missed, once they were gone forever.

One of the best ways to celebrate the Cimarron Route and the entire Santa Fe Trail is by making them better understood. A principal means of accomplishing that is through refining our views of the landmark events, or turning points, studding the trail's sixty-year history. A case in point concerns the circumstances that prompted William Becknell to embark for Santa Fe in 1821, a venture resulting in the definitive opening of the overland route

to New Mexico.

Josiah Gregg, writing in 1844, stated that Becknell and his party started "with the original purpose of trading with the Comanche Indians; but having fallen in accidentally with a party of Mexican rangers, when near the mountains, they were easily prevailed upon to accompany them to the new emporium [Santa Fe]."<sup>4</sup> That version was long accepted. Now, however, it appears certain that, in reality, from the very beginning Becknell intended to make New Mexico his destination, and that "the falling in with the Mexican rangers" did not suddenly change his aim and course.

That being the case, the question arises: What led Becknell to believe that a trip to the Southwest was now warranted when, to date, American traders who had preceded him were arrested by Spanish authorities and imprisoned? The answer usually given is that early rumors of the success of the Mexican independence movement encouraged Becknell to take a chance that a change of regimes had actually occurred and, if so, he would be welcomed, not arrested, upon reaching Santa Fe.

The trouble with that explanation is that, while it forms a logical surmise, little can be found in the documentary record to directly support it. Leading writers are in the habit of saying that Becknell's party, upon meeting the body of Mexican soldiers "learned that Mexico had asserted its independence from Spain and that U.S. traders would be welcome."<sup>5</sup> The implication is that the intrepid American found that his gamble had paid off.

William Becknell in his journal, however, makes no mention of Mexican independence, either as a factor causing him to launch his expedition or as something he heard confirmed when he arrived in New Mexico. Neither does Captain Pedro Ignacio Gallego, commander of the troop that met Becknell's little band on November 13, indicate in his campaign diary that he informed them of independence. The inability of the two sides to communicate, owing to the language barrier, would seem to have precluded the imparting of such news.<sup>6</sup>

Once the American traders en-

tered Santa Fe, Governor Facundo Melgares might have done so, but again there is no record that he did. Just how current Melgares was on events in central Mexico remains unclear. On February 24, 1821, General Agustín de Iturbide issued a manifesto urging citizens to unite in a common effort to win Mexican independence. The following August 24 an emissary of King Ferdinand VII signed the Treaty of Córdoba, acknowledging separation from Spain. That did not become a reality, nevertheless, until September 13 with the capitulation of the last royal troops in Mexico City.

About the time of the Treaty of Córdoba, that is in late August, the newly-established Mexican Empire published two circulars announcing free commerce with other nations.<sup>7</sup> Had Governor Melgares received copies of those, as well as the treaty, by November 16 when Becknell rode into Santa Fe, he certainly would have told the Missourians that the old barriers to trade imposed by Spain were now a thing of the past. Just a few weeks later, trapper Jacob Fowler in southern Colorado heard that "the Mexican province has declared independence of the Mother Country and is desirous of a trade with the people of the United States."<sup>8</sup> So plainly, the news had spread far, and relatively fast.

With this background in mind, let us return to the question of what spurred William Becknell in the first place to set out for Santa Fe in late summer of 1821. Given the schedule of events in central Mexico, it seems highly dubious that he was influenced in any significant way by rumors of Mexican independence. The *Missouri Intelligencer*, June 25, 1821, carried the first public announcement of his intention to go trading in the West. His specific destination was deliberately left vague. Obviously, Becknell must have been formulating his plans for some time prior to June 25.

The newspaper notice was published exactly two months in advance of the Treaty of Córdoba, which means Becknell was well along in his preparations before the consummation of independence. Of course, he could have been influenced by General Iturbide's manifesto (called the Plan of Iguala)

promulgated back in February. But that document merely urged Mexicans to join in the overthrow of the Spanish regime. Such calls had been fairly common since launching of the independence movement back in 1810. Word of the Plan could easily have reached the Missouri border in time to figure in Becknell's thinking, but yet it appears insufficient to have launched him on his history-making crossing of the prairies. For that we must look elsewhere.

Strange to say, it was an event in Spain, rather than anything out of Mexico, that very likely furnished the spark igniting William Becknell. In early 1820, a successful military coup by Spanish officers forced Ferdinand VII to renounce his absolute powers and accept a liberal constitutional monarchy. In the atmosphere of reform that followed, the king gave a general order for the release of American prisoners then being held in Mexico. On the northern frontier that included William Meeks, seized with the explorer Zebulon Pike back in 1807, and members of the James Baird-Robert McKnight trading party of St. Louis, arrested upon entering New Mexico in 1812, and subsequently imprisoned in Chihuahua.

Upon being freed by the king's decree, most of the Americans straggled back to Missouri, at least some by way of Fort Smith. Evidently, they reported that since foreigners were no longer subject to arrest, it was now safe to engage in trade with the Spanish territories. We can doubt that the Spanish king had meant his decree to be interpreted that broadly, but the commercial-minded Yankees saw an opening and leaped to take advantage of it. Indeed, Robert McKnight had remained in Mexico, his former companions said, to engage in merchandising. These details were published in the *St. Louis Enquirer* and given wide currency along the American frontier.<sup>9</sup>

It was this news, and not stray rumors of Mexican independence, that rekindled interest in Santa Fe as a trade destination. One of the first to respond was merchant Thomas James who left for New Mexico on May 10 with ten men, among them John McKnight hoping to find his brother, Robert. That expedition, go-

ing by way of the lower Arkansas and North Fork of the Canadian rivers, suffered a short captivity among the Comanches and loss of most of its goods. It staggered into Santa Fe on December 1, two weeks after Becknell.

The Hugh Glenn-Jacob Fowler party of twenty trappers and traders that departed Fort Smith on September 21, 1821, for the Colorado Rockies was also reported to have been encouraged by tidings of the Spanish decree. That prompted Glenn and three others to break off and visit Santa Fe where they were pleased to learn of Independence and the new free-trade policy.

William Becknell commenced his own journey toward New Mexico on September 1, between the departures of James and Glenn-Fowler. Inasmuch as his planning had begun months before, too early to know of the Treaty of Córdoba, there exists a high probability that, like the other expeditions of that year, his decision to strike out for Santa Fe was made when he heard of the Spanish royal decree favorable to Americans.

The importance of the return from imprisonment of the Baird-McKnight party, bringing word of Spain's relaxed policy toward foreigners, in so far as it contributed to opening of the Santa Fe Trail, has not been fully appreciated by scholars.<sup>10</sup> As more studies are done, the origins of William Becknell's motives should become clearer.

## NOTES

1. Trail traveler Frank Stahl used the term "Horn Alley" in the mid 1850s. See Horace Jones, *Up From the Sod* (Lyons, Kans.: Rice County Historical Society, 1968), 43. In 1858 Charles W. Fibley called it "Honally" (see *Wagon Tracks*, XII (Aug 1998): 17. Charles Raber, on the trail in the following decade, said that Americans pronounced Jornada as "Hornally." See his "Personal Recollections of Life on the Plains From 1860 to 1868," *Collections of the Kansas State Historical Society*, XVI (1923-1925): 333. Riley's bizarre use of "Hornattier" appears in his *Recollections, 1838-1918* (Independence, Mo.: privately printed, 1959), 57 (source courtesy of the late Pauline Fowler).
2. Ferguson's journal is published in Ralph P. Bieber, ed., *Marching with the Army of the West, 1846-1848* (Glendale: Arthur H. Clark Co., 1936). On John Goose, see pp. 310-311.
3. Anna Belle Cartwright, ed., "William James Hinchey: An Irish Artist on the Santa Fe Trail, Part II," *Wagon Tracks*, X

(Aug 1996): 16.

4. Josiah Gregg, *Commerce of the Prairies*, ed. by Max L. Moorhead (Norman: University of Oklahoma Press, 1954), 13.
5. Statement of Jack D. Rittenhouse in the introduction to *The Santa Fe Trail, A Historical Bibliography* (Albuquerque: University of New Mexico Press, 1971), 9. See also Moorhead's editorial note in Gregg, *Commerce of the Prairies*, 13.
6. The best version of the Becknell document is Harry C. Myers, ed., "Captain William Becknell's Journal of Two Expeditions From Boon's Lick to Santa Fe," *Wagon Tracks*, XI (May 1997): 1, 20-24. For Gallego, see Michael L. Olsen and Harry C. Myers, eds., "The Diary of Pedro Ignacio Gallego Wherein 400 Soldiers Following the Trail of Comanches Met William Becknell on his First Trip to Santa Fe," *Wagon Tracks*, VII (Nov 1992), 1, 15-20.
7. For a discussion of these two documents (original copies in the New Mexico State Records Center and Archives, Santa Fe), consult Marc Simmons, *Opening the Santa Fe Trail* (Cerrillos, NM: Galisteo Press, 1971), 7.
8. Elliott Coues, ed., *The Journal of Jacob Fowler* (reprint; Minneapolis: Ross & Haines, 1965), 95.
9. Frank B. Golley, "James Baird, Early Santa Fe Trader," *Missouri Historical Society Bulletin*, XV (April 1959), 188-189.
10. Henry Inman, in the first general history of the Trail (1897), hinted at this interpretation. *The Old Santa Fe Trail* (New York: Macmillan Co., 1897), 42. Golley fully developed the thesis in his 1959 article on James Baird but, except for Rex W. Strickland, other writers have generally overlooked it.

## FORT LEARNED

### —TEACHERS' TRADING POST—

Karla French, Editor

Janice Klein, the 1997 recipient of the SFTA Educator Award, taught ten years at the Dane Hansen Memorial Education Center at Methodist Youthville of Dodge City, grades 5-12 in the areas of language arts and social studies. She taught a 9-week course on the Santa Fe Trail as part of a semester of Western history. Because of the wide age span and academic levels of her students, she included a wide variety of activities in the course.

Her objectives were:

- To gain an understanding of the Santa Fe Trail's importance to the settling of the western states.
- To gain an understanding of the importance of commerce and businesses which developed along the Trail and their effect across the nation.
- To identify important dates and

facts about the Santa Fe Trail.

- To identify well-known landmarks on the Santa Fe Trail.
- To gain an understanding of the experience of traveling the Trail through the eyes and words of the travelers.

Her curriculum and material included Dave Webb's activity book, *Adventures with the Santa Fe Trail*, which was used as a basic text for student information. Each section was supplemented with a variety of activities from other sources. Some of these activities included making a map of the Trail on poster board, matching landmarks with photographs of the sites and written descriptions of Trail travelers, writing diary entries as if traveling over a certain section of the Trail, preparing a shopping list of supplies to buy at Council Grove, showing and telling about trade items which are not well-known today, selecting a job on the Trail and writing about the job requirements and benefits, and developing a sales advertisement to convince travelers to use either oxen or mules. The latest addition to the class was to experience the music of the Santa Fe Trail with Mark Gardner's tape, *Songs of the Santa Fe Trail and the Far West*.

The students read or listened to many journals, diaries, and stories of the Santa Fe Trail. These included George Sibley, Milt Bryan, Susan Shelby Magoffin, Jim Gibson, Lt. William B. Royall, Marian Sloan Russell, James Fugate, David Kellogg, Robert Wright, Capt. Henry Booth, Lt. Hollowell, and Capt. Charles Christy. In addition, the students met a Buffalo Soldier from Fort Larned and George Bent through first-person interpretations.

Field trips were taken to Fort Larned, Fort Dodge, the sites of Forts Mann and Atkinson, the Caches, Point of Rocks, Saw Log Creek Crossing, the Black Pool, campsite of George Sibley, and wagon tracks or ruts.

Students interested in creative arts had the opportunity to make a variety of items in their crafts class which are related to the Trail, such as woodburning a landmark or other scene along the Trail, leather working a belt, name plate, or coasters with information or pictures of the

Trail, drawing in pastels, pencils, or charcoal a landmark along the Trail, making a model of a fort along the Trail.

Ms. Klein has since moved her teaching assignment to the Dodge City Middle School where she has had the opportunity this fall to share her expertise with her fellow teachers. Teachers in the middle school team teach with an integrated curriculum, no easy feat at the middle school level. There Janice assisted other teachers on her team by sharing her experiences in teaching about the Trail and helping them develop lesson plans for a 2-week unit on the Santa Fe Trail in all areas of the curriculum.

The unit was taught after the Rendezvous last September, and the PE classes were instructed in the rules of 1860s baseball, by which they played the game. Janice assisted the reading teacher collect the diaries and materials available on the women on the Trail. She shared math activities out of Dave Webb's *Adventures With the Santa Fe Trail*, with students working with the costs of items, weights of the loads, and distances traveled. English classes wrote about what their experiences might have been on the Trail, making their own journal entries. History classes studied the chronology and general facts about the Trail. Science classes studied the ecosystems of the prairie and their relationship to each other.

An all-day field trip to Fort Larned culminated the study unit. Students met volunteers who presented life at the fort in the 1860s. They were drilled by a sergeant, instructed in the firing of a gun, climbed down in the lower level of the blockhouse, and met Ms. Klein as teacher in the post school located in the commissary building. They also toured the officers' quarters. In all, nine different living-history topics were presented. Teachers in the Middle School were so receptive that another team of teachers may wish to participate next year.

The model could well be adapted to any segment of the Trail, with adjustments for personalities, landmarks, and events. It could also be adapted for several grade levels as Ms. Klein has done. Thank you for sharing, Janice.

All our jobs as educators would be more fun and easier if we could just take the time to share ideas and sources. It has occurred to me that we could share sources for personality reenactors who would be available for presentations to schools and community events. Most of us personally know of a few, but it would be nice if educators knew of these people. First-person presentations help flesh out the facts in a way nothing else can.

A few years ago I sewed an 1870s costume for my daughter to impersonate a very distant cousin who traveled the Trail, Mary (Mamie) Bernard Aquirre. If nothing else, young people at the family reunion were fascinated with the costume.

Let me hear from you. Who out there do you know that could present a character from the past on the Santa Fe Trail?

## POST OFFICE OAK

### —LETTERS—

Editor:

My life has been tied to the SFT in a very unusual way. My parents, Wayne and Ada Vinson, lived the first 2½ years of their married life on what they called the McFall place which was the West½ Section 19, R 22 south, T 17 west of 6<sup>th</sup> P.M. In early February 1916, they bought Mr. McFall's growing crop of wheat for \$5.00 an acre. The land was rented from William Eikmeier. It is now the Fort Larned NHS detached site, with the prominent ruts.

They bought their first farm from William A. Barger and his wife Emma on August 30, 1918. It was the SE¼ Section 14, R 22 south, T 18 west of 6<sup>th</sup> P.M. I was born on this farm on October 14, 1923. The Santa Fe Trail (Dry Route) went from the NE corner to the SW corner of this quarter. It contains the Eikmeier marker on the Dry Route. My family sold this quarter to Lee and Esther Eikmeier during the summer of 1928.

On August 1, 1924, when I was less than ten months of age, my parents moved to the Vinson home place which was the SE¼ Section 22, R 22 South, T 18 west of 6 P.M. The Dry Route of the SFT went from the NE corner to the SW corner of this quarter. All during my childhood the ruts

were very visible. During the Dust Bowl years the individual tracks were partially filled with dirt.

I have an aerial photograph taken by the Department of Agriculture after 1970 in which the Trail is still visible. I lived on this place until 1947 when I left to finish college. This quarter section was a timber claim of Lieutenant John Adams Payne who was in charge of caring for abandoned Fort Larned until it was sold, but that is another interesting story.

In my fantasies I have been everything from a raiding Indian to a U.S. cavalry officer or a bullwhacker or a wagonmaster. We were limited only by our imagination. What a great and wonderful place to be as a child growing up.

As a chapter member of the SFTA, the fantasies linger on. On my next trip over the Trail, I have hired on as a blacksmith for the caravan's largest shipper. Today I'm double checking all my equipment and supplies since we are leaving early morning the day after tomorrow.

Harry W. Vinson  
2845 S University Blvd  
Denver CO 80210

Editor:

I really enjoy *Wagon Tracks*. The articles and information continue to enhance our appreciation of the SFT. Thanks for the great job you do as editor.

Richard W. Poole  
Oklahoma State University  
815 S Shumard Dr  
Stillwater OK 74074

Your check is in the mail. Thank you.

Editor

## THE WAGON TONGUE

### —OBSERVATIONS & OPINIONS—

"Once the wholesale wiring of America is complete, once the world goes fully on-line, there will be no more history of the old kind. History as we all studied it in school, with its slow conventions of narrative, will be overwhelmed." — Sven Birkerts

Marc Simmons  
PO Box 51  
Cerrillos NM 87010

I note you are selling Fort Union Superintendent Harry Myer's coin.

The true history is that I suggested to Harry that a reproduction of an eight real piece might sell well, and gave him a real one. He had sent it to Southwest Parks and Monuments when he found one at the site of the first Fort Union—something I consider a bit of a miracle considering how many times not only he but a zillion other folks had walked over that ground. He called me, somewhat embarrassed, to ask if I would mind if he reproduced the one he found, and I, of course, said I thought it was a wonderful idea.

You may wish to consider changing the listing to "Mexican eight real," "eight reales," or "8 reales" instead of "Mexican Reale," which is just plain wrong.

In English, I use the term eight real piece because it is one piece, albeit worth eight reales. The people who deal in Mexican coins do not agree with me and the more authoritative ones use the term "8 reales." They don't spell out the eight, they use the numeral. Whether this is habit, or custom, or because they are really thinking "ocho reales," I don't know. One of them calls the coin "real de a ocho" or "piece of eight" (singular, like I like), but he was writing in 1939.

As an aside, I'm sure you know that the coin used to be cut up into eight "bits" when small coins were scarce, and two of them made a "quarter" of an eight real piece, which is the origin of our term "quarter," for 25 cents, and of our term "two-bits." The whole coin was in this country often referred to as a "Spanish milled dollar" or Mexican dollar, and was legal tender in the U.S. until 1857.

One thing is sure, you are not going to get advice from many other people on this matter!

E. Donald Kaye  
Sky House  
1021 Stagecoach Road  
Santa Fe NM 87501

*You are the only one so far! Your recommendation is well taken; see new listing in Last Chance Store flyer. Thank you.*

*Original Mexican silver eight real pieces are available for purchase from a firm called Secret Deals for \$39.95 each, (800) 638-8869.*

Editor



## CONVERSE OF THE PRAIRIES

### —BOOK NOTICES—

Patricia A. Etter, *To California on the Southern Route, 1849: A History and Annotated Bibliography*. Spokane: Arthur H. Clark Co., 1998. Pp. 178. Maps, illustrations, appendix, glossary, index. Cloth \$37.50. Limited to 750 copies.

This is an important reference volume for those interested in Santa Fe Trail studies. It lists and evaluates all known sources on the southern trails used by goldseekers in the single year of 1849. There are 23 travelers' accounts for the Fort Smith-Santa Fe Trail and 20 more for the Santa Fe Trail proper. A number of these are still in manuscript and are scattered around the country in various archives.

The introductory material as well as the lengthy annotations furnish some vivid firsthand quotations. For example, overlander David Jordan, after attending a fandango at San Miguel on the Pecos River, quipped in his diary: "The way the native population waltzes is a caution to cripples."

Of the book's 22 illustrations, some are published for the first time. Several relate directly to the Santa Fe Trail. Note especially the pencil drawing of a Comanche man with his braid reaching to the ground, from the Yale library. Spaniards sometime mentioned that hair style, but this may be the only image actually showing it. All libraries on the SFT should have this book.

—Marc Simmons

T. Lindsay Baker, *The Texas Red River Country: The Official Surveys of the Headwaters, 1876*. College Station: Texas A & M Press, 1998. Pp. xxii + 234. Maps, illustrations, notes, tables, index. Cloth, \$29.95.

Baker has gathered and published together for the first time Ernest H. Ruffner's Official Report, Adolph Hunnius's diary, sketches, and maps (17 previously unpublished sheets), and Charles McCauley's ornithologi-

cal notes, ably annotated by Kenneth Seyffert, past-president of the Texas Audubon Society, which document the topographic and scientific survey of this region of the southern plains. This is volume thirteen of the Environmental History series.

The expedition began at Fort Elliott, TX, where a military escort commanded by Lieutenant Frank Baldwin and a civilian scout and former commercial buffalo hunter, William Dixon, joined the expedition. The six-week survey ran westward to Palo Duro Canyon and looped south, east, and north to reconnect with the route already surveyed. Hunnius provided extensive details, often spiced with a fine sense of humor.

The book does not deal directly with the Santa Fe Trail, but there are connections (the Fort Smith route crossed the region). This buffalo-rich area of the Texas Panhandle, the Staked Plains or Llano Estacado, had been the home of the Comanches, the destination of many Mexican traders or Comancheros. Hunnius noted the diminished buffalo herds, buffalo hunters' camps, and the stench of buffalo slaughtered merely for their hides.

Hunnius had traveled over the Santa Fe Trail in 1867, when he kept an unpublished diary and sketched a number of sites, including Forts Harker, Zarah, and Larned. He knew of the German family massacre in 1874 (Lieutenant Baldwin had rescued two of the German sisters).

McCauley had recently traveled the length of New Mexico and included some of his observations of bird life there, for example in his description of the Western Meadowlark he noted, reflecting Anglo prejudices toward the "lazy" New Mexicans, that "In New Mexico, they [Meadowlarks] prefer the low adobe wall surrounding every house . . . and perch there to send forth those peculiarly exuberant songs, which are for the benefit of early risers alone, and with which, we may readily believe, the natives are unacquainted" (p.177). These engaging documents allow readers to "join" a nineteenth-century scientific survey and see what this area was like before the introduction of domestic cattle and cultivars.

—Bonita M. Oliva

## TOLL BRIDGES ON THE SANTA FE TRAIL

by David K. Clapsaddle

*(SFTA Ambassador David Clapsaddle, Larned, KS, is a frequent contributor to WT. He is program director of the Wet/Dry Routes Chapter and has provided leadership in the extensive Trail marking done by that chapter. This article considers toll bridges. Bridges erected by the army are not considered here.)*

**DEPARTING** Franklin, Missouri, on September 1, 1821, William Becknell set out for the Southwest with four companions, a string of pack horses, and \$300 worth of trade goods. He had made public his ostensible purposes: trade with Indians, trap furs, and capture wild horses. Despite those public statements, it is now clear that Becknell headed directly to Hispanic settlements in New Mexico. Arriving there in November 1821, Becknell's party disposed of their trade goods in Santa Fe at a significant profit. Such gain compelled Becknell to organize a second trip to Santa Fe in the following year, with 21 men, three wagons, and \$3,000 worth of merchandise. The prospects for vast profits also prompted the Coopers, McKnights, Marmadukes, and hundreds of others who followed in his wake. They were all in search of the proverbial pot of gold, not at the end of the rainbow but at the end of a nine-hundred-mile march to Santa Fe.

Make no mistake about it. The mission was money, and those who got there the quickest with the most were bound for the lion's share. Efficiency became the name of the game. Early in the trade with Santa Fe, pack trains with their limited cargo were superseded by wagons, ordinary farm wagons at first but later with the huge Pitt wagons which carried 4,000 to 5,000 pounds of merchandise. Likewise, the horse was replaced by the sturdy mule which subsequently was supplemented by the ox as the primary draft animal. Oxen could be purchased for one-third the price and outfitted at one-fourth the cost of mules. Moreover, the ox's highly-tuned digestive system could convey the sparse forage of the plains to protein-laden nutrients without the benefit of grain required by mules.

The road to Santa Fe had been expeditiously charted to avoid all but some thirty miles of mountainous travel, much of the distance being over even prairie and plains. One major obstacle was the streams, many of them insignificant little tributaries; but others were raging rivers during flood stage. And in the drier times, their channel floors, filled with silt and shifting sand, provided less than desirable fords. One of the most costly factors was time. Then as now, time was money; and an inordinate amount of time could be consumed at a crossing for several reasons.

First, a crossing could be a bottleneck where wagons would be backed up for days waiting for an opportunity to cross. On June 11, 1859, the *Leavenworth Herald* reported: "Cow Creek [present Rice County, Kansas] is a very bad stream to ford. So great is the travel on this road that wagons are often detained from one to two days [waiting] on others who were in advance of them."

Second, floodwaters could remain at such depths that streams could be impassable for weeks. Such was the case in 1844 when William Bent's caravan was stranded at Pawnee Fork for a full month. After finally fording that river on May 21, Bent pushed eastward to Walnut Creek where he waited another month for the water to subside.<sup>1</sup>

Third, the time spent in crossing a swollen stream was of no little consequence. James Josiah Webb reported in 1844: "The crossing of the Arkansas was looked forward to with much solicitude, as at best it was attended with a good deal of risk and labor. The stream is about a third to half a mile wide, with a rapid current and quicksand bottom — the channel shifting from day to day, forming holes and bars, making necessary much crooking and turning in the stream to avoid miring down so the water would not reach the bottoms of the wagons and wet the goods. I have two or three times had to raise the load by placing timbers on the bolsters as high as we dare and avoid the risk of the shaking off or turning over the loads. Uncle Nick, who had

made many trips before this, said that on one or two occasions he found the water so high that they could find no place to ford, and had selected a wagon body best fitted for the purpose, caulked it as well as they could, and (stretching raw buffalo skins on the outside) made a boat or scow to ferry over. This is no small job to ferry across such a stream seventy-five to one hundred tons of freight, delaying a train sometimes a week or ten days, and under an expense of eighty dollars to one hundred dollars a day."<sup>2</sup>

Fourth, following a difficult crossing, the oxen were so exhausted that on the following day the animals would have to be rested before the expedition could continue. Additional time was also required to lubricate the axles and repair damage done to the wagons. Such was the observation of Webb subsequent to the 1844 crossing of the Arkansas. He recalled, "The next day was spent in greasing up, making repairs, cooking, and resting teams."<sup>3</sup>

Fifth, where a quagmire was the culprit, not high water, a huge amount of effort was expended in preparing the stream bed for crossing. The banks were cut away to allow the wagons a safer entrance to and egress from the stream bed. Brush and grass were hauled in voluminous amounts to pack the mud and sand-filled river channels, and men would enter the water to lend their muscle to that of the animals. Josiah Gregg described such crossings at the Little Arkansas in 1831.

"Early the next day we reached the Little Arkansas, which, although endowed with an imposing name, is only a small creek with a current but five or six yards wide. But, though small, it steep banks and miry bed annoyed us exceedingly in crossing. It is the practice upon the prairies on all such occasions for several men to go in advance with axes, spades, and mattocks and by digging the banks and erecting temporary bridges to have all in readiness by the time the wagons arrive. A bridge over a quagmire is made in a few minutes by cross-laying it with brush (willows are best, but even long grass is often employed as a substitute) and covering it with earth-across which a hundred wagons will often pass in safety."<sup>4</sup>

Travelers on the Santa Fe Trail had little difficulty in fording most streams which bisected the road in Missouri. There was a ferry across Tabo Creek a few miles east of Lexington. The Big Blue River was sometimes difficult, and the famous Red Bridge was erected there in 1859. Most streams southwest of the Arkansas River all the way to Santa Fe presented few problems, except during a brief flood. The streams which presented the most problems were located in that portion of Indian Territory which is now Kansas where white settlement was prohibited by the Indian Intercourse and Trade Act of 1834. Consequently, only one toll bridge was in operation on the Santa Fe Trail prior to the Kansas-Nebraska Act of 1854 which opened the territory to white settlement.

That bridge was situated near present Burlingame on a stream originally named Bridge Creek. As early as the 1825-1827 survey of the Santa Fe Trail, Joseph Brown advised, "The bed of the creek is muddy and must of necessity be bridged." By 1846 the stream was known as Switzler's Creek, so called for John Switzler who built a bridge at that point.<sup>5</sup> Switzler was able to circumvent the prohibition of white settlement by marrying an Indian woman and thus becoming a member of her tribe, not an uncommon practice in those days. The toll bridge was later operated by I. B. Titus. According to James Mead, who visited Burlingame in 1859, Titus took in a toll of \$20-\$30 a day.<sup>6</sup>

With the 1854 opening of Kansas Territory for settlement, six other toll bridges were established in Kansas along the Santa Fe Trail. Geographically, east to west, the first of these bridges was built in 1854 at 110 Mile Creek, a few miles west of present Overbrook, by Fry P. McGee. McGee, one of the original members of the Town of Kansas (later Kansas City) Town Company, arrived at 110 Mile Creek in August 1854. While the Kansas-Nebraska Act was signed into law on May 30 of that year, the territory was not opened for settlement until months later. Regardless, McGee promptly opened a store and began to sell provisions to travelers on the Santa Fe Trail and to other emigrants who, like McGee,

were squatting on Kansas land. Other ventures included a saloon and a toll bridge. Marc Simmons reported that the toll was 25 cents per wagon.<sup>7</sup>

Approximately 28 miles to the southwest, near the present town of Allen, Charles Withington arrived with his family at 142 Mile Creek in June of 1854. Like McGee, Withington illegally settled in the territory before it was opened to white habitation. He had been long associated with the Sac & Fox tribes in Iowa as a government blacksmith before coming west with the tribe to present Franklin County, Kansas, in 1846, where he continued to serve the tribes as blacksmith, gunsmith, and interpreter. In 1851 Withington moved to Council Grove where he gained employment with the Waldo Hall Mail Company.

When he moved to 142 Mile Creek in 1854 he operated a store, saloon, mail station, blacksmith shop, and toll bridge. Traffic on the bridge was immense. Withington reported for the period of May 21 to November 25, 1865: 4,472 wagons, 5,197 men, 1,267 horses, 6,452 mules, 32,281 oxen, 112 carriages, and 13,056 tons of freight.<sup>8</sup>

Twenty miles farther southwest was Council Grove in present Morris County, the little town which had its origins in the single log building constructed on the west bank of the Neosho River by Seth M. Hays in 1847. Quickly, the little community grew with the addition of a mail station, the Kaw Mission, and numerous other businesses. By the time of the Kansas-Nebraska Act, Council Grove had illegally developed into a fair sized community within the boundaries of the Kaw Reserve. The crossing of the Neosho had a firm rock bottom; but by 1860, a toll bridge was erected of sturdy oak timbers cut from the groves of hardwood which populated the Neosho River valley. S. M. Hays and Company reported westward traffic on the bridge for the period of April 24 to October 1, 1860, as follows: men, 3,519; wagons 2,667; horses, 478; mules, 5,819; working cattle, 22,738; carriages 550; tons of freight, 13,422.<sup>9</sup>

Southwest of Council Grove no stream was bridged until the Trail reached the Little Arkansas River, 91 miles distant in present Rice

County. In February 1858 the Kansas Territorial Legislature granted E. F. Gregory and Associates a charter to build a bridge across "the Little Arkansas River where the Santa Fe Road crosses the same."

Evidently Gregory abandoned the project as the legislature, in February of the following year, passed an act authorizing William T. Williamson and others to build a bridge at the same location. The legislature set the toll rates as follows: wagon or vehicle, 50 cents; each large animal, 10 cents; each small animal and person, 5 cents; man and horse, 10 cents. Apparently Williamson and Company also gave up the project.<sup>10</sup>

Gold-seeker Charles Post confided to his diary on May 20, 1859, "The bridge built last season by Gains and Wheeler, owners of it and the ranch, twenty-five cents toll and ten gallons of water or 25 cents for the gallons of water and use of the ferry."<sup>11</sup> The further identity of Gains remains moot; but Wheeler was William Wheeler who, in 1861, advertised his enterprise in the *Council Grove Press*.

#### LITTLE ARKANSAS RANCHE

The Traveling Public are respectfully informed, that the undersigned is located on the Little Arkansas, where the great Santa Fe Road crosses the same. I keep always on hand,

#### PROVISIONS, GROCERIES AND LIQUOR

Also are prepared to accommodate travelers. I have several large corrals for penning stock. Also, have built a strong and substantial bridge across the Little Arkansas for the accommodation of the traveling public.

W. D. Wheeler.<sup>12</sup>

Twenty-one miles southwest was Cow Creek Crossing, four miles west of present Lyons. There, in 1858, Dr. Ashael Beach established a trading ranch following a brief association with the Gregory venture at the Little Arkansas. Soon after, Beach's son Abijah, recently graduated from an Ohio medical college, joined his father. The Beaches received a charter to build a bridge at the difficult crossing, but before they could complete construction, another bridge was built nearby by William Edwards and Associates in the autumn of 1859.

The Beach bridge was not finished within the time allowed, but the 1860 legislature granted a one-year

extension, and the work was completed by March 1860. The toll was set as follows: wagons, 30 cents; every animal attached thereto, 10 cents; pleasure carriages, 15 cents; every animal attached thereto, 10 cents; loose stock, hogs-sheep-goats, 1 cent; every person on foot, 5 cents. The elder Dr. Beach never lived to collect a toll. He died in February 1860.

Perplexed by Edwards's intrusion, the younger Dr. Beach wrote Council Grove attorneys seeking to sue for an injunction on the Edwards's bridge which was built within the geographical limits of the charter issued to the Beaches. Evidently Beach's threat was successful. In short order, he bought Edwards bridge for \$50. However, Edwards returned to build another bridge in the spring of 1861, charging only 10 cents per wagon. In June Beach took matters into his own hands. Leading a group of employees to the Edwards's enterprise, he ordered the bridge dismantled and removed. Thus ended the problems with Edwards which had persisted over a two-year period.<sup>13</sup> Beach's bridge and trading ranch were later owned and operated by William "Buffalo Bill" Mathewson.

Twenty-three miles beyond Cow Creek was Walnut Creek, located two miles east of Great Bend in present Barton County. Long a well used campsite on the Santa Fe Trail, this crossing was the site of a trading ranch established in 1855 by William Allison and Francis Boothe. Following the death of Allison by heart failure and the murder of Francis Boothe, the ranch was operated by George Peacock, who was killed by Kiowa Chief Satank in September 1860. Peacock's successor was Charles Rath, a former associate of William Bent, married to Making Out Road, reportedly the most handsome woman of all the Southern Cheyennes and former wife of Kit Carson.

In January 1863 Rath and a number of partners formed the Walnut Creek Bridge Company for "the purpose of building a toll bridge over Walnut Creek, in Peketon County, State of Kansas where the Great Santa Fe Road crosses said stream." This company was granted the first papers of incorporation in the State

of Kansas.<sup>14</sup> The creek, typical of tributaries to the Arkansas, was about forty feet wide at the point where the bridge was built. But due to the rampaging floods that characterized each spring, the bridge spanned a distance of some 300 feet.<sup>15</sup>

In 1867 Rath was ordered off the Fort Zarah military reservation which by that time had encompassed his holdings. The army charged that he was responsible for providing the Indians with both weapons and whiskey. The charges were without substance, but the matter was academic so far as the bridge was concerned.

By 1866 the Union Pacific Railway, Eastern Division, arrived at Junction City, 120 miles to the northeast. Immediately, the little city near Fort Riley became the rail-head for the Union Pacific, the official depot of the U.S. Postal Service, and the eastern terminus of the Santa Fe Road. Freight, passengers, and mail, which previously had been dispatched from the Kansas City area through Council Grove were shipped by rail to Junction City and thence over the Fort Riley-Fort Larned Road to strike the established route of the Santa Fe Trail at Walnut Creek, the site of Rath's bridge. Thus, overland traffic on the Santa Fe Trail east of Walnut Creek ceased and the bridges at 110 Mile Creek, 142 Mile Creek, Switzler's Creek, Council Grove, Little Arkansas River, and Cow Creek lost the majority of their revenues. Reduced to serving local traffic, they fell into disuse and were soon abandoned.<sup>16</sup>

In 1867 the railroad built farther west, to Ellsworth and then Hays City, which became the terminus of Trail traffic. This made the Walnut Creek bridge obsolete too.

In 1868 another toll bridge was constructed on the Trail, at the Dry Route crossing of Pawnee Fork just east of the Fort Larned military reservation, by A. H. Boyd. By that time, however, the westward expansion of the railroad had eliminated overland traffic on the Santa Fe Trail in the Fort Larned area. Boyd's bridge was destroyed by a flood in 1869.<sup>17</sup>

Between 1854 and 1866 freight wagons by the thousands, to say nothing of the military movements

and stagecoaches, made great use of these toll bridges. No physical evidence of the structures remains, but their legacy is lasting. Perhaps no other technology contributed so much to the efficiency of the Santa Fe trade in such a brief tenure as did these seven bridges.

## NOTES

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**FORT LARNED OLD GUARD ANNUAL MEETING, APRIL 24, 1999, AT FORT LARNED NHS AND CHEYENNE AND SIOUX VILLAGE SITE ON PAWNEE FORK. FOR MORE INFORMATION, CONTACT WT EDITOR.**

## RAILROADS AND THE SANTA FE TRAIL: A TRANSITION IN TECHNOLOGY

by Frederick S. Friedman

*(Friedman is Chief, Railroad Bureau, New Mexico Transportation Department, Santa Fe. He presented a program on this topic to the Corazon de los Caminos Chapter on November 15, 1998. As has been pointed out in other articles in WT, the railroads were part of the evolution of transportation in the West, replacing the old overland trails.)*

IF, on a sheet of graph paper, one could plot the course of railroad development in the West and that of the Santa Fe Trail's decline in usage, a case could be made for the intersecting of those lines atop Raton Pass on a December evening in 1877 at Dick Wootton's ranch. When that gentlemen's agreement was made between Santa Fe Railway representative W. R. (Ray) Morley and "Uncle Dick" Wootton, for the Santa Fe Railroad to utilize the toll road alignment over the pass, not only did one phase of history yield to another, but so too did one form of transportation technology step aside for the steam locomotive.

Trail-to-railroad transition was gradual, based on broad support for the rail industry nationally, as well as within the growing states and territories of the West. That support was contrasted by the technologically stagnant and inefficient wagon transport. A related factor was enhanced national interest in trade west of the Mississippi River. Rail growth and Trail decline, in a real sense, culminated on Raton Pass, with the construction of the railroad directly over portions of the Santa Fe Trail. There is curious irony in the fact that Dick Wootton's major engineering improvement to the Santa Fe Trail became its own catalyst for demise in New Mexico, as the railroad quickly replaced the wagon as the dominant means of freight transport.

One highly successful wagon freighter, Don Miguel Otero, moved the headquarters of his business west eleven times in seven years, as a result of increased railroad construction. Otero's last location for freight operations on the Santa Fe Trail was at Las Vegas, New Mexico

Territory, only 65 miles from the Trail's end in Santa Fe. The end of the Trail was becoming a reality in both the physical and the chronological sense.

Why the railroad flourished and the Trail declined form the basis of this article. There are many issues involved. Two major factors weighed heavily on the side of railroad expansion. First, the rail industry was enormously subsidized by state, territorial, and federal governments, and secondly, the rail system was much more efficient, technically and economically, than the animal-powered wagon system. The Santa Fe Trail's days were numbered in the 1870s and railroads were "layin' track."

From its beginnings in 1821, when Mexico won its independence from Spain and William Becknell led a party of Missouri traders to Santa Fe, the Trail helped change the continent. Historians report that Becknell was able to realize a tremendous profit from traded materials as a result of his overland journey. Others followed and the trade enhanced the economy at each end of the Trail.

Several events helped sustain the Trail. In 1825 Senator Thomas Hart Benton secured passage of a bill to survey a road from Missouri to New Mexico. Resultant maps and survey notes were never published by the government. Federal aid in the form of military protection for the Trail was more significant. But at no time did Congress give the kind of support to the Trail that it gave to the railroads building west. The Trail had relatively few physical innovations that might have served to expand its usefulness, from inception throughout the 60 productive years that followed. A few bridges were helpful, and Dick Wootton's toll road over Raton Pass was a significant addition.

As Trail use increased, it became increasingly expensive to ship merchandise over the route. Freight rates rose to .32/lb in the 1870s, and large items were difficult to transport and took up valuable wagon space. Prior to the U.S. acquisition of New Mexico during the Mexican

War, there were tariff duties too. As early as 1839 the Mexican import duty was raised to \$500 per wagon. Accordingly, shrewd freighters began using larger wagons, often repacking them before reaching Mexican territory at San Miguel del Vado, in order to reduce the total number of wagons coming into the region as well as the inescapable import tax.

There were a series of attempts to increase the efficiency of wagon freight transport among western trail routes, principally by increasing the size of the vehicles. Larger wagons were heavier but required more mule or ox power. Notable is the following information provided by Harry C. Myers, Superintendent of Fort Union National Monument:

#### WAGON VOLUMES

Wagon Type:	Capacity:
Army Freight Wagon:	
	10 x 3.6 x 2 = 113 Cu Ft
Studebaker Wagon:	
	13 x 4 x 3.6 = 190 Cu Ft
Murphy Wagon:	
	16 x 6 x 3.6 = 345 Cu Ft

While wagon size was an important factor associated with economic freight haulage, the railroad industry offered considerable advantage. For example, an average 1880 railway box car, measuring 40 x 6 x 7, totaled 1,680 cubic feet, resulting in more carrying capacity than four wagons. Railroad trains of that period were commonly at least eight cars in length. As locomotive technology grew, so did the size, length, and weight of railroad trains.

In addition to wagon size, there were some efforts at technological improvements associated with the Trail. For example, in 1847 the "wind wagon" was developed and promoted, but did not become successful. It actually had a sail, but was difficult to manage on any but level and firm terrain and, when the wind stopped, the "vessel" required mule power. That being the case, many skeptics wondered, why bother with the sail in the first place.

Mule and ox breeders flourished, as did wagon manufacturing and makers of nearly everything else teamsters needed. One of the largest freighting companies utilizing the Trail was Russell, Majors and Waddell, which held contracts to supply forts along the route. At its peak bef-

ore the Civil War that outfit employed over 5,000 men, owned approximately 3,500 wagons, had 40,000 oxen and 1,000 mules. The company moved 16,000,000 pounds of freight in one year.

The Santa Fe Trail was not wholly without some engineering improvements. For example, there is evidence that the Army Engineers shored up Trail locations near Santa Fe at Apache Canyon. Too, some settlements along the route flourished as a result of wagons passing through them. Las Vegas, San Miguel del Vado, Watrous, and Bent's Fort were among them. By and large, however, technological improvements to the Santa Fe Trail could not compete with the industrial giant of the railroad and its financial, political, and governmental backing.

Both the Trail and railroading in this country got their start in the 1820s, but railroading was different from wagon freighting from the beginning. The first true railroad in the U.S. opened in 1826 and was named the Delaware and Hudson Canal Company, later to become the Delaware and Hudson Railroad, most recently a victim of corporate railroad mergers.

After the war with Mexico, the federal government sought to lay claim to the western part of the continent by populating it, eradicating whatever and whomever stood in the way of accomplishing that objective. Governmental and the railroad interests were reciprocal and, with the proper arrangements, each could prosper. Whether the problem was of great distances needing to be covered, American Indians who contested white encroachment, or the vastness of space needing to be filled, the railroad provided a remedy. What was required was a massive construction operation. Financial and political support for such effort was growing in Washington as well as in the western territories by 1830.

States supported railroads for their own reasons, which included growth, population increases, business requirements, and taxation. Land speculators helped promote railroads too by selling property along the proposed right-of-way, or at least where speculators thought the right-of-way was planned. Even

European investors were attracted to the American frontier and were eagerly recruited to the railroad market.

There were both physical and political obstacles in the way of the Santa Fe's entry into New Mexico. The company's ultimate objectives were El Paso and, via Albuquerque, California and the Pacific coast. In addition to engineering difficulties posed by the 8,000-foot Raton Pass, the New Mexico territorial legislature also posed problems. For one thing, the territory required a financial construction guarantee, which in the 1870s was beyond the financial reach of the young Santa Fe Railroad. That impediment was overcome by skillful lobbying efforts which located an earlier territorial railroad bill which enabled the railroad to enter New Mexico under the name of an existing corporation. Consequently, when the train actually crossed the Pass in 1878, under Santa Fe operation, it was called the New Mexico & Southern Pacific Railroad Company.

Other businesses soon also incorporated and the railroad map of the Southwest expanded rapidly. In 1880 the Southern Pacific built east from California, reaching Lordsburg in October of that year, and arriving in Deming two months later. The Denver and Rio Grande entered New Mexico by two separate alignments; one, the Chili Line, from Alamosa to Española and thence to Santa Fe, and secondly, entering from Antonito and into Chama. Additional railroad development followed as copper, coal, potash, and lumber became increasingly important to the territory and to the country.

Because of the growing power of railroad barons throughout the West during the first half of the nineteenth century, the appellation of "robber barons" stuck in many areas of the country and one well-known cartoon appeared in a San Francisco newspaper. It depicts state and territorial impressions of railroad development excesses, with corporate executives riding on the back of the overburdened mule, illustrated as various states.

The year 1880 also saw rail company agreement for construction of standard gauge rail, or the element of a common and precise distance be-

tween the two running rails. While mountainous railroads continued to use "narrow," or three-foot gauge, other mainlines agreed on 57½-inch, or "standard" gauge, now common throughout the United States and most of the world.

In order to help finance rail construction, transportation companies in the New Mexico Territory and in other locations were permitted to sell stock, as did the old canal companies before them. States bought stock in railroad corporations and, in addition, made loans to them.

Like many other western states, New Mexico still retains elements of its experience with railroad "robber barons." Article IX, Section 14 of the New Mexico State Constitution still states today: "Neither the State, nor any County, School District, or Municipality, except as otherwise provided in this Constitution, shall directly or indirectly lend, or pledge its credit or make any donation to or in aid of any person, association, public or private corporation, or in aid of any private enterprise *for the construction of any railroad.*"

As tracks moved westward, owners of the Santa Fe Railroad realized that Kansas and territories to the west were not sufficiently populated to generate profitable business. If people were not farming, there was no need for towns nor freight to be provided to them. Accordingly, the railroad opened a land department which published brochures and pamphlets to attract new settlers and land along the rail alignment. Land development and promotion was active not only in the United States, but in Europe as well. Land buyers got half or better off on railroad tickets and that price difference could often be applied to the price of purchased land. The Santa Fe Railroad even chartered ocean vessels to successfully bring in settlers and cheap labor from Europe and Asia.

Before the Mexican War, railroads were heavily promoted in congress, in the press, and by the railroads themselves. Good fortune would have occurred sooner for the railroads, except for the Civil War, but thereafter, things began to move more quickly for the railroad industry.

There were several congressional

and territorial legislative acts that helped promote railroading in this country. It is important to remember that the great trails did not have that same level of support, which is partially why the railroad was able to become successful in so short a time span. A few of those bills which became law included the Kansas-Nebraska Act, the Pacific Railway Acts of 1862 and 1864, the Interstate Commerce Act, and others.

The Pacific Railway Acts, among other things, provided funds for construction of the first transcontinental railroad. There had been no such similar legislation for the Santa Fe or any other national trail. The government granted a right of way for the public domain and as soon as each section of 40 miles of track was completed and the work federally inspected, the railroad was compensated.

Specifically, the law provided that a railroad company was issued U.S. bonds in the amount of \$16,000 for each mile of track constructed in level country, twice that, or \$32,000 per mile for hilly country construction, and thrice that, or \$48,000 per mile for mountainous country rail building. Contrary to popular belief held even today, those bonds were not an outright gift. After completion of the line, 5% of the railroad's annual earnings went to pay off the bonds. Over many decades, the entire debt to the federal government was fully repaid.

When one considers how the railroad quickly replaced the Santa Fe Trail, it's important to consider several factors. If not familiar with railroad construction, it is meaningful to know that some very significant forces and laws of physics are at work when a length of rail line is constructed. That is why rail, from a mechanical standpoint, can effectively serve as the great national transportation conveyor belt that it has become.

Elements of modern railway construction, are not far different from that of rail construction of a hundred years ago. For example, within a specific length of railroad track, the following elements prevail:

- A 3,000 horsepower locomotive, weighing about 300 tons, is guided by:

- 200 feet of steel track, consisting of
- 11.5 tons of steel rail; held in place by
- 600 pounds of spikes; resting on:
- 3 tons of steel tie plates; resting on
- 16.7 tons of oak cross ties, resting on
- 130 tons of ballast, subgrade, and right of way.

Net weight of the system within the 200-foot line segment described above totals about 460 tons. The rail system consumed resources as it grew; including lumber for ties, entire mountains of rock for ballast, ore for steel, lumber and coal for firing of steam boilers, man and mule power to construct it.

Compare the data above to a wagon train's general carrying capacity, consisting of a 4 x 8 wagon bed on a wooden frame, with wooden wheels & spokes, protected by a canvas cloth cover, pulled by mules or oxen, over unimproved terrain, through rivers, mud and sand, up mountains and down steep valleys, and reasons why the railroad replaced the wagon become increasingly clear.

During the second half of the nineteenth century railroad building grew steadily as the West was "opened." The following is noteworthy:

Date	U. S. Mainline Trackage
1860	30,000 miles
1890	93,000 miles
1920	234,000 miles

Significantly, between 1850 and 1900, the U.S. population tripled in number, while the nation's rail system grew seven-fold.

Two miles on the north side of the Colorado/New Mexico state line, there is an interstate exit marked "Wootton." Modern travelers exiting there, find a locked gate leading southward, toward New Mexico and up the pass. That exit, is among the last tangible reminders of one of the most significant railroad activities in the American West.

For years Raton Pass was sought by two rival railroads as an entry point into New Mexico. Those companies were the Denver and Rio Grande and the Santa Fe Railway companies. The Santa Fe's board of directors were also eyeing an alter-

native route into New Mexico following the Cimarron Route from Dodge City. What helped convince railroad management that Raton Pass should be secured by the Santa Fe was the fact that there were huge coal fields near Trinidad and Raton, needed for locomotive steam engines, contrasted by the existence of few towns in the area. There was little potential for traffic growth along the Cimarron Route.

In 1877 Ray Morley, a former Denver & Rio Grande engineer, was hired by the Santa Fe for a clandestine assignment. Whichever company first turned soil and had surveyed a proper alignment could legitimately claim rights to and over Raton Pass. The problem was in knowing the proper alignment in terms of gradient, expedient places to ford streams, soil stability, and other matters critical to railroad construction and the massive weights involved.

Morley was sent to discretely ascertain the route. At the same time, General William Jackson Palmer of the Denver & Rio Grande Railroad, was looking at a narrow gauge route over Raton Mountain for his company's entry into the Land of Enchantment.

For weeks, disguised as a sheepherder, Morley was all over the mountain, stopping at Dick Wootton's house on the 27-mile wagon toll road for groceries and supplies whenever he needed them, as he surveyed an alignment for the Santa Fe. Fortunately for the rail company, the two men got along well and their relationship grew.

It is believed that Wootton had received charters from both the Colorado and New Mexico territorial legislatures to build and operate the toll road over Raton Pass, improving greatly that section of the Santa Fe Trail. That work was done by hand, clearing trees, building bridges, improving the grade for wagons, and even designating periodic rest stops for wagon freighters and stagecoach operations.

During that period when Morley was on the mountain, he and Wootton became friends. Morley informed his bosses at the Santa Fe that Wootton was willing to sell the entire road if the offer was attractive to him. More than a mere route over a moun-

tain, once into New Mexico, the railroad could build both south to El Paso and west to California. Raton Pass and the Santa Fe Trail was the railroad's key to an empire.

Born in 1816, Wootton was 62 by that time, and ready to sell out. At first the Santa Fe offered him \$50,000 for rights to the toll road. Wootton held out for a lifetime pass on the railroad, so he could travel to places he had not seen, and for an additional \$75 a month for the rest of his life, for groceries and whatever other supplies he needed. Both Wootton and the Santa Fe Railroad were happy with the deal and Morley was the one who arranged it.

Morley's Santa Fe work crew arrived at the Colorado side of the pass shortly before midnight, on March 1, 1878, and recruited party-goers to help in turning soil on the pass. A couple of hours later, the Denver & Rio Grande work crew found revelers, men and women in party clothes, swinging picks and shovels. The Pass belonged to the Santa Fe and the first train in New Mexico rolled into Willow Springs (Raton) on December 7, 1878. A tunnel was constructed in 1879 to help eliminate the numerous railroad switchbacks located on the pass, which when completed, reduced the grade from 316 feet per mile to 185. Later, a second tunnel was constructed.

In reaching Las Vegas, the mayor, on July 4, 1879, called the railroad "the Great Civilizer" and it reached Santa Fe on February 16, 1880, but only after the city passed a bond for the construction of an 18-mile branch line for that purpose. Trials and tribulations of rail freight and passenger service to the capitol city go on even today under the successor road of the ATSF, the Santa Fe Southern Railway Company, Incorporated.

What the railroad got from that colossal effort was the key to an empire that lasted over 110 years, until a larger corporate giant, the Burlington Northern, finally absorbed the once proud Atchison, Topeka and Santa Fe Railway system in 1995.

The next few decades saw an explosion of railroad construction in New Mexico. Between 1880 and 1940, over seventy-five different railroad companies were chartered, rose and fell, were bought and sold. Many

merged with others in order to survive. In many cases, natural-resource-based roads literally drove themselves out of business by clear-cutting timber and engaging in associated unsophisticated harvesting practices.

Now items that used to take up space on an entire wagon could be hauled by the boxcar load. It also meant that minerals and resources could be easily "developed" and transported. In the 1880s the railroad was in its fundamental phase but, nonetheless, was in reality, a conveyor belt stretching across the country from the Mississippi River Valley to New Mexico and on to the Pacific.

Logging roads, like the Zuni Mountain Railroad and the Jemez logging railroads at first prospered but soon closed down when timber in the area became depleted. Railroads were chartered for coal-hauling, there were copper railroads like the Southwestern Railroad Company near Silver City, and later, the Phelps Dodge Industrial Railroad was incorporated. The Santa Fe Northwestern Railway, New Mexico Lumber & Timber Company, the Alamogordo & Sacramento Mountain Railway, El Paso & Northeastern Railway, El Paso and Southwestern Railway, Elkhart & Santa Fe Railway, and the Navajo Mine Railroad near Fruitland also came into being. The list goes on, each having its own unique tale, all worthwhile and interesting.

Railroads brought more than freight service to the territory. The Santa Fe was particularly adept at promoting itself. Two people who were instrumental in railroad development and improved customer service were Fred Harvey and Mary Colter. Those two individuals, though closely associated with railroading in the West, became institutions themselves, Harvey's name is forever associated with luxury travel accommodations and Colter's with stunningly beautiful depot and associated building designs.

Harvey, an Englishman, recognized the need for decent passenger accommodations along rail routes. Besides establishing clean, efficient, and fair-priced restaurants with good food at a large number of locations, he promoted a philosophy that

was replicated in railroad development in the West from the 1870s through the 1940s and beyond. The joint philosophy of Harvey and corporate Santa Fe was to offer the public something they only get with quality rail service. If that is in place, the strategy followed, everyone will profit. The philosophy worked.

Where once travelers along the Santa Fe Trail ate what was on hand or whatever hunters could provide, eateries began to appear in places like La Junta and Trinidad, Colorado and in Raton, Las Vegas, Hot Springs, Santa Fe, and Lamy, New Mexico. Harvey began his career before the first railroad entered the territory. In 1876, he had purchased a run-down ten-seat lunch counter in Topeka at the depot there. By the time he had completed his renovations, for 50 cents travelers got all they could eat, including a breakfast of steak, eggs, potatoes, pancakes, apple pie (if you still had room) and coffee. By 1880, Harvey had an agreement with the Santa Fe Railroad to open restaurants all along the corridor from Chicago to Galveston and west to San Francisco.

Harvey Houses flourished as the standard of first-class dining throughout the Southwest. Harvey girls became an American institution and their service, cleanliness, and dedication are now legendary. In addition to the Harvey Houses following the Santa Fe Trail, they could be found throughout New Mexico at Clovis, Gallup, Albuquerque, Belen, Vaughn, Deming, and Rincon.

Later, in the 1930s and 1940s, the Atchison, Topeka and Santa Fe commissioned artists and painters to promote the Grand Canyon and associated southwestern landscapes, with the same profitable effect of bringing more passengers to the rails.

Mary Jane Colter was an exceptional and special lady. An architect and interior designer, she worked exclusively for Fred Harvey and the company he established, from 1902 until 1948. Colter utilized Indian and Spanish elements in the design of her buildings, using ancient craft elements such as sand painting, weaving, and pottery images in her themes. She designed buildings, wonderful buildings, throughout

Arizona and New Mexico. A few of the notable structures designed by Colter in New Mexico are:

Date	Building	Location
1902	Alvarado	Albuquerque
1910	El Ortiz	Lamy
1923	El Navajo Hotel	Gallup
1925	La Fonda	Santa Fe

She also designed famous buildings throughout the Southwest, most notably at the Grand Canyon, including the Hopi House, El Tovar, Hermit's Rest, Phantom Ranch, and Bright Angel Lodge. Additionally, she designed an exclusive line of china for the 1930's deluxe passenger train called the Super Chief, with 37 different Mimbres designs from various Mimbres sites. Pieces from those sets are today highly prized collector and museum pieces.

Standing atop Raton Pass today, one can actually see the historic evolution of transportation corridors within the Land of Enchantment in the sprawling vista to the south. Trail remnants are still visible. So too, are the gleaming steel rail lines, little altered from their 1870s locations, as well as the more recent Interstate-25, now running from the Canadian to the Mexican borders. The wonder and attraction of New Mexico remains. What has changed are the methods of accessing them.



## HOOF PRINTS

### —TRAIL TIDBITS—

Marc Simmons reports some good news in his legal struggle with the developer on adjoining property. The County Development Review Committee has voted to have the developer relocate a proposed road. Marc's lawsuit against the developer for damages to his property remains to be settled. The developer's counter-suit, charging Simmons with libel, has been dismissed by the court. We wish justice for Marc in the courts of New Mexico, a victory in his suit.

David Aamodt is the new curator at the National Frontier Trails Center in Independence, MO. He was formerly assistant curator at Shoal

Creek Living History Museum in Kansas City.

Bentrup News Service (BNS) reports that Tom Zoellner, who hiked the SFT in the summer of 1993, is now living and writing in San Francisco. He fondly remembers the assistance of Bentrup, Dave Webb, and others while he was on the Trail.

A new National Trails System Map and Guide has been issued by the National Park Service, Bureau of Land Management, and Forest Service. Copies are being sent to each renewing SFTA member in 1999.

David Clapsaddle's article, "The Dry Route Revisited," will appear in the Spring 1999 issue of OCTA's *Overland Journal*. The article details the original path of the Dry Route to the Caches and the later course to the point one mile east of Fort Dodge.

The Friends of Arrow Rock will make improvements on the Sappington Museum during the coming year. Contributions may be sent to the Friends at Box 124, Arrow Rock MO 65320. Dr. John Sappington's anti-fever pills to fight malaria were used by Trail travelers. Annual membership in the Friends is only \$15 per year.

Cecelia Blackwell has retired from the gift shop at the Santa Fe Trail Center at Larned after 22 years of service. We wish her well.

Dr. O. R. Cram, former president of Fort Larned Historical Society and long-time member of the Santa Fe Trail Center museum board, recently died. Sympathy is extended to his family and friends.

The Santa Fe Trail Center plans to replace the sod house that was destroyed by a storm last year. Anyone wanting to help with this project should contact the Trail Center, (316) 285-2054.

The Raytown Historical Society Museum, Raytown, MO, will feature an exhibit this year on historic trails—Santa Fe, Oregon, and California. For details call (816) 353-5033.

The 111-year-old Kit Carson monument erected in front of the federal

courthouse in Santa Fe will be refurbished this year. The 20-foot oblesk was originally financed by Senator Stephen W. Dorsey of Dorsey Mansion fame. The sandstone blocks for the monument were quarried on the Dorsey ranch.

A nice article by SFTA member Dot Morgan, Lakin, KS, extolling the virtues of Paul F. Bentrup and explaining that the SFTA Ambassador Award will henceforth be called the Paul Bentrup Ambassador Award, appeared in the December 24, 1998, issue of *The Lakin Independent*. Paul was reluctant to accept this honor, conferred by the SFTA board last September, until persuaded to do so by Mrs. Morgan, who reports that, when Paul yielded, he took out his white handkerchief and waved it slowly in a gesture of surrender.

Last year Congress directed that the National Park Service locate the site of the Sand Creek Massacre, preserve and protect it, interpret it, and open it to public access. This work began with a public meeting in Lamar, CO, in December 1998. Paul Bentrup attended and represented SFTA.

Recent acquisitions at the New Mexico State Records Center and Archives, Santa Fe, include "The Santa Fe Trail" musical scores, 1957-1958. "The Santa Fe Trail," a symphonic ballad created by John Latham and Lawrence Powell in 1957, was performed during the 1958 season by the Rio Grande Orchestra.

## COUNCIL TROVE

### —DOCUMENTS—

#### RATTLESNAKE BITE CURE

Marc Simmons quotes from the diary of Philip Gooch Ferguson about John Goose's death near Middle Spring in August 1847 (see article in this issue). Another story recorded by Ferguson the following day tells of a soldier's experience with the bite of a rattlesnake (from Ralph P. Bieber, ed., *Marching with the Army of the West, 1846-1848* [Glendale: Arthur H. Clark Co., 1936], 311).

Stopped at night a few miles past Middle spring. Whilst hobbling his horse, [David] Russell was bitten by a rattlesnake and became very much alarmed. One of the Mexicans cured him in

the following manner. Made him swallow half a pint of whiskey, then tied a cord around his forefinger (the end of his finger being the place bitten) and cut it to the bone with a sharp knife, and then seared or burnt the wound. His hand was held down all night, and in the morning all danger was past. Some of [the] boys, seeing that whiskey was important in the cure of a snake bite, complained to the Mexican that they were bitten and wished to be cured as he had cured Russell. The Mexican, discovering the ruse, wished to cut the flesh first and administer the whiskey afterwards!

#### COUNCIL GROVE, 1851

On July 6, 1851, Katie Bowen, traveling the Trail with her husband, Isaac Bowen, and a large military supply train, arrived at Council Grove. In a letter to her parents on July 7, she left a brief description of the site of the 1999 symposium as it appeared to her at that time. This letter is located in the Bowen Family Papers, U. S. Army Military History Institute, Carlisle Barracks, Pennsylvania.

My dear Father and Mother. I promised to write from this point and will copy some of the notes I have taken by the way. Although they are not very interesting, they will show how we pass our times. Yesterday we came to this place about fourteen miles from our last camp and will start again at noon today. This is a small settlement of whites, french half breeds and Indians. The houses are entirely of log and bark and altogether the most desolate looking spot we have seen on the road. We have encamped about a mile from the town in a beautiful little semicircle, a spring, brook and large trees on three sides of us. The water fresh from the spring is as cool as ice water and the grass for our animals three feet high as delicate and tender as lettuce. It is a spot just big enough for our waggons and three tents in the center with a space all around next the woods for our mules to feed.

#### COUNCIL GROVE, 1852

Another view of Council Grove was provided in 1852 by Julius Froebel from Germany, who traveled the Trail with a merchant caravan. He described Council Grove in his book, *Seven Years' Travel in Central America, Northern Mexico, and the Far West of the United States* (London: Richard Bentley, 1859), 251-252.

Council Grove, where we arrived August 27th, will unquestionably become one day an important place. The situation is beautiful, and possesses

many advantages. At the time we visited it, this place consisted of about ten houses, inhabited by white men and Indian women. A little higher up the brook stood, detached, the Mission-house, a somewhat large stone building, surrounded by hedged-in fields. This Mission, which was established by the Methodists among the Caw-Indians, has been, I believe, disturbed by the newer lawless state of the territory of late years. About a mile distant down the stream was a camp, composed of twelve to fifteen leather tents, belonging to the Caws. The country around is rich in natural beauty on a small scale. The rivulets, bordered by trees and bushes, wind along through beautiful flowery valleys, between hills covered with grass. These form the sources of the Neosho, which flows into the Arkansas.

#### TABLE OF DISTANCES, 1864

The following "Schedule of Distances" on the Santa Fe Trail from Kansas City, MO, to Santa Fe, NM, was published as a circular, printed at the depot quartermaster's printing office, Fort Union, NM, in 1867. The distances were measured by Dr. John Locke and W. Wrightson in 1864.

	Miles	Miles
Kansas City to		
Westport	4.37	
Olathe, (Station)	16.87	21.24
Olathe, (P.O.)	1.24	22.48
Black Jack	18.76	41.23
Station 110	34.49	75.72
Burlingame	7.88	83.60
Wilmington	7.92	91.52
Wacherrie	5.82	97.34
Allen	4.79	102.13
Rock Creek	12.35	114.48
Council Grove	8.44	122.92
Six Mile Creek	21.50	144.42
Cottonwood Creek	24.52	168.94
Running Turkey Creek	18.86	187.80
Big Turkey Creek	7.63	195.43
Beech Valley	17.49	212.92
Cow Creek	18.70	231.62
Plum Buttes	10.61	242.23
Walnut Creek	13.43	255.66
Fort Larned	31.30	286.96
Rock Hollow	8.85	295.81
Big Coon Creek	15.06	310.87
Dinner Station	8.39	319.26
Arroyo Blanco	8.04	327.30
Little Coon Creek	3.60	330.90
Arkansas River	9.77	340.67
Adkin's Ranch	1.32	341.99
Old Fort Mackey	8.58	350.57
Bluff	1.52	352.09

Lone Elm	9.69	361.78
Cimarron Crossing	5.78	367.56
Across Nine Mile Ridge	9.27	376.83
Pawnee Forts	11.70	388.53
Lone Tree	8.87	397.40
Bluffs	10.08	407.48
Choteaux Island	20.19	427.67
Aubrey Crossing	11.42	439.09
Fairview Station	13.98	453.07
Pretty encampment	10.98	464.05
Bluffs at head of Salt		
Bottom	18.72	482.77
Sand Creek	10.12	492.89
Fort Lyon	18.38	511.27
Camp Refreshment	14.02	525.29
Twelve Mile Point	8.98	534.27
Little Sand Creek	5.09	539.36
Bents Old Fort	5.54	544.90
Big Arroyo	21.17	566.07
The Mounds	8.55	574.62
Iron Springs	9.89	584.51
Hole in Rocks	14.12	598.63
Hole in Prairie	14.87	613.50
Gray's Ranch	18.50	632.00
Trinidad	4.15	636.15
Summit of Raton Pass	14.63	650.78
Red River	13.98	664.76
Hill East of Creek	19.90	684.66
Vermejo Creek	3.11	687.77
Maxwell's Ranch	12.40	700.17
Murray's Ranch	19.01	719.18
Apache Hill	7.55	726.73
Ocate Creek	6.00	732.73
Fort Union	17.41	750.14
Mora River	6.46	756.60
Forks of Road	7.81	764.41
Las Vegas	12.01	776.42
Tecalote	11.53	787.95
San José	15.30	803.25
Parajito Springs	14.85	818.10
Koslosky's	4.20	822.30
Pigeon's Ranch	5.14	827.44
Valley Gorge	3.28	830.72
Johnson's Ranch	2.67	833.29
Rock Corral	2.35	835.64
SANTA FE	10.76	846.40

### TRAIL MARKING, 1929

The following article from the *Dodge City Daily Globe*, September 21, 1929, tells of plans to place a marker at Duncan's Crossing on the Fort Hays-Fort Dodge Trail. The marker was erected and dedicated in 1929. It was rededicated a few years ago in 1989 (see *WT*, III [Aug. 1989], 1,3). The time capsule mentioned in this article was removed, examined by the Hodgeman County Historical Society, and replaced within the restored monument.

Jetmore, Sept. 21. — On the early maps of Hodgeman county there is marked in dotted lines a swerving, angling road with the significant lettering: "Fort Hays-Fort Dodge Trail." Before the days of automobiles, and before the railroads crossed our state even, there was need for transportation highways out here on the plains. The old Santa Fe Trail was established to fill a distinct need, and so this smaller, less widely known trail was made to meet a transportation problem. At that time, in 1867, Fort Hays was located at the end of the railroad and all supplies to Fort Dodge and Fort Supply had to be hauled overland, across the wild and Indian infested plains. Thus it came about that the government established the Fort Hays-Fort Dodge Trail.

It is to commemorate the memory of this old trail, and the pioneers who traveled over it that the Ladies Aid Society of Hodgeman Community have undertaken the task of placing a suitable monument-marker at "Duncan's Crossing," where the historic trail crossed the Pawnee river. This crossing was probably the most important point on the old trail, half way between the two forts. It is located in the northeast part of the county, two miles south of the Ness county line and five west of the Pawnee county line. John O'Laughlin, civil war veteran, established a toll bridge there, built a stockade and trading post out of logs, and was the first white settler in the county. He was a real pioneer, who moved even farther west and became the first settler near the present town of Lakin. George Duncan then became owner of the toll bridge, and maintained the "Half-Way House" as it was sometimes called. He was made a postmaster and incidentally was the first in the county.

There are many interesting facts in connection with this old crossing, and although there is very little written about it available for reference, yet the remaining early settlers can tell us much that happened there and along the old trail. George Duncan is still living, in the Soldiers Home at Fort Leavenworth, and the widow of John O'Laughlin lives at Lakin, both have furnished interesting information. The records of Generals Sheridan, Custer and Miles show that they were over the trail, and also President Hayes. Even the notorious Jesse James stopped at the trading post once. The committee in charge of the project are trying to obtain all the information possible and it will be compiled into a short history and preserved. They expect to place a copy of it, and other interesting data and material in a box to be sealed within the monument.

The Ladies of Hodgeman Community have been working on the proposition for some time and hope to have the monument erected and dedicated sometime this fall. However they have not yet secured all funds necessary, as their plans call for an expenditure of \$250 or more. The monument will be built of stone and hold a bronze tablet with the necessary data and information. There have been many donations made by those living in the community, friends and relatives of Mr. Duncan and Mr. O'Laughlin, and others interested in the erection of the monument. There are probably others in the county and elsewhere who would like to donate to the fund, and thus help preserve the memory of Hodgeman county's most historic spot. Any who wish to assist in this manner should send their checks at once to one of the committee in charge: Mrs. O. W. Lyman of Burdett, Mrs. E. E. Brady, Burdett or Mrs. Leigh Newport of Hanston. They would also appreciate hearing from any who remember the old trail, and stories of the early days.

## CAMP TALES

### —CHAPTER REPORTS—

#### Cimarron Cutoff

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

The chapter met October 24, 1998, at the Morton County Historical Museum, Elkhart, KS, for dinner served by the Morton County Historical Society and a performance by actress Kay Kuhlman as Bess Truman. During a short business meeting, President Helen Brown reported on the Larned Rendezvous and the SFTA board meeting. Dave Hutchison announced that the Ambassador award would henceforth be known as the Paul F. Bentrup Ambassador Award. Everyone was urged to attend the mapping workshop on November 14 conducted by Phil Peterson and sponsored by the chapter.

Helen encouraged everyone to put articles in their local papers about any Santa Fe Trail events, and to send copies of the printed articles to her or Mike Pitel in the New Mexico Department of Tourism. (Editor's Note: These should also be sent to *Wagon Tracks*.)

The regular January meeting was scheduled at the Cimarron Heritage Center, Boise City, OK.

## Texas Panhandle

President Kathy Revett  
1227 S Bryan  
Amarillo TX 79102  
(806) 371-9309

Over thirty people attended the joint meeting with the Corazon de los Caminos chapter in Tucumcari, October 3, to hear Len Slesick and Alvin Lynn talk about Fort Bascom and the trails in the Canadian River area. The local museum was open for visitation after the meeting, and we got to meet several people who have a life-long dedication to the history of the area. Our fall meeting was an educational event and an enjoyable social gathering.

The November meeting was at the Texas Tech University Southwest Collection, a new facility, modern and spacious. The curator, Tai Kriender, talked about the documents, art, and donors, and then guided us through the building. To see Charles Goodnight's documents was a brief venture into history. The group adjourned to the home of Clint and Siva Chamber for coffee, and was shown their room with Jack Stillwell's memorabilia and Siva's art studio.

The winter meeting is planned for February 7, 1999, at the Amarillo Central Library, to discuss the by-laws and adopt new ones to replace the missing documents. SFTA Publicity Chairman Mike Pitel's slides of the Trail's 175<sup>th</sup> Anniversary will be shown. We need volunteers to continue the brochure work. This has been a chapter effort to create a means of informing the public about the Trail in this area. Is there any interest in reinstituting the Gregg prize/scholarship to a student at Palo Duro High School?

## Wagonbed Springs

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

Thirteen chapter members met at the Peddlers Inn on January 14 for the quarterly meeting. A total of 442 visitors signed the registration book at Wagonbed Springs site in 1998. A breakdown of registrants was 118 from within Grant county, 162 from out of county, 158 from out of state, and 4 were international visitors. Reports were given on the mapping workshop hosted by the Cimarron Cutoff Chapter in Elkhart on No-

vember 14.

The Erosion Project at the Wagonbed Springs site has made it to the Advisory Council on Historic Preservation in Washington D.C. for, hopefully, final approval for the diversion channel work to begin, so that there will be no more damage done to the Trail ruts that leave the Lower Cimarron (Wagonbed) Springs campsite area. Involved in the project are the Natural Resources Conservation Service, National Park Service, Kansas State Historical Society, Steve Joyce, Jim Allen of PAK Farms, and Wagonbed Springs Chapter.

An interesting article entitled "Cultural Resource Investigations at the Lower Cimarron (Wagonbed) Spring Camp Site (14GT101), Grant County, Kansas" appeared in the Kansas Anthropological Association publication *The Kansas Anthropologist*, Volume 19, 1998. Authors are Christine Whitacre, NPS historian, and Steven L. De Vore, NPS archeologist, from the Intermountain Support Office, Denver, CO. The article contains a detailed description of the most probable location of the Lower Springs, the camp site, as well as a list of artifacts from the Ed Dowell collection, which were found in the area of the site.

All officers were elected to serve another year: President Jeff Trotman, Vice-President Bill Leonard, Secretary Marjorie Persinger, and Treasurer Lois Hileman.

SFTA Ambassador Paul Bentrup spoke for a few minutes about the Paul Bentrup Ambassador Award, and handed out brochures on different Trail sites. A video, titled *The Santa Fe Trail*, was shown for the program.

The next meeting will be April 18 at the Daylight Doughnut Shop in Hugoton.

## Heart of the Flint Hills

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

The January 28 meeting was held at the courthouse in Council Grove at 7:30 p.m. Reports were given by Deanne Wright and Doris Cress on the progress of the symposium—it is going well. A schedule and registration will appear in the next issue of *Wagon Tracks*.

Al Bunting reported that work is started on the restoration of the wall at the Wilmington Schoolhouse. Leland Zerbe reported that the 1999 Trail ride will start from Burlingame on June 8 and arrive in Council Grove on June 11, traveling about 68 miles through bluestem pastures. There will be clover leaf rides from the Burlingame Rodeo Grounds on June 6 and 7.

A decision was made to apply for grants to establish interpretive signs at Camp Fremont and Agnes City.

All 1998 officers were reelected to serve in 1999. The next meeting will be April 22, location to be announced later.

## End of the Trail

President George Donoho Bayless  
PO Box 156  
Chama NM 87520  
(888) 368-4868

At the November 21, 1998, meeting, Louann Jordan, Curator of the Exhibit Hall at Las Golindrinias Living Museum, gave an informative lecture on Moorish influence in New Mexico. The Spanish who colonized New Mexico brought with them Islamic traditions that are visible today. Louann showed slides of depictions of saints found in New Mexico that are associated with the Moorish occupation in Spain. More slides showed the influence on Navajo jewelry, adobe architecture, especially the roof lines and adobe brick. Even the horno, a beehive-shaped oven, came with the Spanish. We were impressed and will look at our surroundings with new eyes.

Here is the latest about markers indicating Trail crossings in Santa Fe. Installation should occur early in 1999. On October 23, 1998, several chapter members toured the areas where Trail ruts cross thoroughfares in Santa Fe and located the sites for the City of Santa Fe Traffic Division's Director and Engineer, Craig Watts and John Nitzell. EoT members on the tour were SFTA President Margaret Sears, Chapter President George Bayless, Joanne Barnes, Alex Greene, and Joan Sudborough. When the project is completed the chapter is planning a celebration that will include members, city officials, and residents whose property the ruts cross.

The next meeting will be January

23, 1999, when Jo Martin, a student of Southwest history, will speak on "Murder and Mayhem on the Santa Fe Trail." The March meeting will be a joint meeting with the Old Spanish Trail Association.

### **Corazon de los Caminos**

President Steve Whitmore  
120 Gabaldon Rt  
Las Vegas NM 87701  
(505) 454-0683

The board met January 14 and agreed to nominate Faye Gaines for a second term on the SFTA board. The board also agreed to sponsor an application for a federal grant to improve the Point of Rocks site. The marking committee is petitioning the New Mexico Highway Department for permission to place markers denoting Trail crossings over state highways.

Elsie LeDoux submitted her resignation as historian due to an increased work load. Bev and Hal Jackson agreed to become program chairs and prepare the 1999 activities. Work on the web site is in progress. The mapping committee spent several days in December locating remains of the Trail between Bernal and Tecolote, and from Puerto del Norte north into Las Vegas. The Las Vegas Museum has an exhibit of Trail art by students in Patti Olsen's class.

### **Wet/Dry Routes**

President Rusti Gardner  
801 Vernon Dr  
Larned KS 67550

The chapter winter meeting was in Kinsley, KS, January 3. Reports were given by the mapping/marketing, chuck wagon, T-shirt, and seminar committees. Officers for 1999 were elected: President Rusti Gardner, Vice-President Howard Losey, Secretary/Treasurer Ida Yeager, and Program Chairman David Clapsaddle. Appointed to the Faye Anderson committee were Alice Clapsaddle, LaVeda Cross, Ann Warner, Joyce Losey, and Virginia Walters. Howard Losey was appointed to the mapping/marketing committee, and Janice Klein was appointed to serve as the 1999 judge for the chapter's Kansas History Day Award.

In other business, the chapter voted to (1) expend \$500 for five interpretive markers, (2) prepare and serve the lunch for the Fort Larned

Old Guard meeting on April 24, (3) sponsor Shirley Stein for the SFTA Educator's Award and Sibley's Camp for the Historic Preservation Award and (4) begin mailing 200 copies of *Traces* at bulk rate.

A special award was presented to Max Zimmerman of St. John for his assistance with the chapter's internet efforts. Clara Goodrich was honored with the Faye Anderson Award. Following the business session, a well-received program was presented by Jerry Thomas, Manhattan artist. The chapter's spring meeting is April 11 in Garfield.

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

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

The annual meeting was held January 15 at noon for luncheon at the Gunsmoke Restaurant. Officers for 1999 were elected: President/Program Chair David Kloppenborg, Vice-President Fred Casterline, Secretary Kathie Bell, and Treasurer/Reporter/Historian Richard Dryden. 1998 committee reports were received. An informative program was presented by Keith Chadd and the mapping committee on mapping the SFT in Edwards, Ford, and Gray counties.

### **Missouri River Outfitters**

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

The mapping committee will meet at the Schumacher home on February 13 to share findings and submit reports.

The next chapter meeting will be February 28 at 2:00 p.m. at the home of Ruth Ayres (617 North Walker, Olathe, KS). Nancy Lewis, Glenda Sours, and Anne Mallinson will present a program on Dutch oven cooking and Trail food. Samples will be provided. Ruth will also share her lifetime collection of Trail memorabilia. A nominating committee will be elected to prepare this year's slate of officers.

The April 25 meeting will be at the National Frontier Trails Center in Independence, Missouri, at 2:00 p.m. Julie Daicoff will give her program on Historic Gardening. Julie oversees the award-winning garden at

Mahaffie Farmstead and is an avid gardener. She can help us get started with ideas for our spring planting. Join us for an exciting look into a 19th-century garden. Officers will be elected at this meeting. For further information, contact Anne Mallinson at 816-230-7228.

### **Quivira**

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

The next meeting will be on June 4, 1999, and will feature a program on Don Antonio Chávez.

### **Cottonwood Crossing**

President Vernon Lohrentz  
205 Beverly  
Newton KS 67114  
(316) 284-2095

The next chapter meeting will be February 18, 1999, at Butch's Diner in Tampa at 6:00 p.m. What once was the Santa Fe Trail runs through the town of Tampa. The program will be the 30-minutes video "Forts Along the Santa Fe Trail."

The chapter has purchased six stone posts, which have been marked to indicate a Santa Fe Trail crossing. These will be set at sites from U.S. Highway 77 crossing just north of Lost Springs west to the crossing a mile and a half east of Canton on U.S. 56.

The chapter will have several tours of that Trail on April 17 and 24. On both Saturdays participants are to meet at the Adobe House Museum in Hillsboro at 1:00 p.m. For more details call Vernon Lohrentz at 316-284-0909.

Another project for this spring is to complete a map of all chapter marker posts and signs (plus the DAR markers) from U.S. 56 to U.S. 77. This will be made available to tourists and visitors.

### **Bent's Fort Chapter**

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

The annual meeting was at Bent's Fort Inn, Las Animas, CO, January 16. The business meeting followed a social time and a Trader's Mart. The following officers were elected: President Lolly Ming, Vice-President Mark Mitchell, Secretary LaDonna Hutton, and Treasurer Betty

Choat. Following a luncheon, awards were presented to Dottie Lou Riggs, Bent's Fort Chapter Ambassador Award (outstanding member); Angelo Passini, Trail Heritage Preservation Award; Lamar Parkview Elementary 5<sup>th</sup> grade and instructors Joy Blanton, Robert Seals, and Jean Ount, Heritage Educator Award; and David Hallock, Bureau of Land Management, Trail Heritage Preservation Partnership Award.

An extremely interesting presentation was given by David Halaas of the Colorado Historical Society. His presentation and slide show depicted the history of the Cheyenne Dog Soldiers. Halaas is author of several books and co-author of *Cheyenne Dog Soldiers, A Ledger Book History of Coups and Combat*. He is currently writing a biography of George Bent.

Local members receiving Certificates of Appreciation for hosting and organizing tours were Northern Granada—Fort Union Trail tour: Angelo Passini, Jack Bamber, Frank Duvall, Pickney & Margi Pearson, Ben Augustine, Dan Fowler, Emmick Ranch; Southern Granada—Fort Union Trail tour: Lolly Ming, Sam Arnold, Mark Wilson, James "Red" Heath, McEndree Ranch; Wootton Ranch tour: Gale & Joan Casebolt, Katherine Berg, Richard Loudon, Willard Loudon; Picture Canyon tour: Jaime Kingsbury; Holly Train Station & S—S Ranch tour: Will Leiker, Marvin Wilhite, Bill & Marilyn Wilson, Pat & West Campbell.

Membership in the chapter is open to the public. For membership and tour information, contact Betty Choat at 719-336-2425.

### HELP WANTED

I need help identifying an engraving on a powder horn, an ox horn mounted on a wood base. There is no provenance. The following words are engraved on it:

Virginians  
C. L. Cooper  
Bent's Fort  
Indian Territory 1831  
On to Santa Fe July 4 1831  
T. Littlepage, R. C. Coker & Co.

Near the base in a banner are these words:

Sic Semper Tyrannis  
There are images of a 5-pointed

star with "U.S." inside; the star is rising through a lightning bolt or clouds; an Indian village with tipis, labeled "Cheyenne Camp;" an Indian shield with a figure on it and four feathers dangling below it, crossed tomahawks, crossed arrows, a wooden stockade flying an American flag; and an American flag with 23 stars and fringe around it. On the wooden base is inscribed:

C.L.C.  
Richmond

All engraving is crudely done. Can anyone help with identification?

David Frailey  
<AmazonDave@aol.com>

I need two copies of Marc Simmons's book, *Murder on the Santa Fe Trail*. If available, contact me with condition and price. Thank you.

Dick Wellman  
935 Ave X  
Alden KS 67512

James H. Bullard was my great-grandfather, who worked for William H. Russell on the Santa Fe Trail. I have information about him to 1850 and after 1880. If anyone has information about him during the interim, I would appreciate hearing from you. Many thanks.

Beatrice Bowers  
3015 McGarvey Ave  
Redwood City CA 94061

The supply of the special edition newspaper, *The Wagon Master*, published to commemorate the 175th anniversary of the Trail, is exhausted. More copies are needed for schools. If anyone has or knows of extra copies, please contact me. Thank you.

Luella Marlman  
28978 Rd 10  
Las Animas CO 81054  
(719) 456-2336

### 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.

### INSTITUTIONAL MEMBERSHIPS

Colorado Historical Society, Colorado State Museum, 1300 Broadway,

Denver CO 80203

Foreign Language Academy, 3450 Warwick, Kansas City MO 64111  
The Rice-Tremonti Home Assoc Inc, c/o John Martin, 9410 Eastern, Kansas City MO 64138

### FAMILY MEMBERSHIPS

Jim & Rosewood Allison, PO Box 4920, Quartzsite AZ 85359  
Joe & Irene Almanza, 32819 Longview Rd, Pearblossom CA 93553  
Gary & Lois Bartley, 17035 Say Road, Wamego KS 66547  
Edie & Grant Bayless, 360 Morning Star Lane, Lafayette CO 80026  
Roland & Jerry Brees, E 13B Lake Road, Council Grove KS 66846  
Jo & Dorothy Brinkman, 1707 Hammond Dr, Emporia KS 66801  
Bill & Dee Couch, 510 N 44<sup>th</sup> West Ave, Tulsa OK 74127  
Carl & Julia Frailey, 1834 E 152<sup>nd</sup> Ct, Olathe KS 66062  
Tom & Cindy Germscheid, PO Box 743, Angel Fire NM 87710  
Esperanza & Nelson Gonzales, PO Box 788, El Rito NM 87530  
James & Velma Hanagan, 102 Village Green Ln, Lamar CO 81212  
Joe & Jenny Kelley, 5835 Harrison, Kansas City MO 64110  
Jean & David Kelsay, RR 3 Box 725, Meeker OK 74855  
Robert & Rosemary LaRue, PO Box 192, Lincoln NM 88338  
Gerald & Janise Manchester, 821 Crestmere Ct, Jefferson City MO 65109  
Dana & Ryan McCammon, 2309 5<sup>th</sup> Ave, Dodge City KS 67801  
Mary Lou Nohr/Jon Bokelman, HC 81 Box 367, Las Vegas NM 87701  
Mitou & Billy Joe Oglesby, 2768 FM 876, Waxahachie TX 75167  
Charles & Della Pfenninger, 912 W 5<sup>th</sup>, Larned KS 67550  
Carol & Stan Titsworth, 280 Bagley Dr, Suwanee GA 30024  
J. W. & Frances Van Blaricum, 211 McCoy St, Dodge City KS 67801

### INDIVIDUAL MEMBERSHIPS

Marilyn Albert, PO Box 52, Stratford TX 79084  
John G. Atherton, 904 Sherwood Way, Emporia KS 66801  
Keith E. Baird, 2331 W. 11<sup>th</sup> St, Hastings, NE 68901  
Stephanie Ann Bayless, 1851 N Ivar Ave Apt 106, Los Angeles CA 90028  
Jimmie G. Benbrook, 1509 W Islandia Dr, Gilbert AZ 85233  
James W. Bucherie, 1525 Woodridge Dr, Abilene TX 79605  
John M. Bullock, Ryland Lakes 14 Crystal Dr, Covington KY 41015  
Sandra Coyer, 11254 E Harvard Dr,

Aurora CO 80014  
 LeRoy Hammeke, 303 W 16<sup>th</sup>, Larned KS 67550  
 Karon K. Hanrahan, 1807 Puye Rd, Santa Fe NM 87505  
 Roger Hedgeroth, 1103 Wright Ave Bx 844, Dodge City KS 67801  
 Bev Howell, 916 W 5<sup>th</sup>, Larned KS 67550  
 Michael C. Karas, 5514 David's Bend Dr, Sugar Land TX 77479  
 Mary Lou Kyle, 845 S Fremont, Springfield MO 65804  
 Bill Marcussen, 6505 W 132<sup>nd</sup> Terrace, Overland Park KS 66209  
 Katie Northrup, 9328 Westview Suite 100, Houston TX 77055  
 Jeffry Watson Pope, 802 E Cache la Poudre, Colorado Springs CO 80903  
 Tim Renick, 941 B Cheyenne Curve, Leavenworth KS 66048  
 Donna C. Roper, 1924 Bluehills Rd, Manhattan KS 66502  
 Craig Silvey, 11211 S Military Tr #521, Boynton Beach FL 33436  
 Kevin Stirling, 160 Juniper Road, Haver-town PA 19083  
 Robert Weaver, 1412 Truman St, Great Bend KS 67530

#### YOUTH

Sterling Dietz, 11333 Bolas St, Los Angeles CA 90049

### 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 May, so send information for June and later to arrive by April 20, 1999. Thank you.

**Mar. 20, 1999:** Kansas Corral of the Westerners, Inman KS. Contact Sheriff Ann Birney (316) 528-3580.

**April 17, 1999:** SFTA governing board meeting, Santa Fe Trail Cen-

ter, Larned.

**April 24, 1999:** Fort Larned Old Guard annual meeting, program about Cheyenne and Sioux village on Pawnee Fork. Joint meeting with Kansas Corral of the Westerners.

**May 1-2, 1999:** Santa Fe Trail Heritage Days, Las Vegas, NM. Call (800) 832-5947.

**May 15, 1999:** Kansas Corral of the Westerners, Lecompton, KS. Contact Sheriff Ann Birney (316) 528-3580.

**May 15, 1999:** Reenactment of battles of Apache Canyon and Glorieta Pass, El Rancho de las Golondrinas. Call (505) 471-2261.

**May 29-31, 1999:** Santa Fe Trail Days at Larned, Santa Fe Trail Center, and Fort Larned NHS.

**June 4-5, 1999:** Wet/Dry Routes Chapter Seminar, "Trading Ranches on the Santa Fe Trail," at Fort Dodge KS.

**June 5, 1999:** National Trails Day. For planning materials contact American Hiking Society, 1422 Fenwick Ln, Silver Spring MD 20910.

**June 19, 1999:** Kid's Quarters, Bent's Old Fort. Call (719) 383-5010.

**June 19, 1999:** Tour First Fort Union. Call (505) 425-8025.

**July 4, 1999:** Old Time Independence Day, Fort Larned NHS.

**July 4, 1999:** Hispanic Fiesta, Las Vegas NM, (800) 832-5947.

**July 10-18, 1999:** Santa Fe Trail Rendezvous, NRA Whittington Center, Raton NM, (800) 638-6161.

**July 17, 1999:** Cultural Encounters on the Santa Fe Trail, Fort Union National Monument, 505-425-8025.

**July 30-Aug. 1, 1999:** Santa Fe

Trail Encampment, Bent's Old Fort. Call (719) 383-5010.

**Sept. 11-Oct. 1, 1999:** 10th Annual SFT bicycle trek. Contact Willard Chilcott (505) 982-1282 or <Chilcott1@aol.com>.

**Sept. 23-26, 1999:** SFTA Symposium, Council Grove KS. Contact Jim Selby, 200 N Chautauqua, Council Grove KS 66846 (316) 767-6994.

### FROM THE EDITOR

If the mailing label below shows your membership expiration as Dec 1998, this will be your last issue of *WT*. Your membership is essential to the continued work of SFTA, and the historic Trail deserves your support. Please take care of it today. Symposium registration will be sent to all SFTA members in the May issue. You will not want to miss that.

It is time to submit nominations for officers and awards. See directions and deadlines in this issue.

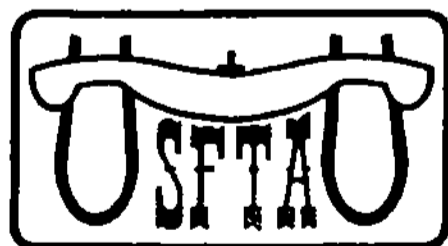
Those submitting items to *WT* are reminded that good, relevant photographs add much. We can not publish all that are sent, but we need a supply from which to select. No photographs were available for this issue. Please identify all people in a photo. Pictures will be returned on request.

There are many fine events scheduled along the Trail this year. Attend all you can. We hope to meet you at some of these activities. As chairman of the Fort Larned Old Guard, I especially invite you to attend the annual meeting on April 24.

Happy Trails!

—Leo E. Oliva

**Santa Fe Trail Association**  
**PO Box 31**  
**Woodston, KS 67675**



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