

# Wagon Tracks

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Article 1

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## Wagon Tracks. Volume 12, Issue 2 (February, 1998)

Santa Fe Trail Association

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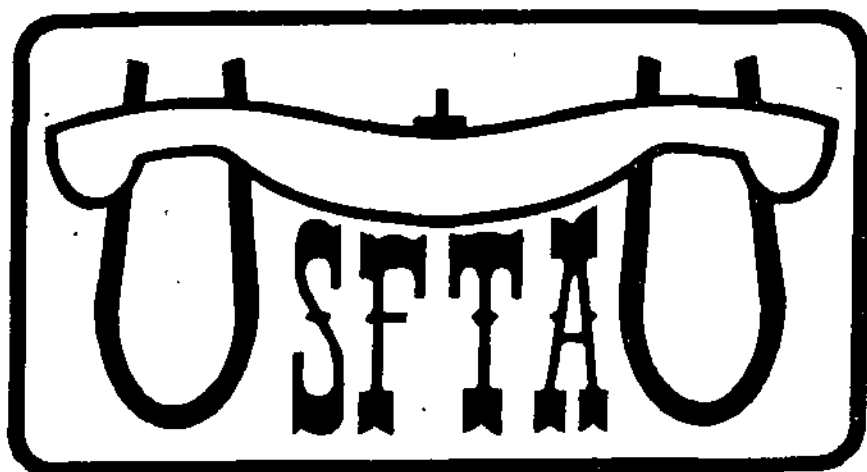
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# WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 12

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NUMBER 2

## PAULINE FOWLER RESIGNS FROM SFTA BOARD

PAULINE (Polly) Fowler, Independence, MO, tendered her resignation from the SFTA board of directors because she is unable to be as active and to contribute as she would like. A charter member of SFTA, Fowler is recognized as the authority on the Trail in the Independence area.

Polly was presented a SFTA Award of Merit in 1987 and received the Association's highest honor, the Rittenhouse Memorial Stagecoach Award, in 1995. She served on the SFNHT Advisory Council and was in her second term as a SFTA director from Missouri (first elected in 1991). She was a founder and officer of the Friends of the National Frontier Trails Center and a founder of the Missouri River Outfitters Chapter.

The SFTA governing board plans to select a replacement at the April meeting to complete her unexpired term. We all thank Polly for her dedicated service and wish her well in "retirement."

## RENDEZVOUS 1998

IN September 1998 the Santa Fe Trail Association will join the Santa Fe Trail Center (Larned) and Fort Larned National Historic Site to host the biennial Trail Rendezvous. Traditionally held in the spring, Rendezvous 1998 will be held September 24-27 (the usual time of SFTA symposiums in alternate years).

This year's theme, "Music and Leisure on the Santa Fe Trail," will include programs of traditional American Indian, Hispanic, and Anglo music and dance. A SFTA board meeting will be held before the Rendezvous program, with committee meetings and mapping and marking workshops scheduled as well. More information about Rendezvous will be sent to all SFTA members when it becomes available.

WET/DRY CHAPTER SEMINAR:  
SURVEY OF THE ROAD TO NEW  
MEXICO, LARNED, KS  
JUNE 13, 1998

1998 TRAIL RENDEZVOUS  
LARNED, KS  
SEPTEMBER 24-27, 1998

## BOARD RETREAT HELD, SPRING MEETING SET

by Joanne VanCoevern

ON November 13, 1997, the SFTA governing board met at the Santa Fe Trail Center, Larned, KS, for a day-long planning retreat. New members of the board were introduced and a general discussion followed. The primary purpose was to develop Association goals for the 1997-1999 term. Numerous issues were discussed in answer to the question, "Where do we want to be in two years?" In the end, the board combined the ideas into twelve specific goals: (1) strengthen chapter relations, (2) get group 501(c)(3), (3) design a user-friendly mapping/marking program, (4) develop (long-term) headquarters plan, (5) promote education, (6) increase membership, (7) strengthen partnership with National Park Service, (8) expand promotion and tourism, (9) review Association structure, (10) obtain officers/directors insurance, (11) conduct grant searches, and (12) respond rapidly to problems. Members are encouraged to respond to these goals. Please contact your representatives and/or the president.

The spring board meeting is scheduled in Santa Fe, NM, at the Pecos Trail Inn, Saturday, April 18, 1998, 8:30-4:00. Board meetings are open to all members and attendance is encouraged. Specific details have yet to be finalized. These may be obtained closer to the meeting date by calling SFTA headquarters in Larned at 316-285-2054 or President Sears at 505-473-3124.

## WAGON TRAIN DIARY SEPTEMBER 1997

by Karla French

(Karla French, fifth-grade teacher at Ulysses, KS, and her husband, Ron, are charter members of SFTA and active members of Wagonbed Springs Chapter. Karla is chairman of the SFTA education committee. She rode her horse, Cimarron, with the symposium wagon train and kept the following diary.)

Thursday, Sept. 25, 1997

Had an interesting day at the symposium, greeting old friends and seeing new faces. Marc Simmons, in the opening lecture, told the story of the Cimarron Route of the Santa Fe Trail. He included the story of Charles Bent's return trip from Santa Fe in 1829 to meet Major Bennet Riley and his troop of infantry camped on the Arkansas. Col. José Antonio Viscarra and his Mexican soldiers (about 75 Mexicans, 91 "hired whites," and 34 "hired Indians") accompanied Bent's caravan back to the Arkansas and upon arrival invited the Americans to dinner, complete with silver dishes.

Later I told Marc that the story of Bent's caravan in 1829 was one of my favorite stories to share with my fifth-grade students when we study the Santa Fe Trail. He also told about an 1847 military trip down the Trail and a Pvt. John Goose who was bitten by a tarantula somewhere along the Cimarron, developed blood poisoning, died near Point of Rocks (near Middle Spring) and was buried at the foot of the bluff of Point of Rocks. Now the new Trail "call" is "Remember John Goose!" Another Trail story to share with my fifth-graders on our spring trip to Point of Rocks north of Elkhart in the Cimarron National Grassland.

After the membership meeting Ron and I went to get my horse Cimarron (of course) and arrived back  
(continued on page 12)

## PRESIDENT'S COLUMN

As I gazed at the people gathered around a table in the Santa Fe Trail Center last November during the governing board planning retreat, I was a bit apprehensive. Suppose bringing the board together to engage in strategic planning was a bad idea and everyone would be talked out by 11 a.m. As the discussion unfolded, I realized not only were my worries unfounded, but the 1997-1999 board members are overflowing with energy, expertise, and creativity.

The final task for the board that day was to set and prioritize Association goals for this two-year term. (see article, p. 1). This list of 12 goals may be a bit ambitious for a small organization with limited resources, but such did not enter the thinking of these highly motivated individuals. These goals, many initiated during Ross Marshall's term, are critical to SFTA's growth and development. Nothing less would be acceptable.

It was no surprise that "to strengthen chapter relations" headed the list. This theme recurred time and again that day. So, what specific objectives do we establish to meet that goal? A primary definition of the word *relations* is "to connect one to another." We all recognize that the most powerful method of establishing relations is by direct face-to-face contact between people. Letters, the telephone, and all the new electronic gadgetry simply are not equal to people being in the presence of other people. Thus, the primary objective for strengthening these relations with the chapters will be to implement Vice-President Sam Arnold's position as chapter coordinator, and that translates into chapter visits either by Sam or directors from the board.

However, this interaction need not be initiated only by Sam or the directors. Chapters are strongly encouraged to invite board representatives to chapter events at any time. Perhaps this is happening already. When possible, reach out to a director from your state who is not a member of your chapter—only Kansas boasts more chapters than directors. (Please note that at-large directors serve Texas Panhandle Chapter.) Do not forget the other board members

—Ruth and myself, and ex officio members Mike and Leo—who have much to share and learn.

Once you are gathered together, then what? *Communicate*, of course. So, what does that mean? *Talking*, you say. But, let us not forget *listening*. Wendell Johnson, the eminent semanticist, said, "filling our own ears with all we have learned to say, we are deaf to what we have yet to hear." Board visitors want to listen to your concerns, and, likewise, you should hear what they have to say.

If we can begin a genuine dialogue between the SFTA board and chapters, the goals we all want to achieve will follow, and the vision laid out by our founders will be served. An immediate opportunity for coming together will be the next board meeting, April 18, 1998, in Santa Fe, NM. All members are welcome to attend.

The 175th anniversary of the Santa Fe Trail produced two outstanding SFTA publications—Bonita and Leo Oliva's *Index to Wagon Tracks* (vols. 1-10) and Marc Simmons's *The Santa Fe Trail Association: A History of Its First Decade*. It is doubtful most of us can comprehend the discipline and knowledge demanded to compile a cumulative index of this magnitude, but we all can appreciate its value. We only need to look at a single entry to sense the complexity of the process. Marc Simmons once again set his pen racing, this time producing a stellar tome about us. The work will be the centerpiece of our archives and should be in the collections of all persons and institutions interested in the Trail. Education was a goal of the 175th anniversary, and with these two publications, Bonita, Leo, and Marc achieved this goal. We are, indeed, most grateful and proud.

Every SFTA chapter deserves high praise for programs presented and special projects undertaken during the 175th anniversary. Let us all work together to continue this important Trail work, building on past achievements and continuing to preserve, protect, and promote our Trail heritage.

We all regret the resignation of Polly Fowler from the board. Thanks Polly for a job well done. We will miss your presence and contributions at our meetings. We wish you the best.

—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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Patron	\$100/year
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Family	\$30/year
Individual	\$25/year
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## SFTA COMMITTEES

**P**RESIDENT Margaret Sears reports that most committee appointments for the next two years are in place. At this time, eight standing committees, two task forces, and an ad hoc committee have been constituted. The personnel for these committees are:

### Awards Committee

Harry Myers, chair  
Jane Elder  
Leo Oliva

### Budget Committee

Ruth Olson Peters, chair  
Stephen Whitmore

### Education Committee

Karla French, chair  
Connie Casteel  
Anne Mallinson  
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### Executive Committee

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### Headquarters Plan Task Force

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Dave Hutchison  
Bonita Oliva  
Ruth Olson Peters  
Margaret Sears

### Organization Review Task Force

Jane Mallinson, chair  
Virginia Fisher  
Leo Oliva  
Mike Olsen  
Ramon Powers

Marc Simmons, consultant

### Joint Rendezvous 1998 Committee

Ruth Olson Peters, coordinator  
Dave Hutchison  
Ross Marshall  
Margaret Sears

Still to be appointed is a nominating committee. The Headquarters Plan Task Force is to draft a plan identifying what is needed to operate SFTA's national office in the immediate future and down the road.

The Organization Review Task Force is to review SFTA's structure to determine if, after ten years, any changes should be considered. After the task force has submitted its recommendations to the board, amending the bylaws will be undertaken. Jane Mallinson, chair of this task force, requests members and chapters who have suggestions for structural changes in the organization of SFTA to send recommendations to her at PO Box 8604, Sugar Creek MO 64054 as soon as possible.

## GRAND OPENING OF TRAIL MUSEUM IN TRINIDAD, CO

by Paula Manini

*(Manini is director of the Colorado Historical Society's Trinidad History Museum, including the Santa Fe Trail Museum, Baca House, Bloom Mansion, and Historic Gardens.)*

**T**HE grand opening of the Santa Fe Trail Museum (formerly called the Pioneer Museum) in Trinidad, Colorado, is set for Thursday, June 11, 1:00-3:00 pm. Everyone is cordially invited to attend the opening, which is the kickoff event for four days of Trail-related activities in Trinidad.

The Santa Fe Trail Regional Art Show begins on June 12 at the A. R. Mitchell Memorial Museum of Western Art. Trinidad's annual Santa Fe Trail Festival occurs June 13-14. Special living-history programs (details to be announced) will take place in the courtyard in front of the Santa Fe Trail Museum. Main Street will bustle with craft vendors, music, reenactments of gun fights, storytelling, antique car show, and food booths offering a variety of fare.

The Santa Fe Trail Museum, one of four attractions at the Trinidad History Museum, is located in a historic building associated with the Baca House. Felipe and Dolores Baca lived in the main house, which

they purchased in 1873 from Trail merchant John Hough (who had this impressive two-story adobe home built three years earlier). Workers for the Baca family lived in the adobe building which is now home to the Santa Fe Trail Museum. Located between the two historic residences is a large courtyard.

The Bloom Mansion stands on the other side of the block. The Victorian home, built in 1882, was constructed for the family of Frank and Sarah Bloom. He came to Trinidad in 1867 as manager of Thatcher and Company, a general store on the Trail. Surrounding these residences are Historic Gardens with century-old trees, herb and vegetable gardens, old stock grape and trumpet vines, cholla cactus, and wild flowers.

Guided tours are given of the Baca House and Bloom Mansion, while the Santa Fe Trail Museum is self-guided. The Santa Fe Trail Museum interprets area history from the Trail period through Trinidad's heyday as a cultural and commercial center and features exhibits with interactive, hands-on components for children of all ages. The center room and west wing, built during the Trail period, interpret the history of local Indian groups, mountain men, settlement of Trinidad, the Mountain Route, and the end of the local Trail era with the coming of the Atchison, Topeka and Santa Fe Railway to Trinidad in 1878.

Artifacts in this section, entitled "Trinidad, Trail Town," include a book, sad iron, and bottle (which held smelling salts) belonging to Marion Sloan Russell, Kit Carson's fringed buckskin coat, a spectacular oil painting of the Spanish Peaks, trade goods, and historic photographs. Local Trail-era personalities Felipe and Dolores (Gonzales) Baca, John and Mary (Prowers) Hough, Richens Lacy "Uncle Dick" Wootton, George and Juanita (Suaso) Simpson, Richard and Marion (Sloan) Russell, Kit Carson, Moache Ute Chief Conniach, Dr. Michael Beshoar, Sister Blandina Segale, and William and Ebenezer Archibald are featured.

"Trinidad, Rail Town," is represented in the east wing, where an incredible collection of local artifacts are used to interpret Trinidad's prosperous economy. Items include a

chuck box from the Bloom Cattle Company, bottles and other memorabilia from the Schneider Brewery, award medals and saddles from renowned craftsman Fred Burkhard, and architectural renderings by Isaac Hamilton Rapp. Wedding and graduation dresses, mementos from the dedication of Kit Carson Park, party invitations and dance cards, and many other items create fascinating displays about Trinidad's vibrant cultural life.

Funding for the Santa Fe Trail Museum was provided by the National Scenic Byways Program, National Park Service, State Historical Fund of Colorado, Friends of Historic Trinidad, Trinidad Historical Society, and several local supporters. The Trinidad Area Motel, Hotel and Restaurant Association will provide refreshments for the grand opening.

The Santa Fe Trail Museum will be open daily, including weekends and holidays 10 am-4 pm, June 11 through September 30. The Baca House and Bloom Mansion are open daily, 10 am-4 pm, May 1-September 30. The Santa Fe Trail Museum will be open on a limited basis from October through April; next year its daily schedule also begins on May 1. Plan a visit whenever you are in the area.

The Trinidad History Museum, located at 300 East Main Street, also has a gift shop and bookstore. For information call (719) 846-7217.

## NPS TRAIL REPORT

by Andrea Sharon

*(Sharon, interpretive specialist in the Long Distance Trails Office, NPS, Santa Fe, kindly provided the following information.)*

**T**HE Long Distance Trails Office is pleased to report the following information about the SFNHT. If anyone wishes more information, please contact Andrea Sharon (505) 988-6888.

### NPS Passport Stamps

The *National Park Passport Program* cancellation stamp for the Santa Fe National Historic Trail is now available at several certified sites. This nationwide program is a visitor service administered through Eastern National Parks Association. Each cancellation stamp lists the states the National Historic Trail crosses as well as a changeable date feature. Look for this new visitor

service at the National Frontier Trails Center, Fort Osage, Mahaffie Farmstead, Kaw Mission, Coronado/Quivira Museum, Morton County Historical Museum, and the Palace of the Governors in Santa Fe.

### SFNHT Brochure Wins Award

The Santa Fe National Historic Trail Official Map and Guide took first place in the Site Publication category of the Media Awards sponsored by the National Association for Interpretation. Special factors in this project included the challenge of developing a brochure that covered hundreds of sites, 1,203 miles of trail across five different states, with input from multiple partners and reviewers. A special thank to all who helped in the development and review of this award winning brochure. More brochures were printed last fall and ample copies are available.

### SFNHT Traveling Exhibits

The two Santa Fe National Historic Trail traveling exhibits are undergoing some repair from a busy year on the road. They are both scheduled to go out again in March. Several months are still open for 1998, so contact Andrea Sharon if you would like to schedule the exhibit for your facility this year.

The exhibit is freestanding, self-contained, and simply unfolds to set up. There is no charge for the use of the exhibit but the receiving facility pays shipping costs and insurance. It can be sent UPS or Federal Express (average cost \$100), or transported easily in a van or pickup, with the heaviest rolling container weighing 98 lbs.

## FORT LARNED OLD GUARD ANNUAL DINNER MEETING

**T**HE Fort Larned Old Guard annual meeting will be Saturday, April 25, in the quartermaster storehouse at Fort Larned National Historic Site. The public is welcome; SFTA members are especially invited.

Dinner will be served at 6:00 pm, followed by a short business meeting. The program will feature Van-Ann Moore of Belen, NM, recipient of a SFTA Award of Merit last year. She will present her new production, "Libby Custer: Boots and Saddles, the Life of Elizabeth Custer and Her General." She will be accompanied by renowned flamenco guitarist Raul

Gomez of Topeka, KS.

Final details and cost, as well as reservations, can be obtained beginning April 1 by calling Fort Larned NHS at 316-285-6911, between the hours of 8:30 am and 5:00 pm. Reservations must be made prior to 5:00 pm on April 22. Seating for the dinner and performance is limited, so early reservations are suggested.

During the afternoon prior to the Old Guard meeting Fort Larned NHS will present living-history demonstrations throughout the fort. An Indian camp and cavalry demonstrations will augment the fort's interpretive programs. The fort will also have the recently-reconstructed bake oven operating. Bread mixed from an old army recipe will be baked in the wood-fired oven during the afternoon and served with the evening meal.

## CIMARRON ROUTE BIKE RIDE

**S**ERIOUS bicyclists are invited to participate in a ride over a portion of the Cimarron Route on Memorial Weekend, May 23-25, 1998. Organized by John L. Hobbs, Great Plains Bicycle, Newton, KS, the ride will begin at Elkhart, KS, Saturday, May 23, proceed across the Oklahoma Panhandle, cut into the northwest corner of Texas, and continue to Clayton, NM. The second day will go north along the New Mexico/Oklahoma border to the Black Mesa area, crossing and following the Trail a couple of times. The last day takes riders north into Colorado and back east into Kansas, following the Trail.

The route is about 2/3 paved and 1/3 off road, so a mountain bike is essential. Total distance is about 250 miles, with the first day being the longest. Gear will be transported, so participants need only carry water and snacks. Camping and housing will be arranged for Friday, Saturday, and Sunday nights, and three meals will be provided each day, starting with breakfast on May 23 and ending with a barbecue on Monday evening.

The cost is \$130 per person. Reservations must be made by May 11. The group is limited to 300 participants. For more information and to obtain registration forms, contact Hobbs at (800) 792-2453 or E-Mail <gpbbike@southwind.net>.



## CLAYTON FLY-IN RESLATED

by Kendyl K. Monroe

(SFTA member Monroe, Seneca, NM, is head of the Clayton Airport Advisory Council and organizer of this event.)

THE theme of flying the Santa Fe Trail Cimarron Route to or from Rabbit Ears Mountain landmark north of Clayton, NM, originally scheduled for October 25, 1997, attracted a great deal of interest from the aviation community before an unusually early whiteout blizzard forced cancellation. That theme will be highlighted for the rescheduled Fly-In on June 6, 8:00 am to 5:00 pm. The event is open to travelers by ground as well as by air.

Billed as a Ranch and Rodeo Country Fly-In, highlights include presentations by the New Mexico Aviation Division, including its Mountain Flying Seminar, and by Cannon Air Force Base, Clovis, NM, describing military training missions and procedures in the area. There will also be displays about the Santa Fe Trail and ranch life, a chuck wagon barbecue, sky rodeo events, and a cowboy rodeo in an arena adjacent to the airport.

Bill White's book, *The Santa Fe Trail By Air*, has stimulated great interest in the SFT within the aviation community, just as his companion book, *The Oregon, California and Mormon Trails by Air*, has stimulated similar interest in those historic routes. White has organized a Trail Pilots Association (see following article) from among the pilots who have expressed interest in the historic trails, and this new organization will attend the Clayton Fly-In as the first event on its calendar.

For further information or to register in advance for planning assistance, call Jim Talley (800) 390-7857 or 505-374-9253.

## TRAIL PILOTS ASSOCIATION

by Bill White

(SFTA member White, Logan, UT, author of pilot guidebooks to several overland trails organized the Trail Pilots Association [see above article].)

A number of pilots from across the United States have joined together to form the Trail Pilots Association.

The purpose is to follow and promote awareness of overland trails (including the Santa Fe Trail), have fun, and assist Trail organizations. Members offer their services and planes for worthy projects. They are available, if invited, to help SFTA and OCTA with mapping projects.

The new TPA has scheduled five events for this year, and everyone is invited. Since this is the first year, each event will piggyback on other organizations' activities:

**June 6-7:** Clayton, NM, joining the Ranch and Rodeo event organized by Kendyl Monroe (see above article).

**June 13-14:** Larned, KS, taking part in the Wet/Dry Chapter seminar.

**July 9-12:** Scottsbluff, NE, joining in the celebration of Oregon Trail Days.

**July 25-26:** Baker City, OR, participating in the Pioneer Festival.

**August 8-9:** Pocatello, ID, attending the annual Shoshone-Bannock Indian Festival.

For more information, contact Bill White, Western Airtrails, PO Box 6071, North Logan, UT 84341 (888) 755-0330.

## BOB AND MARYLOU JONES RECEIVE BENT'S FORT CHAPTER TRIBUTE AWARD

by Teresa Kesterson

THE Tribute Award of Bent's Fort Chapter recognizes efforts by an individual or group which ensures the preservation of a site or significant remnant of Mountain Route/Santa Fe Trail heritage for posterity.

The 1997 recipients are Bob and Marylou Jones for conserving the site known as "Hole in the Rock," near Thatcher, CO, along Timpas Creek. They acquired the site and gave it to the Archeological Conservancy so it will receive protection for perpetuity.

This important site, a well-known spring that was noted many times throughout Trail history, includes remains of the Barlow and Sanderson stage station which later became the headquarters for the Bloom Cattle Company. Thus there are connections between this property and the Bloom House in Trinidad, owned by the Colorado Historical Society. Also at the site is a cedar post corral (still in use) that dates from Trail times. Hole in the Rock was mentioned in



Bob Jones with tour group at Hole in the Rock site.

travel journals kept by James W. Abert, Philip St. George Cooke, George R. Gibson, Abraham R. Johnston, Frank S. Edwards, Lewis H. Garrard, Susan Magoffin, and others.

Bob and Marylou purchased the approximately 80-acre portion of land that included the site in December 1991. They wanted it to remain open to the public because of its historical significance. They looked for ways to ensure that the public could continue to enjoy the site. They contacted the National Park Service and the U. S. Forest Service in an effort to transfer the property to either of these public entities. Neither could accept the property at that time, but John Conoboy of the NPS Long Distance Trails Office in Santa Fe suggested they contact the Archeological Conservancy in Albuquerque. The Conservancy could take the property and keep it until such time that the National Park Service, the U. S. Forest Service, or the Colorado Historical Society could administer it.

The property was given to the Conservancy on February 1, 1996, and remains open to the public. Bob explains that "the Conservancy cannot transfer the property to any individual or local group. It can only be transferred to a recognized entity that will preserve the site."

Bob continues his involvement with Hole in the Rock as caretaker, promoter, and official historian. He encourages visitation and has presented interpretations to Bent's Fort Chapter tours.

The chapter is pleased to honor Bob and Marylou for their generous contributions. They have preserved an important part of Trail heritage.

## IN SEARCH OF JOSÉ WATROUS

by Virginia Lee Fisher

*(Fisher, Arrow Rock, MO, is a charter member and former director on the SFTA governing board. She is a frequent contributor to Wagon Tracks. She became interested in José Watrous after reading that he was a student at a Missouri school.)*

THE following statement appeared in William B. Young's *History of Lafayette County* (Missouri), 1910, regarding Chapel Hill Academy near Lexington: "Many Indians and Mexicans attended school at Chapel Hill. José Watrous, a Spanish boy, was sent to Chapel Hill when he was but ten years old and remained twelve years, when he left the College an ordained preacher of the Presbyterian Church."<sup>1</sup> Who was José Watrous?

The family name Watrous defies identification with most familiar nationalities. But the little town of Watrous, NM, near Fort Union is known to Santa Fe Trail students and travelers. The village lies in the valley at the junction of the Mora and Sapello rivers and the Mountain and Cimarron routes of the Santa Fe Trail. Just as Council Grove, KS, to the east became a Trail rendezvous for wagon trains heading west, La Junta de los Rios Mora y Sapello<sup>2</sup> (later Watrous) became a staging point for Trail travelers heading east.

The community of La Junta was renamed Watrous, when the railroad reached the town in 1879, to honor Samuel B. Watrous who had settled there in the late 1840s and established a ranch and trading post. Watrous was born Erastus Bowman Watrous in Vermont in 1809, the son of Erastus and Nancy Bowman Watrous. He was a descendent of English settlers Jacob and Hannah Waterhouse who came to America in 1630. In 1713 Gideon Waterhouse of Connecticut changed his last name to Watrous, the family name of his descendants. Erastus Bowman Watrous changed his first name to Samuel after he moved to New Mexico in the 1830s. He died in 1886 and his home still stands as the headquarters of the present Doolittle Ranch, near the town of Watrous.<sup>3</sup> The community of La Junta (Watrous) was a well-known site on the Trail.

In late spring 1857 William B.

Napton, accompanying Captain Jim Chiles's Missouri wagon train to New Mexico, described the country as they approached Fort Union:

Ten miles before reaching Fort Union we stopped at a ranch, where we found an abundance of good milk and butter, kept in a well arranged spring house, supplied with water by a cold and bold spring running out of the foot of the mountain. The milk was kept in large open tin pans, set in a ditch extending around the room, constructed so as to allow a continual flow of cool water about the pans. The spring house was built of adobe and bricks. This ranch supplied the fort with milk and butter.

Fort Union had no appearance of a fortified place then; there was nothing more than substantial and comfortable barracks, stores and warehouses. But the place had a look of military precision, neatness and cleanliness about it and not seen elsewhere in New Mexico.

At this place our train was cut in twain; one-half of it, under the command of Captain Chiles, went on to Mora, the other half was sent to Las Vegas, in charge of the assistant wagonmaster, Rice. . . . I decided to accompany that part going to Las Vegas.<sup>4</sup>

As Napton's party traveled on, they drove by La Junta. This area had been a stopping point for Indians, Mexicans, and Spaniards since times long forgotten. In passing, Napton described Sam Watrous's "large adobe ranch house" and one of his enterprises:

On the route to Las Vegas we found a large adobe ranch house, probably a hundred feet square and sixteen feet high, the solid walls being without openings on the outside, except two large doors. The ventilation and light were secured through the openings inside the hollow square. There was an extensive buckskin tailoring establishment there, where they were manufacturing quantities of buckskin clothes of various patterns, and I was surprised at the skill displayed in making the garments. The clothes were made to fit with tailor-like precision and exactness. Clothes of buckskin were generally worn at that time by the inhabitants of New Mexico, by the natives especially.<sup>5</sup>

Napton also recorded his visit to

Las Vegas:

As we drew near Las Vegas we noted that the "bottoms" of the little creek [Gallinas] running near the town were cultivated in corn, with occasional patches of vegetables, the land uninclosed by fences, but flanked by irrigating ditches supplying the necessary water, and the crops were looking remarkably well, although the weather had been dry for some weeks. We found it necessary to have a close watch kept on our cattle while we were near these cultivated and unfenced fields. Las Vegas was a compactly built little town of probably two or three hundred inhabitants, the houses for the most part built of adobe brick or tufts of sod, with a corral in the rear. The herds of sheep, goats and burros were driven in about sunset and fastened up for the night in these corrals, from which they were driven out early in the morning to graze during the day under the constant eye of the herder, who accompanied each band.

We remained one day only at Las Vegas. The wagons were unloaded, the freight being delivered to the consignees, and we turned about and started on our homeward journey.<sup>6</sup>

Napton did not state if he met Sam Watrous going or returning. Watrous was orphaned when he was young and lived with an uncle in Vermont until 1832, when he headed west. By 1835 he was in Taos, NM, then, possibly in 1837, relocated to the silver mines in the Ortiz Mountains south of Santa Fe. Sam apparently was engaged in merchandising at both Taos and in the Ortiz mining area before moving to La Junta in 1848 or 1849, where he had purchased a portion of the Scollay Land Grant.

Details of the birth and parentage of José, the little "Spanish boy," are not clear. He probably was born in 1837, two years after Sam Watrous arrived in Taos. Joseph Romero, Jr., a descendent of Sam Watrous, reported a family tradition that Watrous had married a woman in New Mexico, who died soon after giving birth to José.<sup>7</sup> No records have been located to support this. Census records of 1860 list him in the Sam Watrous household, age 23, an Indian, a laborer, place of birth Rio Arriba



County, and his name Joseph B. Watrous.<sup>8</sup>

Did José Watrous attend Chapel Hill Academy near Lexington? The Lafayette County census record for 1850 listed the household of A. W. Ridings, founder of the Academy, as of November 2: Ridings, age 34, was head of household that included 21 members. Ridings's wife, his parents and daughters, 9 and 11, were included.<sup>9</sup> The others were students. Two on the list were born in Tennessee and the others in Missouri, except for Alfred C. Bent, age 17, born in New Mexico.<sup>10</sup>

In 1907 José Watrous was interviewed by F. W. Cragin.<sup>11</sup> José stated that "in 1853 he went east and began to attend Chapel Hill College in Lafayette County, Missouri, attended there three years" (until 1856), "then had to leave on account of trouble with his eyes, is now blind." It seems the *History of Lafayette County* statement, written some 50 years after José's attendance at school, may have been in error on some details and dates. Even so, this frontier educational institution represented a resource to families who sought education for their children.

In 1840 Archibald Wellington Ridings went to Lafayette County from North Carolina where he had attended the University at Chapel Hill. Soon after his marriage, Ridings undertook the education of his wife's young brother who lost his leg in a hunting accident. Soon other students were enrolled. A large two-story classroom building was erected. Male students lived in two-room cottages on the grounds. Girls boarded with families in the vicinity. For just over a dollar a week students were supplied lodging, laundry, candles, and board "fit for a king." Chapel Hill was reported as the "largest school west of the Mississippi with a faculty of ten or more professors. Graduates went on to hold high posts in commerce and government." In the early 1860s the Academy was set on fire by vandals and never rebuilt.<sup>12</sup>

When José returned to New Mexico in 1856, he was "with his father's ox-cart train which consisted of twenty large wagons, each drawn by six yoke of oxen. This train handled freight for the government making stops at Santa Fe, Ft. Union, Kansas

City and Watrous. George Berg and his family accompanied the train on this particular trip. He was going to Ft. Union as the post gunsmith. . . . Joseph B. [Watrous] married Louisa Katherine Berg in 1862, the daughter of the gunsmith."<sup>13</sup> At that time José was 25 and Louisa was 14.

José, as noted above, was listed in the 1860 census as a member of Samuel B. Watrous's household, with the name Joseph B. Watrous, identified as Indian, age 23, occupation laborer, born in Rio Arriba County. Later census records indicated José's changing economic and social status. The 1870 census listed Joseph Watrous, white, occupation farmer, as head of a household that included his wife, Louisa, age 22, a daughter, Elizabeth, age 1, and Robert Ilingworth, age 34, wagonmaster. In 1880 J. B. Watrous was head of household, a merchant, with a wife, two daughters, and three sons.<sup>14</sup>

The Watrous family stayed close to home. In addition to José, most of Samuel B. Watrous's children remained in the area and were recorded by the census enumerators (names were spelled different ways and the ages varied—Mary Manuela was listed as 34 in 1870 and 42 in 1880, Mary Antonette was listed as 30 in 1870 and 38 in 1880, Emiteria was listed as 27 in 1870 and 35 in 1880, and Abelina was listed as 17 in 1870 and 19 in 1880). In 1870 the following were residing with Samuel B. (age 61) and his wife Josephine (age 28): Belina 17, Samuel Jr. 15, Rosa 5, and Charles 3. Sam was listed as a retired merchant with \$23,500 in real estate and \$21,000 in personal worth.

Mary (Maria) Manuela (age 34) had married William Tipton (age 45, a farmer) and resided nearby. Other members of this household were Samuel Tipton (20), Susan Tipton (15), Martha Tipton (10), Luisa Tipton (8), W. Lee Tipton (3), Perfilia Tipton (1), Samuel Wells (38, store clerk), and Charles Moore (18, laborer).

Mary (Maria) Antonette (age 30) was wife of James Johnson (age 34, a farmer), and resided near La Junta. Other members of the Johnson household were two daughters (Nuteria 11 and Nancy 1 month), a son (James 9), domestic servant Jane Arnot (age 20), and gardener

Herman Shultz (age 54).

Emiteria (age 27, listed as "Miteria") was the wife of George W. Gregg (age 34, listed as a farmer but also operating the stage station at the Sappello Creek crossing southwest of La Junta), a household containing the following: Safronia Gregg (8), Lee Gregg (6), Samuel Gregg (4), Henry Murray (25, stagedriver), Paul Romel (41, laborer), Pedro Archivequer (33, cook), Nestor Perea (19, laborer), Juan Garcia (32, laborer), Frank Drake (3?, stagedriver), George Taylor (28, stagedriver), Harry Monroe (27, stocktender), William Reed (31, stagedriver), Sylvestre Lowell (27, blacksmith), Andres Caranics (34, laborer), and José Perea (15, herder).<sup>15</sup>

Only daughter Louisa, age 23, was not listed in the area in the 1870 census. She was married to William Kroenig (Krönig) and was residing near Watrous in 1880.

In 1880 Samuel B. (age 71 and a farmer) and Josephine (age 37) still had two children at home: Rosa and Charles. José, as noted above, was a merchant, perhaps operating the business started by his father. William Tipton (farmer) and Mary Manuela (42) resided at Tiptonville just west of La Junta (now Watrous), with children Susana (26), Louisa (18), Edna (9), and Ydea (4). James Johnson (farmer) and "Marianton" (Mary Antonette, now age 38) were counted at Watrous, with children James (19), Nancy (9), G. K. (male, 2), and Salorny (female, 3 months). George W. Gregg (carpenter; the stage station was no longer needed because the railroad had built through the area) and Emiteria (now 35) were counted in Barclay's Fort area west of Watrous, with children Lee (17), Sam (14), and Gavina (adopted, 5). William Kroenig (farmer) and Louisa (33) were counted in Barclay's Fort area with children Alejandro (17), Carolina (14), Alfred (12), Louisa (10), Carlota (8), and William (5).<sup>16</sup> Abelina (age mistakenly recorded as 19) was then married to Carl Wildenstein (age 38, engineer) and counted at Watrous with children Carl (9), Rudolf (3), and Eduardo (1). Only Samuel Jr. was not recorded in the area in 1880.<sup>17</sup>

José Watrous, referred to by himself and others also as Jo, Joe, Jo-



seph, Joseph Bowman, and J. B., was part of the family business. In the mid-1860s he was in charge of the Watrous and Tipton freighting operation owned by his father. Watrous had twenty wagons, prairie schooners, each drawn by six yoke of oxen. Marilyn Mullins provided a vivid portrayal of travel along the Santa Fe Trail in those times when these subcontractors were hauling supplies to Fort Union.<sup>18</sup>

At the Old Trailers' Reunion on July 4, 1910, at Las Vegas, José reported having made 10 round trips to Kansas City between May 1857 and December 1865. In reporting that reunion, the *Las Vegas Optic* listed over 450 names of those who traveled the Santa Fe Trail, approximately two-thirds of which were Hispanic. Several women were on the list, and one comment was especially interesting. Zenobia Sanchez of Mora asserted she "drove her own team into Kansas City several times."<sup>19</sup>

The Santa Fe Trail was shortened as the railroads built westward after the Civil War. In 1879 the Atchison, Topeka and Santa Fe Railroad reached La Junta, and the name was changed to Watrous to avoid confusion with the railroad's station at La Junta, Colorado. By this time, as noted above, Sam Watrous, his wife and two small children, four daughters and their spouses and children, plus José and his family, were settled in the Mora Valley. Occupations shifted from Santa Fe trading and freighting to agricultural pursuits and small mercantile and other businesses. In the town of Watrous a school and church were built. The railroad station at Watrous served the garrison at Fort Union.

José Watrous was credited with providing information for the following description of the July 4, 1881, celebration in the town, as reported by Mrs. Ed Murphy:

The ladies of the valley joined in an effort to celebrate the fourth as they believed it should be celebrated. The men were willing helpers. A picnic was announced. The place was the beautiful cottonwood grove one fourth of a mile below the slaughterhouse, south of Watrous. A procession was formed at the J B Watrous store, it was led by S B Watrous, Jr. He rode a beautiful bay horse. There was a band playing and flags waved. Watrous, leading, car-

ried a large flag. Both the participants and the horses in the parade seemed to enjoy the beating of the drums and the music as the parade made its way to the grove. Here decorations had been hung, flags borrowed from Ft Union waved. Even a cannon occupied a prominent place. A salute for each state was fired. A speakers stand had been erected under the shelter of shade trees. It too was decorated with bunting and flags. The following were speakers of the day. Hon. M W Mills, then attorney from Cimarron, John H Koogler, proprietor and editor of the *Las Vegas Gazette* and Col. [John C.] Dent from Ft. Union, (a brother-in-law of General Grant). Col Dent made the following statements: In 1846 he marched with his command [Dent was a captain in the 2<sup>nd</sup> Missouri Volunteers] through La Junta valley. It was at that time a wild yet beautiful valley. It was given over entirely to antelope, ducks and many other types of wild life. "Today" said he, "your valley is an entirely different place. Crops are being harvested, fruits and flowers are growing in abundance. You have a church, two schools and best of all fine children to attend them. They are assembled here today with their parents, friends and visitors from far and near. In this beautiful spot we seek to give expression to our patriotic feelings, to honor the American nation. To me this wonderful growth, this development in so short a time is remarkable. From all appearances this community knows how to celebrate the Fourth of July, the occasion so dear to the hearts of all Americans." The other two speakers stated that they were glad to be numbered here and glad to be of assistance to the ladies. They expressed their appreciation of the work done in staging so elaborate an affair and voted it a complete success. It was then announced that refreshments were ready to be served. Tables had been laid and cloths had been spread on the ground and grass. All present were told they were invited to find places and help themselves. Four fifty gallon barrels of iced lemonade had been prepared. All food was equally generous quantity. After lunch hour the crowd scattered. Some played games, others danced while others strolled around meeting and visiting friends. When time came to start home the ladies were congratulated and assured that "A good time was had by all."<sup>20</sup>

Speakers at the picnic noted the agricultural pursuits of the Watrous family. José provided more informa-

tion in a brief history of Samuel B. Watrous:

In 1880 and 81 Watrous fenced off all of his farm land and much of his pasture land. These were the first fences built in Mora County (wire fences), also of interest is the fact that up to this date Watrous was in San Miguel county. Mr. Watrous had a petition circulated and signed requesting the legislature to move the line west to the present location. After fencing Mr. Watrous sowed about 100 acres to alfalfa. The seed cost 20 cents per pound. This was the first alfalfa sowed in this section. Large crops of winter wheat, timothy and red top were harvested the same and following years. . . .

At the time of Mr. Watrous' death (in 1886) the valley he had settled was a valley of cultivated fields and growing trees. It was no longer a wilderness. Besides the growing crops on the extensive fields, the cultivation of orchards and of shade trees lining the irrigation ditches, the valley was connected to the outside world by both telephone and telegraph lines. A railroad connection to the east had also been established. This progress, due to a great extent to this man's ability to lead had been made in the course of a lifetime.<sup>21</sup>

The death of Samuel B. Watrous remains an unresolved mystery. The *Las Vegas Daily Optic* reported on March 17, 1886:

Suicide of a pioneer: A special dispatch to the *Daily Optic* this morning, from Watrous, gives the startling intelligence that S B Watrous, senior of that town, committed suicide this morning at his residence in the suburbs of that place by shooting himself twice through the head with a revolver. The people in Watrous were greatly shocked to learn of the terrible death of the venerable pioneer and what his motive was for committing the rash act is merely a matter of conjecture. . . . It is understood he leaves a fine estate to his heirs.<sup>22</sup>

On the same date the *Santa Fe Daily New Mexican* added a few details:

S. B. Watrous, Sr., Goes To His Death Under Peculiar Circumstances

S. B. Watrous, Sr. committed suicide in his room at his home ranch, near Watrous station this morning at 5 o'clock by shooting himself through the head twice with the same weapon used by his son [Samuel Jr.], who killed himself a few months ago, and since which time the father, who was about 70 years of age, has been

greatly troubled.<sup>23</sup>

James E. Romero, Jr., great-great-grandson of Samuel and Tomacita Watrous, related a much more dismal story. Although the deaths of Samuel Jr. and Samuel Bowman Watrous were considered suicides and no investigations followed, family tradition contains a sinister version.

Romero alleged that José and Josephine (Samuel's last wife) became jealous of Samuel Jr. and plotted his death, and that José killed the younger Watrous on the road to present Shoemaker, NM. The senior Samuel was extremely distraught, would not accept that his son had killed himself, and, in time, became suspicious and accused José and Josephine of killing his son. "During an argument, which was overheard by the servants, shots were heard. When the servants entered the living room, Samuel lay dead with two bullet wounds in his head. . . . It was reported that Josephine would never again speak to any of Samuel's children except for Joseph and her own, Charlie and Rose."<sup>24</sup> This may be nothing more than family folklore, but Marc Simmons opined that "more research needs to be done" regarding the "peculiar circumstances" of the death of Samuel Watrous.<sup>25</sup>

Following Sam's death and the settlement of the estate that was tied up in the questionable titles of the Scolly Land Grant, plus a complicated division among many heirs, the family was in a state of turmoil. Small and larger parcels of land were divided through many transfers among the heirs, all of whom lived in Mora County. No will for Samuel B. Watrous has been located, and records of that time were destroyed when the Mora County Courthouse burned.<sup>26</sup>

By 1865 José and his wife, Louisa, had moved to a farm about a mile south of La Junta. When Sam died in 1886, José was running cattle on a 1450-acre ranch. In 1887 he built an impressive two-and-one-half-story house, made of rough-cut stone.<sup>27</sup>

Josephine, Sam's widow, moved to Las Vegas around 1900 and died there January 3, 1904. Her will, written about six months earlier, made \$500 bequests to each of her daughter Rosa's children, and well over half of the remainder of the es-

tate to daughter Rosa. The rest went to her son Charles, but under the control of Rosa's husband, Otto Lange, executor, who was to establish a trust and provide Charles with the income.<sup>28</sup> José was not mentioned in her will, and it could not be determined what inheritance he may have received from the Sam Watrous estate. Judging from the construction of José's new home, it appears he either had substantial assets of his own and/or had received an inheritance.

José left Watrous in 1900 to live in East Las Vegas. The 1910 census listed Joseph, age 73, his wife and two daughters, Carrie and Rosa.<sup>29</sup> On December 26, 1910, José corresponded with William Henry Andrews, Republican Territorial Representative, 1905-1912, to request assistance from the government for services he had given, possibly based on his military record. In this correspondence, José reviewed some interesting aspects of his later life:

Accept my sincere thanks for your efforts and favor of the 16th inst., and in reply, I enclose affidavits.

Early in 1862 under order of my General Vicente Romero of La Cueva, Mora County, in readiness to protect our Government's property at Ft Union, New Mexico, from the rebel Texan forces, kept watch of the men of my company until General Canby sent back my General's men, two of each company of his regiment, and informed him that our Government was safe and did not need his watch and assistance longer.

Manuel Romero, one of my two men, I furnished with horse and outfit. On order of Captain [Howard J.] Farnsworth, Quartermaster at Fort Union, I delivered to his messenger my favorite saddle horse and on it the dispatch of the Commander from Fort Union was delivered to General Canby at Valverde at the time the Texans were marching upon New Mexico.

Early in 1863 I and my man, Estevan Corona, reported to the Commander at Fort Bascom the Navajo Indian depredation at La Cinta Canyon and La Sorra; they killed two sheep herders and took two boys captive and killed Watrous and Tipton's herd manager, and drove away over four hundred head of cattle and two sheep herds. Under command of Second Lieutenant Juan Marques, I and my man went with them and served as guides. We followed the trail from the mesas north of Fort Bascom to eleven miles

above Fort Sumner. The troops from Fort Sumner and Indians from the reservation had already taken the stock from the Indians at Sega del Llaso.

Early in 1868, my efforts, information and assistance to the Commander at Fort Union helped to capture and break up an organized force of cattle thieves near Shoemaker, New Mexico. They stole Government mules from Fort Union at night and disfigured the United States brand at Panta Leon Canyon and Piedroso and then sold them.

In 1869 my firm subscribed \$1000 to the enterprise that connected Santa Fe (Capitol of New Mexico) with Denver by telegraph. In the latter part of 1869 two cattle thieves stole over fifty head of beef cattle from John Watts at Fort Bascom. The manager, William Mansico, and two men, overtook them at the Pedroso near Cherry Valley and the thieves killed one of the men and left the cattle. The people from Cherry Valley and Watrous met at Justice Geo. W. Gregg's at Watrous and reported that Lue Sawyer, a farmer at Cherry Valley Lake, was at the head of the thieves. Justice Gregg gave me a warrant to arrest all that I could catch. Sawyer left the country and my posse and I brought before Gregg quite a number that were suspected and he gave them a sound lecture and released them during good behavior and then broke up the band of thieves.

In 1870, Rev. Dwyer of the Methodist Association, induced the people of the Watrous Valley to build a school-house by subscription and Rev. Thomas Harwood took charge of the building. The subscription was not enough and the enterprise was about to fall through. I, Geo. W. Gregg and W. H. Moore, Trustees, deeded the unfinished property to the M. E. Association and they finished it and under the management of Rev. Thomas Harwood, it was an excellent school.

In 1876, J. T. Gunnison and Manuel Gonzales interested the people of the Watrous Valley to grade a first class wagon road over the Olguin Hill by subscription. Wm. Kroenig, President, Jas. T. McNamara, Secretary, Col. McMullen, Surveyor, who gave the grade and received the road from Jas. T. Johnson, Contractor, were present at the meeting. My firm outside of its subscription, paid Johnson's man for the work they did on the road.

In June 1879 my firm came up to the demands of Agent Bear of the Santa Fe Railroad Company and gave ten acres of land and the right of way through the centre of two of



our farms and through our interest in the Scolly Grant, gratis. At our firm's request the Santa Fe R. R. Co. drove piles across the Sapello and Mora Rivers for the people to make wagon bridges. In my firm's carriage Wm. R. Sparks, E. Dewes and I waited on the Board of Mora County Commissioners and from Chairman Anastasio Trujillo, got \$175.00 towards building the Sapello bridge. My firm lost one of their horses on that trip. Wm. Sparks, without pay, took charge of building the bridge and a number of the citizens, too, gave their work gratis and my firm did the balance. It lacked one day of being finished for use when a cloud burst four miles above raised the Sapello River higher than ever known before or after and left no sign of the bridge, and the following year a similar cloudburst changed the channel of the Mora River and left the piles on dry land.

In 1880 I was a member of the jury of Mora County. A party of citizens lamented that the cattle thieves were running the upper part of the county and could not be reached by law. I suggested the organization of law-abiding citizens that would give their time and money to stop them. That body requested me, Henry Robinson, Sheriff and Santiago Valdez to write up the by-laws governing that association, which we did and named it the Mora County Stock Growers Association. They appointed me President, Raphael Romero, Vice-President, Henry Robinson, Secretary, and S. E. Tipton, Treasurer.

At my suggestion T. B. Catron was the attorney of the Association. Judge L. B. Prince commissioned me with the two other commissioners with him to select the Grand and Petit Juries for the coming term. That Grand Jury found a true bill against Thomas Lucero, the chief of the thieves for stealing one horse and that Petit Jury found him guilty. The last day of the term, Judge Prince delivered to Lucero a lengthy speech, saying: "Twelve picked men from your county found you guilty of stealing one horse; the offence is not so large but the history back of you for over fifteen years has been that of appropriating the property of others to your own use and the law has not been able to convict you; therefore, I sentence you to five years imprisonment at Nebraska penitentiary.<sup>30</sup> There you will have a chance to learn a trade to earn an honorable living when you return to your people."

Cerillo, one of the suspected thieves told me that he learned of a

secret association that would take out parties at the dead of night and hang them and asked if I knew anything of that. I answered "No, but I know of a secret organization composed of law abiding citizens throughout the county that are determined to back and execute the laws. I tell you a few names: B. H. St Vrain, Frank Meiska, Jno. Daugherty, Wm. Kroenig and I am the President of the organization. Their work begins to show through the grand and petit juries, T. B. Catron and Judge Prince in the case of Lucero and my advice to all is to quit that business."

The example of the Mora County Association started the Northern New Mexico Association composed of owners of cattle, composed of the counties of Colfax, San Miguel, and Mora. Ex-Governor Hadley was President, Senator [Stephen W.] Dorsey, E. D. Clothier and others of the executive committee and Wm. Mills, attorney, Jos. B. Watrous, Vice-President representing Mora County, with Captain Brunton, L. W. Johnson and others of executive committee, Trinidad Romero, Vice-President representing San Miguel County with Mike Slattery, W. W. Stapp and others of the executive committee. That association had a standing reward in the Daily Optic of \$500.00 for each party convicted of stealing stock from any member of association.

In 1881 Dr. Wm. Sparks got the people of Watrous together to build a school house by subscription. Wm. Kroenig was President, Jos. B. Watrous, Secretary-Treasurer, and they promised a subscription and on that promise Welch and Lee took the contract. They started the work and stopped to have a better understanding. I said: "Go on, you will get your money." They answered "If you say that S. B. Watrous and Son will pay us we will finish it." I replied "All right." and they did finish and my firm paid them for it and furnished the school house and let the people use it, but they never paid back anything to my firm and they are still using it on the same terms.

In 1880, my firm fenced off their farms and a large tract of pasture lands and started a large herd of cattle or horses, mowed a large tract of timothy, red top, blue grass and some red clover and a large tract of alfalfa and it was the first baled alfalfa in the New Mexico market, and fattened forty steers on alfalfa and sold them to M. Spencer, butcher of East Las Vegas @ \$50.00 each and set out an orchard and a variety of small fruits, the first in Mora County, and trees around their

home, main ditches and lanes. My mother, Josephine, and my wife had very large gardens of all varieties of flowers. My firm's efforts through Delegate Manzanares, got the daily mail line from Watrous to Mora and weekly from Watrous to Red River via Alamosa. At that period of advance in the Watrous Valley, Watrous had two stores, two saloons, two blacksmith and carpenter shops, one livery and sales stable, one grist mill, rock quarry, one weekly newspaper, "The Mora County Pioneer," proprietors Wallace and Holmes, one doctor, one music teacher and an excellent school, extensive farming, large shipments of hay and alfalfa and alfalfa fed cattle.

I said to James Campbell, "I realize the necessity of telephone service," and he replied, "I am on my way to Las Vegas now, what will you have me say about it?". "My firm will back any terms that you make to get it here." On his return he said "The company will connect us at Los Alamos. The line will come through Campbell and Austen's house to your firm's store and from there to Watrous. Campbell and Austen will pay one-third and your firm one-third, and we have to take our two-thirds out in telephone service." The telephone poles were scattered some distance from Los Alamos towards Watrous but just then Campbell was thrown out of his buggy by a runaway team and badly crippled and died in a few days. His wife was administratrix and Captain Eads, President of San Miguel National Bank, her father, stopped the building of the line. At that time my reverses began one after another. My wife was stricken with a severe and lengthy spell of typhoid fever. Just as she was recovering and yet very weak, five of our children were taken with diphtheria, the three smaller died. The other two after long while recovered. Our baby girl at same time had terrible swelling on neck that threatened her life. Later my brother, S. B. Junior, entirely unexpected, died, and later my father in the same way, the senior partner of my firm. Later, my wife's brother and father died. Under those influences I was like in a dream and during that time my firm's heavy investments in fine cattle and horses depreciated terribly in value, as did other property, on account of the general business disturbance throughout the country. I sold all the personal property at a terrible sacrifice and paid every dollar that my firm owed. The Browne and Manzanares Company and M. Brunswick bought the herd and sold me one-third inter-

est on time, secured by my one-third interest. We incorporated under the name of the Watrous Ranch Company for 48 years, capital \$25,000, M. Brunswick, President, J. B. Watrous, Manager, F. A. Manzanares, Secretary with office in East Las Vegas. The calculation of firm was to let herd grow under management.

A lengthy drought, scarcity of water and grass over stock ranges, hard winters and heavy snows never before known in my time, defeated our success, so that in the fall of 1891 the company shipped what was left of their herd to grass and water southwest of Dodge City and in 1892 M. Brunswick sold herd there to one of Dent's sons on time and at low price on account of Browne and Manzanares Company and M. Brunswick. Outside of products of sale, their loss was heavy and I owe them for my one-third, a complete loss to me and with it five years of hard work and just then I lost three-fourths of my interest in Scolly grant, after having held it free of squatters from 1843 and paid taxes in San Miguel and Mora Counties. Through the mistake of the new buyers that accepted Congress' confirmation and patent and my mind was so clogged with those reverses that I had to let things go. Under Governor Prince's administration I was one of three directors of Insane Asylum for one year and present at every meeting. At end of year, I received from Governor Prince my commission for five years. I was so broke up that I resigned in favor of C. W. Wildenstein, who served as Secretary till his death, October 1896. The business of the county was so bad that I let the Equitable Life Ins. Co. have my policy for a trifle after having it in force seven years.

McKinley's election brought back confidence to the county and with borrowed capital I threw my whole energy into the cattle business. In 1899 I was Chairman County Commissioners Mora County. Many citizens begged me to save their property from being sold for taxes and some from 1891 who had not paid because the assessors made grave mistakes in the assessments and could not get the Boards to look into it and make corrections. Their excuse was that they didn't want to meddle with the other Board's work. I convinced my companion, Francisco Pacheco and Lucas Maestas, that it was our duty to do justice to those parties and our county. On the Second of September we closed our term. Charles Spiess said that the work of the Board on the

delinquent taxes was correct and the auditor approved it. I helped to save those parties, but I lost my sight and on that date I sent in my resignation to Governor Otero. November 6th Dr. Tipton, assisted by Dr. Hernandez, operated on my eyes for glaucoma and saved but very little sight. February 26th, 1900 I turned over to Brown and Manzanares Company and M. Brunswick my house, farm and pastures in full satisfaction of the mortgage that I voluntarily gave them after my one-third interest in the cattle of Watrous Ranch Company was lost. Then I turned over to M. Brunswick my cattle herd, horses and other property to sell and settle up balance of my business. Thirty three days after March 31, [1900?] M. Brunswick turned over to me all my mortgages, notes and receipts from all creditors in full satisfaction of all demands against me. My real estate and balance of property canceled nearly \$40,000. I was a free man, but had nothing left. My friends let me have the use of my house, farm and pastures for the balance of that year and on the 20th of November [1900?], I turned over to them my property and I moved to East Las Vegas, where I have resided since. Now I depend upon my wife, past 64 years of age, and my daughter.

The foregoing is a statement of part of the work of my busy life and through the merits of that I offer my prayers to you and through you to the managers of our government and ask your assistance to my wife, daughter and myself.<sup>31</sup>

No reply from Andrews to José was found, nor was previous correspondence which was indicated in the letter to Andrews. The above letter was found in the papers of L. Bradford Prince, reason unknown.

José Watrous died in 1915 at age 78 in East Las Vegas. So ends the story of the "Spanish boy" from New Mexico who attended Chapel Hill Academy near Lexington, Missouri, in the 1850s.<sup>32</sup> He had traveled the Santa Fe Trail to attend school in Missouri, had hauled freight over the Trail during the Civil War, and had lived most of his life beside the Trail and the railroad that replaced it.

#### NOTES

1. William B. Young, *History of Lafayette County* (Indianapolis: B. F. Bowen, 1910), 1, 204.
2. "The junction of the Rivers Mora and Sapello" – for brevity, further references will be to "La Junta," although it is a shame to lose the music of "de los rios Mora y

Sapello."

3. James E. Romero, Jr., "Samuel Bowman Watrous, Pioneer Merchant," *Wagon Tracks*, VI (Aug. 1992): 8-9; Marc Simmons, "More About Watrous," *Wagon Tracks*, VII (Nov. 1992), 3. A Watrous listing was found in Fray Angelico Chávez, *Origins of New Mexico Families*, new foreword by Thomas E. Chávez (1954; reprint, Santa Fe: Museum of New Mexico Press, 1992). Chávez noted the problems in recording when speakers of English were giving information to speakers of Spanish. These are obvious when reading the following excerpt, p. 437: "WATROUS. Don Samuel Worres (Watrous) was living at La Junta de los Rios where Juan Nepomuceno, a little Indian bought by him, was baptized on April 30, 1854 (b. Las Vegas). His wife was Tomasa Crispin according to the baptism of Samuel Beawmon, child of Samuel Loatrom (?) and Tomasa Crispin, Feb. 15, 1853. . . . A daughter, Manuela Worres, married to Julian (Wm.) Tipton, had a daughter Susana, July 24, 1852, and then another, Susan, at Junta de los Rios, Mar. 29, 1854." Thomas Chávez noted in his addenda to the 1954 edition the problems of translation between languages as illustrated by the above item. The record also brings up questions of Indians as "adopted" children or possibly indentured servants. Or, due to problems of translation, was the child brought by Watrous rather than bought? William B. Napton, *Over the Santa Fe Trail* (1905; reprint, Arrow Rock: Friends of Arrow Rock, 1991), 59-60, described the attempt of a "bright" sixteen-year-old Mexican boy to join their wagon train on their return to the States. Mexican authorities overtook the train and found the peon whose escape was aborted.
4. Napton, *Over the Santa Fe Trail*, 55-56.
5. *Ibid.*, 56.
6. *Ibid.*, 56-57.
7. Romero, "Samuel Bowman Watrous," 8.
8. Harry Myers, ed., *La Junta Precinct No. 11 and the Area Surrounding Fort Union, Mora and San Miguel Counties, New Mexico, 1860, 1870, 1880, Federal Census Enumeration* (Albuquerque: New Mexico Genealogical Society, 1993), 19. In 1860 Sam was a widower, with five children in the household in addition to José: Luisa 13 and Abelina 7, both born in Santa Fe; Samuel 5, born in Mora County; Rosa 11 and Naives 5, both listed as Indian and birthplace unknown. (Of the six families listed on this census data page, two others reported Indian members in the household.) Three of Sam's daughters, Mary Manuela, Emite-ria, and Mary Antonia (or Antonette) were not present when the census was taken on August 13, 1860. The 1870 census listed the residents of Sam Watrous's household, in addition to Sam, as Josephine 28 (Sam's third or fourth wife, depending on whether or not he was married to José's mother), Belina 17, Samuel 15, Rosa 5, and Charles 3. According to Joseph Romero, "Samuel Bowman Watrous," 8-9, Sam Watrous had ten children: José by his first wife (name unknown); by his second wife, Tomacita



- (Crespin): Mary, Emeteria, Mary Antonette, Louisa, Belina, and Samuel, Jr.; by his third wife, Rose (Chapin), a stillborn child; by his fourth wife, Josephine (Chapin): Rosa and Charles.
9. U.S. Census, 1850, Schedule L - Free Inhabitants in District No. 46 Being in the County of Lafayette, State of Missouri enumerated . . . on the 2nd day of November, 1850 . . . Microfilm, State Historical Society of Missouri.
  10. David Lavender, *Bent's Fort* (Garden City: Doubleday, 1954), 348, noted that Alfredo, son of Charles Bent, was sent to Missouri for education, being in St. Louis in 1853. The census shows he was at Chapel Hill in 1850.
  11. Francis W. Cragin Collection, Pioneers Museum, Colorado Springs, CO. Notebook VII contains the interview with Joseph B. Watrous. See, also, Terry R. Koenig, "F. W. Cragin and His Famous Collection," *Wagon Tracks*, VI (Nov. 1991), 11-12.
  12. Young, *History of Lafayette County*, I, 204.
  13. F. Stanley, *The Watrous, New Mexico Story* (Pantex, TX, 1962), 10.
  14. Myers, *La Junta Precinct No. 11*, 49, 89.
  15. *Ibid.*, 40-41, 49-50, 63.
  16. In August 1877 Carl and Lucinda Trieloff visited "one of Carl's friends, a Mr. Cronig [Krönig]," and Lucinda described the Krönig home. Lucinda and Carl's daughter, Emma, stayed in "a little house" at the Krönig place for a couple of weeks while Carl went to Socorro. They also visited at the Gregg home. Michael L. Olsen and Frank C. Wimberly, eds., "Last Lady of the Santa Fe Trail? The Diary of Lucinda Wiseman Trieloff," *Wagon Tracks*, XI (Feb. 1997), 16-17.
  17. Myers, *La Junta Precinct No. 11*, 81, 83-84, 88-89.
  18. Marilyn Mullins, "Joe Watrous Was Proud," *Livestock Weekly* (Sept. 1, 1988).
  19. Michael Olsen, "The Fourth of July 1910 in Las Vegas, New Mexico: Was it the Last Roundup for Santa Fe Trail Veterans?," *Wagon Tracks*, VIII (May 1994), 9-12.
  20. "Fourth of July Celebration of Year 1881," reported by Mrs. Ed Murphy, Pioneers Museum, Colorado Springs, CO.
  21. Joseph Watrous, "Watrous Family History," unpublished manuscript, 6 pp., Pioneers Museum, Colorado Springs, CO.
  22. *Las Vegas Daily Optic*, March 17, 1886.
  23. *Santa Fe Daily New Mexican*, March 17, 1886.
  24. Romero, "Samuel Bowman Watrous," 9.
  25. Simmons, "More About Watrous," 3.
  26. Copies of some transfers were found, indicating many property transactions among Watrous family members and others, but title records were not available.
  27. National Register of Historic Places Inventory Nomination Form, Joseph B. Watrous Ranch, prepared by Betty Swanson, historical surveyor, 1986, Fort Union National Monument Archives.
  28. A copy of the Josephine Watrous will, 1903, was provided by the Mora County Clerk, Mora, New Mexico.

29. 1910 and 1920 Census data, East Las Vegas Precinct. Telephone report from Midcontinent Library, Independence, Missouri, July 1997.
30. This may be an error. There was no penitentiary in Nebraska at the time.
31. Joseph B. Watrous to W. H. Andrews, Territorial Representative to Congress, Dec. 26, 1910, Contemporary New Mexicans Folder 32, Prince Papers, New Mexico State Records Center and Archives, Santa Fe.
32. A handwritten note on the copy of *The Watrous New Mexico Story* reads "corrections by Carrie Watrous Roulet, daughter of J. B. Watrous (granddaughter of Samuel B. Watrous) 8-8-65." Born in 1871, Carrie was 44 at the time José died in 1915 and 96 at the time she reviewed Stanley's book. A few notes were made but no major changes appeared.

### ACKNOWLEDGMENTS

Special thanks to Harry C. Myers, Fort Union National Monument, who provided materials and checked for bloopers. If you find some, write the editor. Also thanks to Mike Olsen and staff at New Mexico Highlands University at Las Vegas; the staff at the New Mexico State Records Center and Archives at Santa Fe, who located the Watrous letter to Representative Andrews among the Prince Papers; and the staff at the Pioneers Museum, Colorado Springs, CO. Census data came from files in Missouri, Colorado, New Mexico, and Myers's compilation of La Junta precinct data. And special thanks to Mary E. Lujan, Chief Deputy Clerk, and her staff at the Mora County Clerk's office for copies of the Josephine Watrous will and Watrous family land transfers.

### WET/DRY ROUTES CHAPTER ON THE INTERNET

THE Wet/Dry Routes Chapter is the first SFTA chapter to have a home page on the World Wide Web, and an outstanding production it is. Created and maintained by chapter members Larry and Carolyn Mix, St. John, KS, it may be accessed at <http://www.stjohnks.net/papagram/wdrindex/wdrindex.html>. You may reach the Mixes by e-mail at [papagram@stjohnks.net](mailto:papagram@stjohnks.net).

In addition to an attractive home page, the site contains all issues of the chapter newsletter, *Traces*, reprints of a number of articles by David K. Clapsaddle, auto-tour guide, list of recommended books, schedule of chapter activities, links to other Santa Fe Trail sites, and much, much more. The site has been receiving more than 1,000 hits per month.

This good work can serve as a model to others creating web sites about the Santa Fe Trail. Congratulations and thanks to the Mixes for a job well done.

## WAGON TRAIN DIARY

(continued from page 1)

at Point of Rocks in time to saddle up and ride from Middle Spring to meet the wagon train from Murphy Trail Head. They had not arrived at the bend around the base of Point of Rocks, so I met them on the west side. I got in a good ride—I had been riding nearly every day to prepare both Cimarron and myself for the long ride Saturday—it's supposed to be 18 miles. This was fun. Along with the wagons was the Forest Service mule train. What animals! They are almost a matched set, a dozen animals. They were carrying packs to simulate a mule pack train during Trail days. They are really used in wilderness areas to pack in fire-fighting supplies and pack out debris such as plane wreckage.

We paused at the base of Point of Rocks to watch the rededication of the DAR marker. We were almost to Middle Spring when an "Indian" warrior raced past us, chased by the wagon master Dean Ormiston on his mule. Just as he was past us heading west the "Indian" wheeled and started chasing Mr. Ormiston. Nearly caught him too! Something whizzed past my face and it took me a while to realize it was an arrow—it was lying in the brush near us. (Later I talked to this same "Indian" at the Kansas Sampler Festival at Inman, KS, and he said he had hit three of the wagons with his arrows.) I could see that my blood pressure might have gone up if the situation had been real!

We ate buffalo barbecue at Middle Spring. I visited with Mike and Patti Olsen about the Education Committee of the Santa Fe Trail Association. I was supposed to find Tina Littlejohn and Connie Gray of the Trails Project, who were there, but didn't catch up with them. (They are from Kansas City and head the Technology in Education Challenge Grant Trails Project, an Internet project on the Oregon and Santa Fe trails, funded by the Education Department of the Federal Government. Patti Olsen and I have received funding for that project and are looking forward to working together).

It was getting toward twilight when Ron and I finally drove to Boise City and tried to locate Dan Sharp's

place in the dark. After pestering some really nice people who live on the highway to find the turnoff to the ranch we finally reached Autograph Rock and Dan's house, but it was dark-thirty by then and no lights were to be seen. I couldn't believe that we couldn't see anyone! We headed back to town but met a camper and horse trailer on the way in and they had more specific directions. We drove through Dan Sharp's place and out into the pasture. Council Grove had their own camp—I joined the others, mostly a bunch of "old" (as in experienced) cowboys. Dave Hutchison's brother, Don, was out there somewhere. I sure need a bath now but guess that is out. Forgot to fill up the canteens when we came through town. Oh well. How stupid. Poor Cimarron finally got out of the trailer—he's "mowing" grass outside the tent. Hope he doesn't walk on me—the tent is next to the horse trailer. Hope I can keep up with everyone. It'll be a job to take down the tent and saddle up and load up. Have too much junk. (Wonder if most Trail travelers thought that?)

We are so far from town, the stars are beautiful. Camp is in a bowl-shaped depression with a small bluff with Cold Spring on the west. I can see the Milky Way for the first time in years. Saw several shooting stars. Cimarron just nickered and I told him to be quiet. I think the cowboys thought I meant them. They are still cutting up around the fire. (Parker Maness had told me they would be there "telling lies.")

Ron left me—at least the tent is familiar. And I've had cows sniffing outside this tent before (camping in Colorado) so I should feel right at home.

The weather has been beautiful, a little chilly right now but not like the mountains. Just hope Cimarron doesn't get away. Oh well—it'll work out. Should be more people here in the morning I guess. Not many now. Marion McGlohon will be with us Saturday and maybe Jeff Trotman and Jill Clinesmith (all from Ulysses). Best sleep for now.

**Friday, Sept. 26**

Didn't get much sleep—cowboys talking and Cimarron eating—he sure chews grass loud! Cowboys were up at 5:30 am drinking coffee

and telling yarns. Our fearless leader Parker Maness decided it'd been dark twice in one day so it was really 2 days. It was still dark—no light showing in the East. Eventually others got up. I was the second woman up. I'm already pooped.

Used portapotties there at Cold Spring. We tried watering our horses at the Cold Spring but there was so much algae, Cimarron would not drink at all. Got the tent down and packed away. You don't realize how big some inconveniences become until you are out on your own. After a quick donut breakfast we saddled up. However I couldn't get the cinch tight enough and my hip and knee are becoming somewhat lame from the previous riding—kinda pulled something a few weeks ago. Anyway couldn't get up on Cimarron without pulling the saddle sideways, and he is too wise to cooperate by walking up and staying next to anything for me to use to get on. So . . . at the last minute my "knight in shining armor," Ron, arrived in the Blazer to get the horse trailer and move it. He helped me on. This afternoon I changed the cinch length—it was in the last hole on one side. So now I have more options to tighten the cinch. Cimarron may have lost weight. Hadn't had that problem at home.

The morning was busy but dawn was inspiring. We started off with the wagon master driving a pair of mules pulling a rubber-tired wagon, sort of buckboard style. Canvas-covered bales of hay provided seats for riders in the bed of the wagon. Before the mules were hitched up they tore a hole in the canvas and ate some of the hay. Several wagons are built like chuckwagons with equipment for cooking and eating, but bales of straw covered with tarps to make comfortable seats. They have a cover over the tops which can be rolled up on the sides. Several more have the rubber tires but the buggy and one wagon have the conventional wooden wagon wheels. Most wagons are outfitted with springs, making the ride even more comfortable. Quite a change from the big, lumbering freight wagons of the past.

As we pulled out of camp, we left on Trail ruts. They are deep, wide grassy swales which still bear evi-

dence of heavy traffic. In many places the swales are several feet deep, and the vegetation is a different color. The short buffalo grass is still green. Usually by August and September the grass here is dry and brown. We passed some spots of grass that were drier. Grass was lusher in the swales from the snow left there last winter. Several places the buffalo grass met the sky on all horizons around us. I could imagine we were back 150 years or so. We rode and rode and did not stay in single file—we wandered all over—sometimes three or more wagons beside one another, just like the traders. We went out of our way several times, leaving the Trail because of pasture fences but mostly we were on the Trail or beside it. We saw several bulls in different pastures and cattle. Two antelope ran first one way then another on a slope in front of us. Some of the folks asked us lots of questions about the Trail. They were not as familiar with the Cimarron Route. Just a couple of miles east of the Trail crossing the Highway to Carl Etling Lake we came over the hill and saw Rabbit Ears for the first time. Here in camp on the Kenton Highway we cannot see it.

Supper should be coming before long. I'm just thirsty—have old Cimarron staked by the tent that I pitched near the Council Grove folks. They returned to Cold Spring for their vehicles. Wish I had a bag of ice and an ice chest about now and a big bottle of iced tea. One of the ladies from Council Grove, a retired teacher, stayed behind and helped me with the tent and gave me a cup of cold ice water they had in the small ice chest strapped on the back of the buggy they were driving (with a Paint Tennessee Walking horse). I need to go water the horse in a little while. I just heard someone mention showers at Carl Etling Lake. Need a vehicle.

Oh, now the cowboys are putting up tents—they sure giggle a lot. Guess some people left earlier. I didn't realize it. Oops—the "Joe" horse got away again. His master is calling him.

Should be a nice evening. I'm hot and sunburned now even though the air is pleasant and dry.

**Saturday, September 27**

Reveille at 6:00—camp's astir.



Already evening-late and I just got my tent up and my gear inside. My horse is still here. I think he's too tired to wander off. He did kick over the feed trough he was using—asked for his oats. So Ron gave him some. It is pitch dark out except for the Milky Way. The camp is all dark and quiet except for a few giggly girls on a blanket nearby. Don't know where Jeff Trotman ended up. Didn't want to shine flashlights all over. It is after 10:00 p.m.—really 9:00 out here in New Mexico. We are near Mexhoma, just west of the New Mexico/Oklahoma border.

The day began at the "first dark." According to our wagon master Parker Lee Maness there are two darks in a cowboy's day. The late night when he "stays up late telling lies" and the 5:00 a.m. fire and coffee brewing time (more lies). However, they sure changed their tune to-night—all is dark and quiet. Today we were up early. It was still dark. We all rolled out for a visit to the little yellow house on wheels, then commenced to strike our tents. Most are fairly easy. I've discovered new tent stakes that work a whole lot easier than the ones I have. Jeff had some that are a thinner metal and screw into the ground. Finally we took time to grab a cup of coffee the cowboys made (under protest I might add). Guess they thought we could start the day without coffee.

More people arrived. Marion McGlohon from Ulysses came and joined us. She was riding only for the morning. After a doughnut, Jeff dressed up in an 1847 dragoon coat and hat. He had been recruited as a part of Don Hutchison's unit of soldiers. Don came prepared to outfit an entire patrol—mostly the young cowboys and some of the girls. Jeff was concerned about his horse causing a rodeo. He hadn't been ridden much in the past year until lately. His horse is a strong-built sorrel quarter horse. My horse was tied to the hitch of our trailer while he finished off the alfalfa hay and Jeff tied his horse to the other side of the hitch for me to watch while he moved his pickup and trailer to the outside of the pasture—Ha! His horse proceeded to hook his reins (they were extra heavy leather) on the hitch ball and when I reached to lift them away from the hitch he jerked back so hard

that he pulled the trailer off the blocks. Oh boy! My horse was being pulled along with the trailer right toward me. Finally the headstall broke and Jeff's horse shied away bridleless. Several cowboys came to help. I got the bridle loose and tried to catch him as he just stood a little way off. But nothing doing—I was a stranger. He took off, cowboys chasing. Finally one had to rope him. I was embarrassed but I cut some leather strings off my saddle and Jeff rerigged the bridle. It worked the rest of the day. By the way, Jeff made a pretty good soldier!

The day was beautiful but seemed awfully warm for this altitude this time of year. I didn't put a coat on until later—to keep off the sun for the most part. Sure is nice to have the saddle bags—I keep all the little goodies I might need in them—even one of the yellow raincoats. I had tried it out one day back home in the rain to be sure that Cimarron didn't mind the thing. He is an experienced ranch horse so guess he's been there and done that. We traveled west from the Kenton Highway by the Fort Nichols sign. Ruts here are quite plain with 4-5 parallel. I remember when I visited here as a child I never could see the remains of the Trail. Today the swales are easy to see. This wet summer left the grass in the ruts still green although usually by now it is brown. We took quite a while to get the wagons and riders lined out. We had quite a number of people join us this morning. One heavy wagon from Council Grove was left behind. The horses pulling it were not up to such a heavy load as that Bain wagon. They did not appear to be draft animals—not sure what they were. The Council Grove people led the team individually and all their animals and people were still with us. Mary rode a pinto and rode with me a while. Our horses seemed to like to be together. She complained she hadn't seen any rattlesnakes. I commented I was surprised we hadn't since it was so warm. (The past two weeks at home on the North Fork of the Cimarron near Ulysses I had seen several rattlesnakes.) A few minutes later I heard a buzz and Cimarron shied. I looked at his right hoof in time to realize he'd apparently stepped on the thing. Mary was all excited, got

down from her horse yelling "rattlesnake," grabbed the umbrella from the buggy, and proceeded to hunt the snake. She wanted him LIVE in her ice chest on the back of the buggy! Her companions finally talked her out of it. Cimarron jumped at a few grasshoppers after that but he settled down quickly. He's pretty experienced at all this it appears.

We watered at the windmill and he sure drank a lot. Found out in a hurry he either learns quickly or he already knew that windmills meant water tanks. Whenever a windmill appeared he beelined straight for the tank. Brings to mind that until a person is put in a place where a necessity must be planned for, we cannot appreciate how easy it is to go to the kitchen faucet, or refrigerator and get cold water at any hour of the day (including both "darks"). At one of the last windmills I made sure to ask someone to refill my canteen from the pipe filling the tank. (I did get my canteen filled last night when Ron took me to the Lake Carl Etling "showers." There I nearly cut my thumb off trying to cut a plastic tag off my boots after my shower! But I had Band-Aids in my saddlebags. Bled all over.) Soon after leaving camp this morning we were traveling over some beautiful ruts (big swales) and an airplane made several passes over us. Someone thought they were videoing us so the wagons each drove in a rut, side by side. The early morning sun made the ridges really show up. The cavalry patrol had been practicing maneuvers on the prairie beside us so they all lined up for the camera as if they were watching the wagons roll by.

Before we reached Camp Nichols, the Forest Service mule train joined us when we intersected a dirt road. They gave quite a show (same ones we had seen at Middle Spring). The animals are magnificent, a cross between a jack and a Belgian someone said. The "cavalry" rode ahead of us. Actually we lost sight of them for quite a while. Claimed they were chasing the Indians away. As we came over the hill to Camp Nichols, we could see quite a crowd gathered, lots of vehicles farther away and the Stars and Stripes flying over the ruins. The cavalry had ridden on ahead while we detoured through pasture

gates but we were on the hill to the east when we saw the patrol ride into the camp in twos. They then all lined up facing the large crowd and saluted. Heard later they had interrupted Mark Gardner's program. Marion Sloan Russell was there and just as the wagon train rolled up the slope to the site of Camp Nichols David Hutchison told the crowd to turn around and greet the incoming wagon train. We were quite a sight but I really think that the mule train stole the show. They are impressive and really do provide a service in the wilderness areas.

We were grateful for a break. My doughnut was long gone but the fried chicken dinner hit the spot. Mark Gardner sang again and a group of Mennonite children sang also. What a show! Thank goodness, the little yellow portapotties had followed us, rather proceeded us (didn't mean they had a team and came along on the Trail). Bushes in this area are rather short. Only scrub cedar around Camp Nichols. You know modern machines have spoiled us. Until our modern age most people needed animals to help them work. Depending on animals is rather like raising a child. You have to be aware at all times. Jeff and I took turns eating lunch and holding the horses. After the trailer wouldn't hold his horse we knew a scrubby cedar tree wouldn't. Besides, the only ones available were already taken by more mannerly horses. Some people hobbled their horses but I saw one doing a hopping run and then break the hobble and run off. By now the weather is getting warmer. I really tanked up on water but am still thirsty. The water in the canteen is lukewarm. But still... I think I must have died and gone to heaven. I have always dreamed of having a horse and being a part of the old West (watched too many Roy Rogers and John Wayne movies growing up I guess). And here we are doing just that.

As the wagon train left Camp Nichols, the reduced force patrol ceremoniously closed the post. I think the younger "soldiers" had deserted! Those wool uniforms were a little warm!

The afternoon was long and hot. We spent more time off the Trail, following dirt roads and crossing CRP

grasslands. We even used the highway near David Hutchison's house. He saddled his horse and joined us there. At the last water tank before we stopped for the day near Mexhoma, one of the young cowboys was knocked off his feet into the water tank by his horse. For a while we thought it must have broken his leg. Someone had a cellular phone and we were close enough to the highway that one of the helpers was flagged to help take the young man to Clayton to the hospital. Just imagine what it might have been like if we didn't have help nearby like that.

As soon as I arrived at our new campsite, I left Cimarron tied to the horse trailer and went with Ron to our camper parked over at McDonald's Ranch house by McNees Crossing where I showered and dressed to go into Clayton to the banquet. When we returned so late I nearly decided to stay at the camper with Ron, but I am glad I didn't.

#### **Sunday, Sept. 28**

The night was eventful after I shut out the light in the tent. I wasn't asleep yet when a brisk wind came up. My tent was really flapping. Cowboys next to me hammered down their tent stakes again. A few tents blew down, but my stakes held. I was more nervous about the horses when they started stomping and bumping the portable corrals. There was not anything between their corral and my tent. I felt pretty vulnerable. Found out in the morning that one of the cowboys roared out of the tent next to mine and tripped over the stake line and nearly fell on my tent trying to get to the corrals to stop one horse from kicking another. The horses sounded as if the corral would come apart anytime. I told him I was too busy deciding how to get out of my tent so I wouldn't get trampled. Cimarron stayed cool throughout the excitement. They took "Bay" out of the pen and just tied him outside. He was limping this morning—cowboy told us he was a show horse worth about \$15,000. They use their regular stock for "dude" rides.

We did not break camp really fast like yesterday. It was at least lighter, cooler and cloudy—no Rev-elle—Corp. Don slept in. We found three blackened enamel pots of coffee on the fire on the way to the little

yellow house on wheels. (Ran out of toilet paper. Now partial rolls show up—everyone donating their own rolls to the cause. I had one in my saddle bags.)

Someone broke out the cold leftover doughnuts, had one of those in my mouth when I learned we would be having breakfast burritos. They had chunks of cheese and peppers in them. Wow! I've been wondering how in the world those cowboys manage on doughnuts. One of the burritos was enough!

Finally, we had everything packed up. I stowed my gear in the front of our horse trailer. Cimarron let me know he wanted oats right away. However, the scamp made a swipe at my elbow as I was cinching him up. He really wasn't interested in another long day. I tried to tell him it would be short, but...

Corp. Hutchison got out his uniforms again and recruited more soldiers (and some of the young women) for patrol duty. Jeff joined again. The air was brisk and cloudy. I was almost too cool. I left my jacket in the Blazer last night so had only a denim long-sleeved shirt. Don recruited our German fellow Trail traveler, Luther, and he wore a general's coat, Mexican War era. When troops were ordered to mount up, they discovered he didn't have a horse to ride (he had ridden for a while yesterday). Someone asked where his horse was and he said the Mexicans shot it. Later the horse riders shifted again and Luther was mounted when we arrived at McNees Crossing.

We only had four miles to ride so we were not in any hurry to start. I think the younger ones' horses were worn out before we started.

Today we only had three wagons and the buggy. We had quite a number of extra horseback riders. A cowboy preacher joined us on his horse. He is to preach later. So many impressions fill my mind as I remember the ride this morning. The cool fresh breeze, the feeling of being free from responsibilities of home. The open spaces as we travel—not enclosed in a vehicle of some kind.

I tried taking the camera yesterday and every time I took a shot, I could see Cimarron's ears in the viewfinder. I'm curious to see if they show up in the pictures. Cimarron



moved right at the moment I snapped the pictures, will probably give a whole new meaning to the phrase "moving picture."

The Trail is sandier today. Some of the time we were not actually on ruts we could see as we had to follow fence lines to get to a certain gate to the next pasture. The cavalry practiced maneuvers in the field again. One almost lost his seat when his horse reared. Too many oats I guess.

The closer we got to the end of our journey the thinner the clouds became. We topped the hill east of McNees Crossing and 6 or 7 swales converged on the narrow rock crossing. We were almost there when our energetic scouts brought word that we were too early. Oops! We could not see very many people on the opposite bank. We had already repaired the brand new four-strand barbed wire fence we had cut to enter this last pasture but we turned the train around and back-tracked up the hill. While they reopened the break in the fence I followed some riders toward the south and crossed two swales I hadn't seen. The vegetation this year really made the swales stand out and amazingly are still green.

By now the sun is coming out from behind the clouds as we reach the top of the hill. We remain just out of sight of McNees Crossing and wait an hour for the timing to be right. Must be like this in the movies! We visit and share my homemade beef jerky I finally remembered to get out of my saddle bags. Our scouts wore out their mounts relaying messages from symposium coordinator to wagon master and his lieutenants. We are given our stage directions and all take our places. The cavalry led the way then circled around to the south. They were strung out in a line followed by the lead wagon and finally the riders. I heard we were being filmed but never did see anyone who might have done so. So much for show business!

The wagons lined up on the east bank of the crossing and stayed till the church services and the wedding were over (yes, a real wedding). We riders crossed the Corrupa (where I grew up it was the Beaver River or North Canadian) on the narrow rock ledge. We were concerned about quicksand if we got off the ledge. The

creek had running water today. By now the sun is nearly overhead and the air is getting hot. We urged our mounts up the steep rutted west bank and tied our horses to our trailers which had been relayed from our starting place by others.

What a mixture of people! We trail "reenactors" (used very loosely) and the modern vehicles and pilgrims (the observers). We all "gathered in the river" for a church service. The cowboy preacher admonished us not to take the Lord's name in vain. (Good thing he wasn't in camp last night during the ruckus in the windstorm.) He also illustrated our lack of faith by the cowboy who didn't like the answer to his prayer so asked if anyone else was up there. "Dona Tules" (VanAnn Moore) led us in "Amazing Grace." I always think of VanAnn Moore as Dona Tules as she played that character in the stage show *Viva, Santa Fe* (written by Jay Stewart) which showed two summer seasons six years ago in Hobbs, New Mexico. I saw the show several times because our daughter was also a cast member. VanAnn Moore also portrays Susan Shelby Magoffin for Santa Fe Trail addicts.

We all sat on rocks or hay bales in the bottom of the creek bed (not in the water). Immediately after services, we witnessed the wedding. "Susan Magoffin" (VanAnn Moore) sang, and "Marion Russell" (Kay Kuhlman) married Rex Williams. The Judge of Union County, NM, performed the ceremony, and the bride and groom walked out under a double row of crossed sabres held by some of our "cavalry," including Jeff, Don, and Luther. By now the soldiers were dripping wet in their dark blue wool uniforms and hats. Wedding cake was served from a wagon situated in the river bed.

Most of the rest of the wagon train had box lunches served to us. The main order of business was to get the horses unsaddled and put into the trailers to return home. One last drink from the tank by the windmill before we start for home. Cimarron was only too willing to oblige.

It was sad to see our caravan dissolve into the mists of time. It had been an exciting and eventful three days on the trail. But now I know why we have no teamster's diaries available to read. They didn't have

time to write about what they were doing. Those who wrote diaries were the ones who rode in the carriages all day and became "costive," or slept dry in their carriage while their driver slept in a puddle beneath a wagon. The teamsters did all the work. I could hardly find time and didn't have the energy to write after a day of feeding and watering the horse, striking my tent, grabbing a doughnut and coffee, saddling up, trying to get astride the horse, riding 18 miles (really a short distance according to some Trail literature), stepping on rattlesnakes, setting up my tent, trying to get cool, finding enough water for myself and my horse, figuring out how to keep the horse from running away on an open prairie (tent stakes work fairly well), feeding the horse grain and hay, and watering the horse. Cimarron and I are much better acquainted now. But the diary has become more a recollection. I have a much greater appreciation for the dangers and hard work those freighters and adventurers faced. But I'd do it again. Rumor has it the "ghost train" might reappear again sometime.

## FORT LEARNED

### —TEACHERS' TRADING POST—

Karla French, Editor

IT is an honor to serve as chair of the SFTA education committee and assume the duties of guest editor for this column. I hope that you educators out there teaching about the Santa Fe Trail in your classrooms will contribute your ideas and news so we might share them in *WT*. I have discovered that teachers are some of the most enthusiastic dispersers of "Trail mania."

My e-mail address at school is cfrench.hk@kep1.pld.com; at home it is kkfrench@pld.com. Snail mail for Trail mail is Karla French, PO Box 632, Ulysses, KS 67880.

Several teachers and I are now engaged in a special Trails Project, the subject of my first column.

### TRAILS PROJECT

The theme of the Technology Innovation Challenge Grant of the Department of Education, administered by Tina Littlejohn and the Kansas City (MO) School District, is "Life on the Trail." Students in the

Trails Project schools will study life on the Santa Fe Trail from a child's perspective, including life in their own community now compared to 175 years ago. Students will use an integrated curriculum approach, and they will prepare a group project to be published on the World Wide Web.

The Trails Project has been in operation for one full school year. More schools joined in the second year. Schools along the Oregon Trail participate in the Oregon Trail Project, and schools along the Santa Fe Trail participate in the Santa Fe Trail Project. First-year schools in the Santa Fe Trail Project included Council Grove USD #417; Kansas City, MO, School District; and Cheraw School District, Cheraw, CO. Second-year schools added include Lamar Public Schools, Lamar, CO; Santa Fe Trail USD # 434, Carbondale, KS; Diocese of KC/St. Joseph, Independence, MO; Las Vegas City Schools, Las Vegas, NM; and Ulysses USD # 214, Ulysses, KS.

Community partners include the Steamboat Arabia Museum, Kansas City, MO; Apple Computers; Kansas State Historical Society, Topeka, KS; Jackson County Historical Society, Kansas City, MO; National Park Service Long Distance Trail Center, Santa Fe, NM; Fort Larned National Historical Site, Larned, KS; Bent's Old Fort National Historic Site, Cheraw, CO; National Frontier Trails Center, Independence, MO; Lenexa Historical Society, Lenexa, KS; Fort Union National Monument, Watrous, NM; and Boggsville Historic Site, La Junta, CO.

The objective of the Trails Project is to integrate technology into the curriculum and learning experience of students. They use the Santa Fe Trail as the vehicle to achieve the objective. Students will partner with universities, museums, historical groups, and interested citizens to learn about the Santa Fe Trail and then share their knowledge with others using technology. Students will research primary and secondary sources to study the westward movement and its effects on the natural and built environments.

From November 3-7, 1997, about thirty educators from the Santa Fe Trail Project schools met in La Junta, CO, for a seminar. Cheraw

High School students presented their multimedia project detailing their living-history experiences at Bent's Old Fort. They were in eighth grade when they participated in the project, researching and preparing costumes for their experiences. They used computers and software, plus digital cameras and scanners provided by the grant monies, to record and share their findings. The pictures relating to the project are available online at <http://trails.kcmsd.k12.mo.us/Cheraw/CHERW1STPAGE.html>. Their presentation and their research results are recorded on a CD. Each participating school complete a similar project during the present school year.

Truly, the old Santa Fe Trail has become a part of the information superhighway. It is a good way to actively involve students in their own learning about the Trail and its role in the history of our country.

During the seminar participants visited local sites on the Santa Fe Trail, including Boggsville Restoration Site, the Koshare Indian Kiva, and Bent's Old Fort where we participated in a period meal. There is nothing like a cold wintry night in the courtyard for surveying the myriads of stars. And, yes, during the daylight hours we could see the mountains from Bent's Old Fort. The blizzard in late October blew away all the smog on the front range and we had a spectacular view of the distant Rockies.

The Internet is a super tool to connect students with other students and Trail experts. Educators should check out <http://raven.cc.ukans.edu/heritage/research/sft/> for the Interactive Santa Fe Trail Homepage and links to other sites about the Trail.

### PAWNEE ROCK BOOKLET AVAILABLE FROM LCS

SHIELA Sutton Smith, member of SFTA, compiled *Pawnee Rock, a Brief History of the Rock*, in 1986. The 50-page booklet includes information about Pawnee Rock during Trail days and the state historical park established in 1912.

Smith has generously donated a number of copies of this publication to SFTA to sell. It is available through Last Chance Store for \$3.00, postpaid. Thanks to Smith for this contribution.

## CONVERSE OF THE PRAIRIES

### —BOOK NOTICES—

John Taylor Hughes, *Doniphan's Expedition*. Introduction by Joseph G. Dawson III. Reprint; College Station: Texas A & M University Press, 1997. xv + 202. Illustrations. Paper, \$16.95 + shipping; available from Last Chance Store.

Hughes was a private in Colonel Alexander W. Doniphan's First Missouri Mounted Volunteers, 1846-1847 (part of Colonel Stephen Watts Kearny's Army of the West), which marched over the Santa Fe Trail to capture New Mexico and later moved south to conquer El Paso and Chihuahua. A school teacher before the war, Hughes planned from the beginning to write a history of the regiment, and this valuable chronicle was first published in 1847. It remains the most detailed and colorful narrative by an enlisted man of the expedition. It has been a scarce item despite other reprints.

This reprint, to commemorate the 150<sup>th</sup> anniversary of the Mexican War, is reproduced directly from a Senate document, published in 1914, which has small type. There is no index. Anyone wishing to understand Doniphan's campaign will find this volume essential reading and appreciate its renewed availability.

Marc Simmons, *Massacre on the Lordsburg Road: A Tragedy of the Apache Wars*. College Station: Texas A&M University Press, 1997. Pp. xviii + 250. Map, illustrations, notes, bibliography, index. Cloth, \$27.95 + shipping; available from Last Chance Store.

Marc Simmons has written another phenomenal book. There are few connections with the Trail (the McComas family traveled to New Mexico by rail, following the historic route), but this book will charm general readers and scholars alike, being a detective story and one of the best-crafted historical narratives about a tragic incident from the Indian wars. There are sufficient elements of murder, mystery, drama, intrigue, fate, emotion, perseverance, and hope to captivate anyone.

The incident, fairly well-known in the annals of the Apache wars, was the murder, by a raiding party led by



Chief Chato, of Hamilton C. and Juniata (Ware) McComas, March 28, 1883, and the capture of their 6-year-old son, Charley (whose fate was never determined). Little more than that was known until now. Simmons has provided the background of the McComas family and the Apaches involved, examined how they happened to meet on that fateful day, and explained what happened afterward. The search for little Charley is an unprecedented story.

Anyone who has done historical research will be amazed at the resources Simmons examined, the tremendous good luck he had in finding them, and how well they fit together. Simmons exhibits an unusual ability to cut through the rhetoric of primary sources and get to the reality of a situation. The result is a model of research and writing that any historian, amateur or professional, should emulate. It is worthy of and should be nominated for a Pulitzer Prize.

Eliza P. Donner Houghton, *The Expedition of the Donner Party and Its Tragic Fate*. Introduction by Kristin Johnson. Reprint; Lincoln: University of Nebraska Press, 1997. Pp. xxxiv + 375. Illustrations, appendices, index. Paper, \$16.00.

The Donner Party tragedy of 1846 continues to fascinate students of the West. This volume, by the daughter of George and Tamsen Donner, was first published in 1911. Eliza was only four when she survived the ill-fated expedition, but she interviewed others and studied published accounts to satisfy her own curiosity and tell the "truth" (as she understood it or wanted it to be) about what happened. There are more recent books that better relate the details of the tragedy in the Sierra Nevada, but this one contains a participant's deliberative account, information about the survivors, and more than 50 illustrations. It is a minor classic and recommended.

John Miller Morris, *El Llano Estacado: Exploration and Imagination on the High Plains of Texas and New Mexico, 1536-1860*. Austin: Texas State Historical Association, 1997. Pp. x + 414. Maps, illustrations, notes, bibliography, index. Cloth, \$39.95.

*El Llano Estacado* ( the Staked

Plain), the largest plain in the U.S., had many Santa Fe Trail connections, including the expeditions of Coronado, Oñate, the Mallet brothers, Pedro Vial, and others; Randolph Marcy's exploration, Josiah Gregg's Santa Fe Trail from Fort Smith and along the Canadian River, and the writings of Albert Pike and George Wilkins Kendall; John Pope's search for artesian wells; and homeland to Plains tribes which harassed Trail travelers.

In this meticulous examination of exploration, Miller offers thoughtful insight into Llano geography and the evolution of the meaning of these plains to Euro-Americans. Anyone with more than a passing interest in the *Llano Estacado* will appreciate this scholarly work.

Richard Flint and Shirley Cushing Flint, eds., *The Coronado Expedition to Tierra Nueva: The 1540-1542 Route Across the Southwest*. Niwot: University Press of Colorado, 1997. Pp. xix + 442. Maps, illustrations, notes, bibliography, index. Cloth, \$45.00.

This publication contains the latest scholarship on the Coronado Expedition, as noted in Richard Flint's article in *Wagon Tracks*, XI (Aug. 1997), 3-4. More than 20 scholars contributed to this collection, summarizing the most recent findings about Coronado and providing the launch pad for work that remains to be done. There are still more questions than answers about Coronado's route to and from Quivira.

This volume is up-to-date; John Morris's *El Llano Estacado*, reviewed above, is included in the references. Joseph P. Sánchez provided a chapter on historiography for each of the five sections. The Flints contributed articles as well as editing the collection. Their chapter on the "Rio de Cicúye Bridge," 262-277, is evidence of their proficiency. Because Coronado's journey to present Kansas touched portions of what became the Santa Fe Trail, it is of interest to Trail aficionados.

Nasario García, *Más Antes: Hispanic Folklore of the Rio Puerco Valley*. Santa Fe: Museum of New Mexico Press, 1997. Pp. xi + 187. Map, illustrations, appendix. Cloth, \$24.95; paper, \$12.95.

Serious students of the Trail have an abiding curiosity about the Hispanic culture of the Southwest. Nearly 30 years ago, folklorist García (professor of languages at New Mexico Highlands University) began interviewing the native Spanish-speaking people who had lived in the villages along the Rio Puerco, that were largely abandoned by the 1950s. This book, the title of which means "a long time ago," supplements three other books by García about Hispanic folk life. It contains folk sayings, riddles, stories, poems, ballads, songs, and letters, each item in Spanish with English translation.

The devotion to the Catholic Church that sustained their lives is evident throughout. The earthy *dicchos* (sayings), ax murder of Juan Valdez, a charming letter of rejection (to a marriage proposal), and "La Cucaracha," Pancho Villa's jalopy, will interest and delight most readers with no knowledge of Spanish.

—Bonita M. Oliva

Dorothy Hart Kroh, *Morris, 1821-1997: A Community on the Ft. Leavenworth Military Road to the Santa Fe Trail*. Kansas City, KS: Morris Association for Family & Community Education, 1997. Pp. x + 244. Maps, illustrations, notes, index. Cloth.

SFTA member Dorothy Kroh compiled this community history to commemorate the 57<sup>th</sup> anniversary of the Morris FCE, 10<sup>th</sup> anniversary of SFTA, and 175<sup>th</sup> anniversary of the Santa Fe Trail. Morris is located in Wyandotte County, KS, on the south side of the Kansas River, 12 miles from its mouth.

Topics covered include the Fort Leavenworth Military Road (recently marked by the Kansas City Area Historic Trails Association), trading posts, mission schools, agriculture, settlement, public schools, railroads, businesses, social life, and 4-H. The Morris Association for Family and Community Education (FCE) evolved out of the Morris Farm Bureau, founded in 1939.

This handsome and informative volume is an obvious labor of love. Dorothy and husband Lee, who did the photography and mapping, can well be proud of this sound study of local history.

## TRADE RANCHES ON THE FORT RILEY-FORT LARNED ROAD, PART I: THE OTHER RANCH AT WALNUT CREEK

by David K. Clapsaddle

*(SFTA Ambassador David Clapsaddle, Larned, KS, is program director of the Wet/Dry Routes Chapter. He has written extensively about connecting routes in the Santa Fe Trail network, including the roads from Fort Leavenworth, Fort Riley, Fort Hays, and Kit Carson, CO. He has provided leadership in marking the routes and sites along the Wet and Dry routes and the Fort Hays-Fort Dodge Road. This is the first article in a three-part series.)*

### Introduction

TRADING ranches along the Santa Fe Trail were important to those who traveled the route, and the history of many of these has been recorded. Louise Barry, for example, wrote about the ranches at the Little Arkansas, Cow Creek, Walnut Creek, Great Bend, and Cimarron Crossing (see *Wagon Tracks*, III [Feb. 1989]: 8). Ranches also were established along the connecting routes, and these are also a part of Trail history. This series looks at those established on the Fort Riley-Fort Larned Road.

Departing Fort Riley on May 15, 1860, troops under the command of Major John Sedgwick followed the Smoky Hill River westward to present Kanopolis, Kansas. Crossing the river at that point, the column took a southwesterly course to strike the established route of the Santa Fe Trail east of Pawnee Rock. From that juncture, Sedgwick marched his men on to Camp Alert, soon to be relocated and renamed Fort Larned.

This campaign, known as the Comanche-Kiowa Expedition, followed what became the Fort Riley-Fort Larned Road. This road, first used extensively by the army during the early days of the Civil War, became the route of the Kansas Stage Company for weekly delivery of mail between Junction City and Fort Larned in 1862. In 1866, with the arrival of the Union Pacific Railway, Eastern Division, at Junction City, the road became both the eastern leg of the Santa Fe Trail and the route of the Barlow and Sanderson Company which superseded the Kansas Stage Company with triweekly mail deliv-

eries from Junction City to Santa Fe by way of Fort Larned.

Travelers on the Fort Riley-Fort Larned Road had access at the eastern terminus to provisions at Fort Riley and nearby Junction City. To the west were the villages of Abilene and Salina; but farther west there were no towns. Several trading posts or ranches were established beyond Salina to meet the needs of those traveling this route. These were located at Walnut Creek, two miles east of present Great Bend; Smoky Hill River, near present Kanopolis; and Elm Creek, near present Bavia, Kansas.

### The Other Ranch at Walnut Creek

En route to the mountains with two wagon loads of trade goods in 1855, William Allison and Francis Boothe stopped at the Walnut Creek crossing on the Santa Fe Trail east of present Great Bend, Kansas. Their mules having "give out," they decided to proceed no farther. They unloaded their wagons and began to sell the merchandise to passing travelers and Indians. Such was the genesis of the well-documented ranch at Walnut Creek. Subsequent to Allison and Boothe, the ranch was operated by a series of proprietors, including George Peacock, Charles Rath, and Joseph Douglass.

Not nearly so well known was another ranch at Walnut Creek operated by Wilhelm (William) Greiffenstein, also known as Dutch Bill. Born in Germany in 1829, he was caught up in the political unrest which swept western Europe in 1848. He was arrested for participating in a so-called railroad riot. Though cleared of the charges, he subsequently emigrated to the United States. He first settled at the German enclave of Hermann, Missouri, where he found a home with his uncle and employment in a general store. The following year he moved with his uncle's family to St. Louis where he continued his trade as a clerk.

In 1850 the young immigrant moved to Westport where he again was employed as a clerk. There he

discovered opportunities for business in nearby Indian Territory, present Kansas. There, also, he became acquainted with Joe Boinett with whom he formed a partnership to open a trading establishment on the Wakarusa River near present Eudora, Kansas. The site selected for the store was a fortunate choice because the area was populated by Delawares on the north side of the river and by Shawnees on the south. Of added advantage was the nearby Wakarusa Shawnee Mission and the ferry at the confluence of the Wakarusa and Kansas rivers operated by Paschal Fish.

Not content to follow the life of a sedentary shopkeeper, Greiffenstein left the store in his partner's hands and undertook a trading expedition, in 1852, south into present Oklahoma. Accompanied by Shawnee guides, he journeyed deep into Comanche country near the Texas border and returned to the Wakarusa pleased with his profits.

In 1854 he sold his interest in the store and joined a group of traders and government officials traveling to the Southwest to reconnoiter the country for the establishment of Indian reservations and trading posts. He traded with Indians in New Mexico. Returning to newly-organized Kansas Territory, Greiffenstein situated himself west of the infant town of Topeka and engaged in trade with the Pottawatomies.

In 1858 he was summoned back to Germany because of his father's failing health. In the subsequent year, he buried his father, settled the estate, and returned to Kansas where he resumed trade with the Pottawatomies at St. Marys, Kansas Territory, and established a headquarters for trading expeditions westward to the Cheyenne country of the Smoky Hill Valley.

During 1859-1860 Greiffenstein became acquainted with J. R. Mead, who in the previous year had established a trading ranch on the Saline River near present Tescott, Kansas. At the time of their first meeting, Mead recalled that Greiffenstein was accompanied by a partner



named Hohneck and a Cheyenne woman. Mead's reference was to Ernst Hohneck, like Greiffenstein a German immigrant. The woman was Greiffenstein's wife, Cheyenne Jenny, later to figure prominently in the sad story of Clara and Willie Blinn who were killed during George A. Custer's attack on Black Kettle's Washita village, November 27, 1868.

In 1860 Greiffenstein dissolved his partnership with Hohneck and moved to Walnut Creek. He may have been associated with the stage company operating over the Santa Fe Trail. Mead recalled meeting him there in that year and also in 1862, when a group of Southerners returning from the gold fields of Colorado raided Salina, terrorized the citizenry, looted the stores, and drove off the stock. Continuing southwest on the Fort Riley-Fort Larned Road, the brigands raided the Farris Ranch four miles east of present Kanopolis and the Page-Lehman Ranch at the Smoky Hill River crossing where Fort Ellsworth was later established. West of the Smoky Hill, they stopped an eastbound stage, emptied the mail sacks, drove off the mules, and left the hapless passengers afoot. Recalling the incident, Mead wrote, "Among the passengers was William Greiffenstein, known on the plains as 'Dutch Bill' who had a little trading establishment on Walnut Creek."

Robert Wright, who traversed the Santa Fe Trail in 1863, also remembered Greiffenstein at Walnut Creek. He wrote, "The ranches in those days were few and far between. Beyond the Grove were Peacock's ranch at Cow Creek, Allison's ranch at Walnut Creek and also that of William Greiffenstein with whom I afterwards had the pleasure to serve with in the house of representatives." Wright, never known for his memory, wrongly placed Peacock at Cow Creek. One hopes he was correct about Greiffenstein's presence at Walnut Creek.

Matt Thomson, who was at Walnut Creek in 1864, wrote, "we were in camp at the upper crossing of the Walnut at which point Dutch Bill had located a small trading post." Thomson went on to relate that Phil Block, an associate of Greiffenstein, married to Cheyenne Jenny's sister, warned him to "break camp and

don't stop this side of the Smoky Hill. The Indians are going on the war-path." Thomson and his party, heeding Block's warning, fled northward beyond the Smoky Hill River where they were joined by a stock tender employed at the stage station located at Greiffenstein's ranch. His news? Block's prediction had proved true. The Indians had struck.

Other accounts described the 1864 depredation in some detail, especially that of Louise Barry in her well-researched article, "The Ranch at Walnut Creek Crossing." Arriving at Walnut Creek on May 16, a small band of Cheyennes warned Charles Rath, then proprietor of the ranch originally established by Allison and Boothe, that others of their tribe, not so well disposed, were headed in his direction. Taking Rath's Cheyenne wife, Making Out Road, they made a hasty departure. Rath loaded his trade goods on a passing caravan and stayed to wait out the storm. The following day Rath watched helplessly from the roof of his store as Cheyennes drove away stock belonging to Postmaster John Dodds, the stage company, and himself.

The Cheyennes continued east on the Santa Fe Trail to the Curtis-Cole Ranch near present-day Ellinwood. There they drove off the stock and warned Frank Cole that they intended to kill every white man on the road to Santa Fe. Turning north, the Cheyennes proceeded to the Cow Creek station on the Fort Riley-Fort Larned Road where they killed Suel D. Walker, a stage company employee.

The Prater brothers, John J. and C. L., also employed at the Cow Creek station, raced to the safety of Salina. Rath and his companions retreated to Fort Larned, and Greiffenstein apparently did likewise. Troops were soon stationed at points along the Fort Riley-Fort Larned Road, including Salina, the crossing of the Smoky Hill (which became Fort Ellsworth, later Fort Harker), and Walnut Creek (which became Camp Dunlap, later Fort Zarah). It may be presumed that Rath and Greiffenstein returned to their ranches when Camp Dunlap was established about mid-June. The camp was named Fort Zarah on July 28, 1864. Rath became the post sutler or trader and apparently remained there until he

sold his business to Joseph W. Douglass in 1867. Greiffenstein did not remain at Walnut Creek so long, but his activities after the Cheyenne raid were more difficult to ascertain.

*The Smoky Hill and Republican Union*, Junction City, July 9, 1864, reported the following: "Mr. Charles Rath has sold the Walnut Creek Ranch to Messrs. Ennis & Graffenstein. . . . Mr. Rath has had a good trade there and made money, and we wish his successors equal success." Whether this was rumor or fact has not been determined. Whatever the correctness of the article, Greiffenstein soon left Walnut Creek. One account declared that he and Cheyenne Jenny fled to J. R. Mead's ranch on the Walnut River near present Towanda, where Greiffenstein proclaimed, "He had been cleaned out by hostile Indians."

Mead reportedly supplied Greiffenstein with trade goods, possibly in 1865, and he set forth on a trading mission into Indian Territory. In a matter of weeks Greiffenstein was back for more merchandise. Sometime in 1865 he established a trading ranch on Cowskin Creek in present Sedgwick County, KS. In that year he cleared \$5,000. Such success belied Mead's original estimate of the little, weak-eyed immigrant, "Altogether he was the last man on earth one would suppose would ever attain fame or fortune." From that point on Greiffenstein did attain a considerable reputation and accumulated a substantial fortune. First at his Cowskin Creek ranch near present Clearwater, Kansas, and later at his ranch near Fort Cobb in Indian Territory, Dutch Bill made his mark on the frontier.

He earned the respect of the Indians with whom he traded, and he was a trader they trusted. Marshall Murdock, editor of the *Wichita Eagle* and a friend of Greiffenstein, later recalled that "there was a time when nearly every worthy Indian in this part of the country seeking aid or avoiding trouble could pull from the recesses of his blanket a dirty, crumpled letter from Bill Greiffenstein notifying the public that this was a good Indian." He was a friend of the Indian, married to a Cheyenne, which assuredly helped his trade.

George Bent, who knew Greiffenstein and Cheyenne Jennie (who

died in the fall of 1868), said of the latter, "This woman, Cheyenne Jennie, was an invalid, and always traveled in an army ambulance which her husband had bought for her. She was a fine woman and had often succeeded in recovering white captives from the Comanches, Kiowas, and other tribes. She did more good work in fostering peaceful relations between the Indians and the whites than many an official or high commissioner sent out by the government." She undoubtedly contributed to her husband's standing among the Indians.

Military leaders, particularly General Philip H. Sheridan, held a different view of the Indian trader. After Greiffenstein moved to Indian Territory in 1867, he was suspected of trading guns to the Indians. This was probably true, but the sales may have been authorized by the Indian agency. Even so Sheridan charged Greiffenstein with selling guns to the Cheyennes, which were used for raids in Kansas and at the Battle of the Washita. Sheridan ordered the trader to leave Indian Territory, threatening to have him shot on sight.

Greiffenstein denied the charges but fled to Kansas, leaving others to dispose of his trade goods. He filed a claim against the government for his losses and received compensation. With the money received from the claim and sale of his property, he purchased the trading post of Edwin H. Durfee near the mouth of the Little Arkansas River. There he later joined with other Indian traders, J. R. Mead, William Mathewson, and others to establish Wichita, Kansas.

There was a delightful epilogue to the story. In 1880, when Greiffenstein was mayor of Wichita, General Sheridan visited the young town to give a speech. The two men appeared together, apparently on friendly terms, and Sheridan remarked in his address that he had provided Wichita with one of its most important founders when he exiled Greiffenstein from Indian Territory nearly a dozen years before. As Wichita historian Craig Miner observed, Sheridan "had unwittingly provided the city with one of its leading citizens, complete with the capital to get started in business." Greiffenstein was one of the leading businessmen as well

as a political leader of the rising city.

William Greiffenstein died in 1899 at age 70. He had operated trading posts at Walnut Creek, Cowskin Creek, in Indian Territory, and at the site of Wichita. Although details of his operation at Walnut Creek on the Fort Riley-Fort Larned Road and Santa Fe Trail are sketchy, perhaps more information about the other ranch at Walnut Creek will surface someday.

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## POST OFFICE OAK

### —LETTERS—

Editor:

Not long ago we had some cousins visiting from Johannesburg, South Africa. They loved NM and Santa Fe and asked many, many questions. We were able to answer a lot of them, but one had us stymied. "What did the colonials do with waste materials and what sort of hygiene could they manage?"

At a recent meeting of Corazon de

los Caminos Chapter, we had lunch with Harry Myers. I told him the foregoing tale of woe. Without hesitation, Harry said that Marc Simmons had written an article about that subject about five years ago in the *New Mexico Historical Review*.

Next day I went to the library and found the article by Simmons in the October 1992 issue, entitled "Hygiene, Sanitation, and Public Health in Hispanic New Mexico." It is a first rate article, as one might expect. Isn't that Harry wonderful? How does he do it? Thank you for your fine work with *Wagon Tracks*.

Doris and Larry Lyons  
905 Calle Arco  
Santa Fe NM 87501

Editor:

The research articles and information published in *Wagon Tracks* have contributed to my understanding and appreciation for the SFT. The Association is doing a great job. Thanks to all concerned.

Richard W. Poole  
815 S Shumard Dr  
Stillwater OK 74074

Editor:

My renewal enclosed plus a new subscription (gift) for Hilda and Louise, the University of Missouri Veterinary School mules featured in the November issue of *WT*. Though mature, they are "youth age," thus the \$15.00 rate. Hee Haw—OK?

Virginia Fisher  
Arrow Rock MO 65320

*Hilda and Louise are welcome. We hope to hear more from them.*

Editor

Editor:

Wonderful issue of *WT*. All who are involved seem more and more a family. I feel pretty far away but do spend 6-8 weeks in Santa Fe in winter. A good group there. Thanks for all you do to make it a fine organization.

Connie Pace  
PO Box 1255  
Damariscotta ME 04543

Editor:

While not active in any particular way, I enjoy being a member of SFTA and reading *Wagon Tracks* in particular, and I appreciate the effort of those making the Association work.

Rod Smith  
2763 Fawn Grove Ct  
Colorado Springs CO 80906



## TRAIL TROUBADOUR

### —TRAFFIC IN VERSE—

Sandra M. Doe, Editor

THIS column was omitted from the last issue, but your "found poems," made with names from Autograph Rock or Signature Rock which symposium participants visited, are still wanted. This column also seeks quality poetry that demonstrates authentic emotion, original images, and skill in craftsmanship. Poetry, in open or closed form, which addresses the history, realism, romance, and diversity of the Trail should be sent to Sandra M. Doe, Dept. of English, Campus Box 32, Metropolitan State College of Denver, PO Box 173362, Denver CO 80217-3362.

The following four poems are by Patricia Wellingham-Jones, a California poet whose work has appeared in numerous publications. She has visited New Mexico and the Southwest for over 30 years. In these poems, she demonstrates the sensitivity of her profession as a psychology researcher and writer, addressing the life and travels of women as expressed in *Down the Santa Fe Trail and into Mexico: The Diary of Susan Shelby Magoffin, 1846-1847*.

In "Jane Laments" she takes the viewpoint of Susan's maid, Jane, whose last name was never mentioned; "A Lark for Susan" takes its title from Susan's inclination to note and write about tiny details, "even larks." "We Women of Vegas" imagines the meeting of Susan with the women of Las Vegas from their point of view. Finally, "La Tules of Santa Fe" speculates on the image and inner life of Doña Tules.

#### JANE'S LAMENT

They always said she was  
the first American white woman  
to cross the Santa Fe Trail.  
I suppose she was,  
setting her little foot into  
that carriage and dashing off.

I was there, too.

I served her faithfully,  
snatched her back when she  
almost stepped on a snake,  
bathed her forehead, boiled the  
water

and cried at Bent's Fort  
that sad day.

We laughed together, filled our arms

with spring wildflowers on the  
boundless Plains and  
hung strips of buffalo meat  
to dry by the Arkansas.

Ah yes, she was the first American  
white woman  
to cross the Santa Fe Trail  
but I was there, too,  
yet my great-great-grandchildren  
won't even know my name.

#### A LARK FOR SUSAN

Some say she had it easy on the Trail,  
traveling to Santa Fe in private car-  
riage splendor,  
husband and maid devoted to her  
comfort.  
Compared to her sisters on the Ore-  
gon Trail  
and the Mormons sharing husband,  
hardship and handcart,  
Some would be right.  
We who have borne children  
know different.

A lark for Susan,  
the intense interest of the young and  
untried,  
the hopes and joys of new marriage  
and all the time, she knew, she knew.  
She wrote her way West,  
scratch scratching in her journal,  
words self-conscious, aware of  
the eyes likely to read, her eyes  
clear and sharp, focusing now on the  
large events, now on tiny things,  
wildflowers, river pebbles,  
yes, even larks.

In the custom of the day,  
she wrote of feeling ill,  
frequent visits by Dr. Masere,  
just one hint about women's com-  
plaints

until at Bent's Fort, in a  
red mist of agony and pain,  
she delivered up her firstborn,  
far too early, far too dead.

Almost a week in bed,  
weakened by white man's wisdom,  
she marveled at the Indian woman  
below.

Popped out a healthy baby with  
minimum fuss, a half hour later  
carried a bundle to the Arkansas,  
broke a hole in the ice and washed  
herself and hardy infant.

Susan's journey continued,  
she choked in the dust behind hun-  
dreds of animals,  
flew off a cliff, got drenched by the  
rain,  
left one land for another and  
scratch scratched in her journal.  
Some say she had it easy, yet

she only lived a few more years and  
I wonder if all the time  
she knew, she knew.

#### WE WOMEN OF VEGAS

Aiee, the woman is a strange one.  
She sits among us in our cool adobe  
walls,  
wrapped in fine cloth from her neck  
to her toes, her bodice  
so tight she could strangle,  
her skirt of many layers drags in the  
dust.

We women of Vegas move about our  
work  
in comfort, our cotton garments loose,  
the blue rebozo covers all.  
Maria suckles the new baby,  
little Juanito stands on his toes for his  
share,  
Elena pats the tortillas, blue corn in  
honor of our distinguished guest, and  
Dona Ana tries to understand  
her Spanish, her talk.

We are polite. We do not stare  
like the people on the streets.  
We murmur softly, gaze at the floor,  
look through the corners of our eyes at  
her pale rosy skin as we  
offer her our tobacco wrapped in  
corn husks  
and try not to laugh at her face.

She, too, is polite.  
She swallows our food though we can  
see  
she doesn't like it,  
wipes her mouth a hundred times  
with a small square of white cloth  
and says *gracias, gracias* as she  
leaves.

Aiee, the woman is a strange one.

#### LA TULES OF SANTA FE

She swoops,  
red ruffles at  
hem of skirt  
flash high,  
scarlet lips frame teeth  
bared in a smile of ferocity.  
Dark eyes and fingers  
snap orders,  
survey the cards,  
amuse patrons who,  
intrigued with her  
not-quite-niceness,  
search pockets  
for more silver,  
gulp their whiskey,  
deal again.  
Young man's descent into  
the "hall of final ruin"  
deliciously easy,  
part of the game.

## WHEN RAILS REPLACED THE SANTA FE TRAIL

by Ellis J. Smith

*(SFTA member Ellis Smith, Columbia, MO, is a career engineer with an interest in western history and railroads. He never worked for a railroad but has numerous family members who have. It is a family joke that, while Ellis never worked for the railroad, he at least became an engineer. His source for information about the AT&SF in this essay is Keith L. Bryant, Jr., History of the Atchison, Topeka and Santa Fe Railway [Lincoln: University of Nebraska Press, 1982], 1-63.)*

IT is tempting for those who revere the Santa Fe Trail to just say the railroad brought an end to the Trail, and not concern themselves with the railroad. This may be shortsighted, for it treats the Trail as an isolated historical occurrence. In reality the Trail was part of the continuing story of transportation in the United States, of which rail, modern highway, and air transport are simply more recent developments.

The final 35 years of the nineteenth century were a time of great industrial development, and nowhere was this more spectacular than the railroads. As Trail enthusiasts know, as rail lines built westward across the plains, the Santa Fe Trail was shortened accordingly. The Union Pacific, Eastern Division (later Kansas Pacific) was first to build across Kansas, although north of the Santa Fe Trail. One railroad, the Atchison, Topeka & Santa Fe (AT&SF), followed more closely the route of the historic Santa Fe Trail, building along the Mountain Route to Lamy, NM, with a spur into Santa Fe in 1880.

The AT&SF dated from November 24, 1863, and an early company brochure showed a proposed route from Atchison through Topeka to Fort Dodge and then southwest, roughly following the Cimarron Route of the Santa Fe Trail. Realization of the proposed railroad was slow in coming, requiring sixteen years for construction to reach Las Vegas, NM. There were practical and financial reasons. While federal and state governments gave railroads generous land grants for rail construction, it was up to the railroads to generate

revenue for construction and to make themselves attractive candidates for investment.

Initially, in Kansas, the AT&SF looked on a map more like a north-south than an east-west railroad. This pattern was dictated by the need to generate as much revenue as possible, and settled areas in Kansas were decidedly in the eastern portion. Reaching the cattle trade in Wichita was very important. Meanwhile, the Kansas Pacific Railroad had built westward, north of the projected route for the AT&SF. It was this construction which first began shorten the Santa Fe Trail. From sites in Kansas, including Junction City, Abilene, Salina, Ellsworth, Hays City, and Sheridan, and later from Kit Carson, Colorado Territory, freight was transferred to wagons and taken over connecting routes to points on the Trail. While these connections were temporary, they nevertheless are part of Trail history. Several of the previously-mentioned towns were also "cow towns," each in its time generating considerable rowdiness and law enforcement problems but also contributing significantly to the revenues of the Kansas Pacific.

AT&SF's westward construction to Dodge City took cattle business away from the Kansas Pacific, since the AT&SF route was to the south and closer to the cattle ranges of Texas. Interestingly, a problem facing the AT&SF in the vicinity of Dodge City was one familiar to freighters on the Santa Fe Trail: water. Having now lived fifty years with diesel-electric railroad locomotives, people today may forget what a "water hog" the steam locomotive was. The water supply in the tender had to be replenished regularly, and sometimes it was necessary to stop a train to do that when there was no other reason for stopping the train.

Had diesel locomotives been available in the 1870s AT&SF might well have opted to lay rails over the Cimarron Route, and economic development in Oklahoma, Colorado, and New Mexico would have taken different turns. The decision was made to follow the Arkansas River into Colo-

rado, but this left AT&SF with one of the most daunting railroad engineering problems of the nineteenth century: crossing Raton Pass.

First there was the matter of completing track to the Kansas-Colorado border, a requirement to be done before January 1, 1873, in order to receive the promised government aid. AT&SF's railroad construction engineer had, he thought, reached that mark on the afternoon of December 22, 1872. The men were paid, and many immediately left to sample the pleasures of the tent cities which followed rail construction.

The engineer, probably feeling a sense of accomplishment, sat down to his dinner, but he was visited by government surveyors who informed him they were sure he had stopped laying rails four miles short of the Colorado line. In a great moment in engineering history he managed to round up enough men in various states of sobriety to lay the final four miles of track.

Once the AT&SF moved into southern Colorado, politics became as important as construction. And there was the depression of 1873, a serious economic downturn. Political problems arose because of another famous western railroad, the Denver & Rio Grande, or D&RG. Unlike most western railroads, D&RG was oriented north-south. AT&SF, having moved through southern Colorado to La Junta and Trinidad, now needed to turn south for miles into New Mexico, which put it in conflict with the aspirations of D&RG. In the end AT&SF prevailed, partly due to the fact that D&RG was narrow gauge, whereas AT&SF was standard rail gauge.

AT&SF surveyors first looked at 8,000-foot Raton Pass while track was being put down in eastern Kansas. A surveyed route out of Trinidad rose 800 feet in 10 miles, followed by another 861 foot rise in just 6 miles. Locomotives then in use on the line could not handle the grade, so more powerful ones were ordered from the famous Baldwin Locomotive Works. Initially a "switch-back" system was used while a tunnel was constructed. The switch-back was at 7,800 feet



and had a 6 percent grade with a curve of 16 degrees. As any railroad construction engineer will attest, that was pushing the limits of capacity.

The first locomotive crossed into New Mexico on December 17, 1878, shrinking the Santa Fe Trail to the confines of New Mexico. New Mexicans wanted the railroad. Isolation during most of the nineteenth century had hindered development. Initially the benefits went to Las Vegas, but in time Albuquerque, by virtue of its position in the AT&SF system, benefited more.

When the first train steamed into Las Vegas on the 4th of July 1879 there was rejoicing; no tears were shed for the passing of the Trail. These sentiments were present in 1880 when the remainder of the Trail was finally covered by rails. It is important for students of the Trail to recognize that it was not the end but an improvement in transportation between the Missouri Valley and the Southwest. The Santa Fe Trail had been an important and intriguing part of that history, an era deserving thoughtful contemplation, romantic veneration, and a broad perspective.



## HOOF PRINTS

### —TRAIL TIDBITS—

An eerily-lit photograph of the mechanic's shop at Fort Union, NM, appears on the cover of the Feb. 1998 issue of *New Mexico Magazine*, which is designated the ghost-town issue. SFTA member Marc Simmons wrote the lead article, "The Spell of Ghost Towns."

*El Palacio*, Museum of New Mexico magazine, Winter-Spring 1997-1998, features articles and photographs of *El Camino Real*. Thomas Chávez contributed an article on *La Historia de la Nueva Mexico* which chronicled Juan de Oñate expedition into present New Mexico in 1598.

Ray Smith, Mills Springs, MO, retired pilot, has built or restored 45 wagons since 1967. He plans to build

10 more within the next year. Smith primarily builds surreys, spring wagons, delivery wagons, buckboards, and buggies.

Norman Rohlfig, a Fayette, MO, farmer and Civil War reenactor, creates replica Civil War cannons. He wraps barbed wire around six feet of stainless steel pipe, then applies about 200 pounds of rock-hard putty, and shapes the barrel on a lathe. Son-in-law Steve Allie, director of the Frontier Army Museum, Fort Leavenworth, KS, helps build the carriage and limber. The finished product, which costs about \$4,000 (compared to \$10,000 for the real thing), looks and fires like cannons of 130 years ago. Rohlfig and his cannons appeared in the movie *Glory*.

Happy Birthday to SFTA Ambassador Paul Bentrup who turned 81 on Feb. 19. Paul will soon undergo hip replacement surgery. His new telephone number is (316) 355-6169; people were confusing his old number with that of a local convenience shop (he got tired of taking orders and making deliveries). His address is PO Box 595, Lakin KS 67860.

Charlie's Ruts near Deerfield had 661 visitors from 32 states and 7 foreign countries, who signed the guest book and an unknown number who did not.

The Kearny County Historical Society has purchased the Conestoga wagon on display in their museum that was on loan from George Pappas. The magnificent wagon is a popular exhibit.

A feasibility study of *El Camino Real de Tierra Adentro* (Chihuahua Trail) shows the route meets criteria to be a national historic trail. Congress will soon consider adding it to the national trails system.

Congress has requested a feasibility study to determine if the Old Spanish Trail meets the criteria to be a national historic trail. The NPS Denver Service Center and the NPS Spanish Colonial Research Center, Albuquerque, will share the work.

Friends of Arrow Rock will sponsor a George Caleb Bingham Symposium on May 2, 1998. For more infor-

mation call Kathy Borgman at (816) 837-3231.

The historic home of Santa Fe Trail merchant James L. Johnson, 545 Canyon Road, in Santa Fe's Historic District, has been documented in a historic structures report summarized in *New Mexico Preservation*, Winter 1997-1998. Facing insolvency in 1881, Johnson was forced to surrender the property to Thomas B. Catron. Margretta Dietrich purchased the home in 1928 and is credited with preserving and giving it the name El Zagan. The headquarters of the Historic Santa Fe Foundation are housed in the residence.

The 1998 *New Mexico Vacation Guide* showcases the celebration of the 400th anniversary of Juan de Oñate's settlement of New Mexico. It contains a two-page section spotlighting activities and events commemorating the occasion. For a free copy contact the New Mexico Dept. of Tourism at (800) 545-2040, ext. 751. Michael Pitel has compiled an even more extensive guide which may be obtained by calling him directly at (800) 545-2070.

An article about the history of Wayne City Landing at Independence, MO, appeared in the Nov. 29, 1997, *Kansas City Star*, based on an interview with SFTA member Jane Mallinson.

Inspired by Bill White's *Santa Fe Trail by Air*, pilots Bruno Tschannen and Brad Plumb recently spent 17 hours in the air during a four-day period, flying Plumb's Fairchild PT-19, a 1943 open-cockpit two-seater over the Santa Fe Trail.

An article by Ross Marshall about the 1997 symposium appeared in the Fall 1997 issue of *Pathways Across America*.

Bent's Old Fort National Historic Site has a "traveling trunk" on the SFT available to schools for a nominal fee. For details contact Bent's Old Fort NHS, 35110 Highway 194 E, La Junta CO 81050.

Friends of the National Frontier Trails Center, Independence, MO, received a \$900 grant from the Truman Heartland Community Founda-

tion to compile, print, and mail packets of educational materials on the trails to area teachers.

The New Mexico Records Center and Archives is moving to new quarters at 1205 Camino Carlos Rey, Santa Fe. Plans are to be moved and open to the public on April 20, 1998.

John Merrill, Derbyshire, England, plans to spend six weeks walking the length of the Santa Fe Trail, visiting as many sites and monuments as possible.

Friends of Rice-Tremonti Home are in their third annual capital campaign to raise money for the preservation of the house and surrounding property. Donations may be sent to Friends, PO Box 9393, Raytown MO 64133.

Norma Gene Young is at home recovering from her fall on New Year's Eve. She is bedridden and catching up on her reading. It will be some time before she will be out and about. That's a heck of a way to start a new year, Norma. Cards may be sent to PO Box 1146, Boise City OK 73933.

National Trails Day is set for June 6. For more information, an organizer's package, or to register your event, call (301) 565-6704, ext. 112.

SFTA member Susan Badger Doyle will conduct a guided tour on the Bozeman Trail in Wyoming, June 13-14, during Fetterman Days.

## CAMP TALES

### —CHAPTER REPORTS—

#### Cimarron Cutoff

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

No report.

#### Texas Panhandle

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

SFTA Ambassador Harry Myers, Superintendent of Fort Union National Monument, was the speaker at our November meeting.

At our February meeting Dr. Clint Chambers, Lubbock, TX, told about

his ancestor, Jack Stilwell, an army scout. Officers for 1998 were elected.

The chapter has lost several members recently. Jerry Hays passed away last fall. His wife Lavern has resigned as chapter secretary, and is leaving Amarillo. Scott Burgan, our able and enthusiastic mapmaker, is also moving away. We will miss these members, and appreciate their hard work on behalf of the chapter.

#### Wagonbed Springs

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

The quarterly meeting was held January 8, 1998. No report.

#### Heart of the Flint Hills

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

The 1999 symposium committee met December 4, 1997. Those present were Connie Essington, Donna Frese, Shirley Rees, Bonnie McClintock, Jim and Donna Selby, Don and Doris Cress, Hank and Jan White, Charlie and Helen Judd, Loretta Keyser, Deanne Wright, Phyllis and Floyd Metzger.

Jim Selby, coordinator, indicated that the committee was ahead of the chronological schedule set by the Association for symposiums. All committee chairpersons were present and gave good progress reports.

The January 22 quarterly meeting was well attended. Officers elected for 1998 were Don Cress, president; Charles Macy, vice-president; Helen Ericson, secretary; and Joleen Day, treasurer.

The 1998 Trail Ride will begin June 9 at Maxwell Wildlife Refuge six miles north of Canton in McPherson County. We have been invited to attend Prairie Days, June 6 and 7, with pioneer and American Indian demonstrations, wildlife and bird identification, cowboy camp, trader's tent, stagecoach rides, musical entertainment, bluegrass and country, and buffalo burgers.

#### End of the Trail

President George Donoho Bayless  
PO Box 804  
El Rito, NM 87530  
(505) 581-4574

The chapter is cooperating with

the National Park Service, Forestry Service, and other entities to develop a "New Santa Fe Trail," a recreational trail in the Glorieta area. This will provide a hiking path several miles in length along a route of wonderful beauty as well as tremendous historical significance.

We had excellent attendance at our January 17 meeting. Dr. Frances Levin, Director of Southwest Studies at Santa Fe Community College and chapter member, gave a most interesting talk on the significance of the Santa Fe Trail in New Mexico's history, including material from her forthcoming book on the history and causes of decline in population of Pecos Pueblo through the years.

New officers elected are George Donoho Bayless, president; Nancy Nickerson, vice-president; Joan Sudborough, secretary; and Bob Yeager, treasurer. Molly MacLeod was elected to join continuing member Mary Hedge on the board.

Our new president is the great-great-grandson of Mary Donoho, subject of Marian Meyer's book *Mary Donoho, New First Lady of the Santa Fe Trail*. He learned of his heritage only recently, whereupon he joined our chapter. Now if we can recruit a Magoffin we should have some good lively debates.

#### Corazon de los Caminos

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

Mike Taylor was the speaker at the November 16 meeting held at the Santa Clara Cafe in Wagon Mound. He told of the ongoing developments of the Santa Fe Trail Scenic Byway and other community projects. He showed aerial photographs he took during a four-hour flight over the Santa Fe Trail and presented at the annual conference of the National Trust for Historic Preservation in Santa Fe.

During the business meeting the biennial election of seven members to the board of directors was held. Chapter officers were elected from the board. Directors elected are Morris Eiland, Las Vegas; Faye Gaines, Point of Rock Ranch; Nancy Robertson, Raton; Jack Urban, Angel Fire; Dorothy Valdez, Wagon Mound; Steve Whitmore, Las Vegas; and



Wink Winkel, Las Vegas. The officers are President Whitmore, Vice-President Gaines, Secretary Winkel, and Treasurer Eiland.

LeRoy DeDoux who has served as president for the past seven years decided not to be a candidate this year. The chapter flourished under his able leadership and he has enriched the lives of all its members. *Muchas gracias*, LeRoy.

Nancy Robertson reported that \$5000 will be available from the Santa Fe Trail Scenic Byway Project to the chapter for marking Trail sites along portions of the Scenic Byway. Nancy and the marker committee have already identified sixty possible sites where the Trail crosses or parallels the Byway. They are in the process now of identifying landowners of some of these sites to obtain permission for placing the signs. Congratulations Nancy.

Hal Jackson, a professional geographer at the University of New Mexico, has joined the mapping committee which is co-chaired by Pat and Michael Macklin.

The Santa Fe Trail Museum in Springer, NM, has been recommended by the Santa Fe Trail Scenic Byway Project as a regional center for the interpretation of the Santa Fe Trail and early railroad history. Its new board of directors include Faye Gaines and Mike Taylor. It is housed in the old Colfax County Courthouse, constructed in 1882, a building on the National Register of Historic Places. Structural repairs to the building, funded by a grant from the Federal Highway Administration, were completed in October 1997.

### Wet/Dry Routes

President Rusti Gardner  
801 Vernon Dr  
Larned KS 67550

The winter meeting was at Kinsley, KS, January 11, 1998. Officers for 1998 were elected: President Rusti Gardner, Vice-President Barbara German, and Sec/Treas Ida K. Yeager. Janice Klein, past president, was elected to serve as advisor to the chapter officers.

Janice Klein was awarded the President's Plaque and David Clapsaddle was presented the Faye Anderson Award.

Other business included reports on the marking of the Owl Creek

Crossing site, the 2nd annual seminar, the mapping project, and the web site created by Larry Mix. Payment was approved for another plaque for the Fort Hays-Fort Dodge Road.

Following the business session, David Clapsaddle presented the program in lieu of Lawrence Hart, the scheduled speaker who was unable to attend due to bad weather.

Mr. Hart will be the speaker for the spring meeting slated for April 19 at Fort Larned.

At the request of Don and Lillian Swick, the chapter assisted in placing a marker at the Owl Creek Crossing in Rice County, Kansas. The Swicks have long been interested in marking this site on their property southwest of Lyons which is associated with the murder of Antonio Chávez in 1843. The bronze plaque mounted on a limestone post reads Owl Creek Crossing, Santa Fe Trail. Trail students will recall that Owl Creek was renamed Chaves Creek subsequent to the murder. Eventually, Chaves was corrupted to Jarvis, the present name of the stream. Working on the project were Don Swick, Mildon Yeager, and David Clapsaddle.

Registration forms for the chapter's June 13 seminar, "The Survey of the Santa Fe Trail: A Great American Drama in Three Acts," are included in the February *WT*.

### Dodge City/Fort Dodge

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

The chapter met on February 1, 1998, at the Dodge City Public Library. The 2:00 pm Sunday afternoon meeting is a change from the Friday luncheon format of the past. This allows more time for chapter business and fewer restrictions on length of programs.

Officers elected are President David Kloppenborg, Vice-President Fred Casterline, Secretary Kathy Bell, and Treasurer Richard Dryden. Janice Klein presented the program, "Education about the Santa Fe Trail, For Children."

The members extend thanks to Ted Mueller for his leadership in 1996 and 1997 as chapter president. He presided over two exciting and

successful years.

### Missouri River Outfitters

President Anne Mallinson  
964 NW 600  
Centerview MO 64019  
(816) 230-7228

The next chapter meeting will be at 2:00 pm on March 1 at the National Frontier Trails Center in Independence, MO. Evelyn Bartlow will give a program about the history of the Wornall House. She has been a volunteer and docent there for more than 20 years. Evelyn has just published a children's book, *Emily and the Santa Fe Trail*, and will share her experiences about the process of creating Emily. For more information, contact Vice-President Nancy Lewis (816) 229-8370.

On December 1, Nancy and Don Lewis, Glenda Sours, and Anne Mallinson represented the Missouri River Outfitters at the opening festivities of the Fred Harvey southwestern art exhibit at the Nelson-Atkins Museum of Art. They gave a presentation in costume about the history and heritage of the Santa Fe Trail. Anne and Don also played music of the time period.

We were saddened by the passing of charter member Art Ayres of Olathe, KS. His cheerful enthusiasm and lively wit will be greatly missed. Our thoughts and prayers are with Ruth Ayres at this time. In lieu of flowers, family members have suggested a memorial contribution be made in Art's name to the Santa Fe Trail Association.

### Quivira

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

The chapter marking and mapping committee met January 17, 1998, at Coronado Quivira Museum to make plans to survey the Trail through Barton, McPherson, and Rice counties this spring. Also discussed was the replacement of signs at the Stone Corral Complex at the Little Arkansas Crossing and at the intersection of US 56 and Raymond Road to Ralph's Ruts.

The annual meeting of the chapter will be February 19, 1998, at Lyons. Randy Thies of the Kansas State Historical Society will present the program.

At the April 20, 1998, meeting, John Conoboy of the NPS will be the speaker. The Rice County Commissioners have been invited to attend. The subject will be certification of the Cow Creek Crossing area which includes the Buffalo Bill Well and the Cow Creek ford.

Another project of the chapter will be the relocation of the DAR marker that now is at Elyria. Plans are to move it back to its original site, almost two miles west on Dry Turkey (Soya) Creek.

### Cottonwood Crossing

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

No report.

### Bent's Fort Chapter

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

Although there has been no report in the last two issues of WT, the chapter is alive and well and very busy. The chapter members participated in four tours during the summer: (1) stage station sites in the Purgatoire Canyon on the U. S. Army's Pinon Canyon Maneuver Site, (2) Wilson Ranch south of Las Animas, CO, where the group viewed several rock-art sites, (3) Boggsville, for an educational program about the historic site and its connection to the Santa Fe Trail and surrounding areas, and (4) a joint tour with the Corazon Chapter to the top of Raton Pass and on to Cimarron, NM. A good crowd attended all events. The tour season was cut short so members could attend the SFTA symposium. Twenty members attended and all reported a very enjoyable experience.

The first of the chapter's new social/educational meetings was held November 1 in La Junta, CO, with a large crowd attending. A board meeting was held in the morning, followed by a potluck lunch. The afternoon program was a talk by chapter member Don Lowman about Miguel Otero and his connections with the Trail and the history of the La Junta area. A video, "With Each Turn of the Wheel," was shown.

The annual meeting was held January 24, at Bent's Fort Inn in Las

Animas. A trader's mart and social hour preceded the business meeting. Committee chairmen gave reports, followed by reports from Mary Gamble on SFTA board meetings, Richard Carrillo on Boggsville and Colorado Preservation Inc., Bent's Old Fort NHS, Jamie Kingsbury on Comanche National Grassland, and Boy Scout Troop # 222 on an Indian burial site they are preserving.

Officers elected were President Lolly Ming, Vice-President Gerald Faust, Secretary LaDonna Hutton, and Treasurer Betty Choat. Chapter awards were presented: Certificates of Merit to tour hosts; Trail Preservation Partner Award to Comanche National Grassland, Tribute Award to Bob and Marylou Jones, Trail Heritage Preservation Awards to Phil Peterson and Richard Carrillo, Heritage Educator Award to Luella Maelman, and Ambassador Awards to Teresa Kesterson, Dale Kesterson, and Lolly Ming. David Gaines of the NPS presented a slide show and spoke about projects being undertaken along the Trail.

### FOR SALE

Horse-drawn wooden wheel wagon. \$650.00. Call for details.

David Mullnix  
24606 E Blue Mills Rd  
Independence MO 64058  
(816) 650-5478

### HELP WANTED

I am seeking solid documentation to pinpoint the exact location of Flag Springs on the Santa Fe Trail in present Douglas County, KS. Any help will be appreciated.

Glen D. Norton  
PO Box 152  
Overbrook KS 66524

While working on the 1870 census returns from Fort Dodge, KS, I ran into names of two men listed as "Merchants." One was "Plasco Sauchy," a 20-year-old native of Mexico, and the other was "William E. Cox," age 53 years, born in New York state. Since they were not the post trader or apparently in his employee, I wonder if they might have been traders along the Santa Fe Trail. I have checked the typical secondary and some primary sources but have not found their names listed. Can any-

one help? Thank you.

Marsha K. King  
Special Projects Archeologist  
Kansas State Historical Society  
6425 SW 6th Ave  
Topeka KS 66615-1099  
(785) 272-8681, ext. 253

### 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

KSDAR, c/o Kansas DAR Library, 2601 Central, Dodge City KS 67801

### PATRON MEMBERSHIPS

Joe D. & Donna L. Butcher, PO Box 289, Cimarron KS 67835

### FAMILY MEMBERSHIPS

Jim & Sally Austin, 360 Cobblestone Dr, Colorado Springs CO 80906

Tom & Judith Claar, PO Box 5, Cimarron KS 67835

Irwin & Florence Cromwell, 140 Estrada Maya, Santa Fe NM 87501

John N. Merrill, Unit 1, Molyneux Bus. Pk, Whitworth Rd, Darley Dale, Marlock Derbyshire, DE42HJ ENGLAND

Mike, Pam, Becca & Nick Najdowski, 1810 Paseo Conquistadora, Santa Fe NM 87501

W. John & Dorothy Swartz, 1201 Ojo Verde, Santa Fe NM 87501

Barry Sweeney, 28938 Fleming Rd, Evergreen CO 80439

Delbert & Mary Thomas, 130 Abbey Rd, Santa Maria CA 93455

Phil & Susi Thompson, 8888 Darner Rd, Lisbon OH 44432

Melvin & Mary Walton, 101 E Trail West Rd, Hutchinson KS 67501

### INDIVIDUAL MEMBERSHIPS

Voncille Armijo, 3209 Caminito San Lucas, Santa Fe NM 87505

Charles L. Convis, 2185 Courtside Circle, Carson City NV 89703

Dub Couch, PO Box 325, Rocky Ford CO 81067

Kenneth E. Drews, 3900 Ravine Dr, White Plains ND 20695

Alma J. Gregory, HC69 Box 20-J, Sappello NM 87745

Linda Huddleston, PO Box 97, Carrollton MO 64633

Mary Hutton, 1337 S 1400 Rd, Council Grove KS 66846

Corinne Johnson, 620 S York Rd, Bensenville IL 60106

Rich Lake, 3413 Michigan Ave, Rapid



City SD 57701  
 Laddie L. Mathias, 1217 Ridgewood,  
 Garden City KS 67846  
 Gail McMillan, 419 Meadow Lane,  
 Abilene TX 79602  
 Charles P. Minning, 2029 Fair Oaks Ave,  
 South Pasadena CA 91030  
 Richard J. Moynihan, 117 White Tree  
 Lane, Ballwin MO 63011  
 Steven M. Mutzig, 5903 Angie Ct, Parker  
 CO 80134  
 Roger Pommerenke, 5735 Equestrian  
 Dr, Roanoke VA 24018  
 Paxton Price, PO Box 626, Las Vegas  
 NM 87701  
 Shirley Sullivan, PO Box 233, Holly CO  
 81047  
 Bruno Tschamen, 13656 Edinborgh,  
 Olathe KS 66062  
 Conrad R. Willard, Sulgrave Apts #903,  
 121 W 48th, Kansas City MO 64112  
 Rozanne Zwick, 1108 Waverly Road,  
 Gladwyne PA 19035

## YOUTH

Hilda and Louise, School of Veterinary  
 Medicine, University of Missouri, Co-  
 lumbus MO 65205

## TRAIL CALENDAR

Everyone is invited to send no-  
 tices for this section; provide loca-  
 tion, 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, 1998. Thank you.

**Mar. 1, 1998:** Missouri River Outfit-  
 ters Chapter meeting, National  
 Frontier Trails Center, Independ-  
 ence, MO, program by Evelyn Bart-  
 low, (816) 229-8370.

**April 18, 1998:** SFTA Board meet-  
 ing, Pecos Trail Inn, Santa Fe, NM,  
 8:30 am to 4:00 pm, open to all mem-  
 bers. Contact Margaret Sears (505)

473-3124.

**April 19, 1998:** Wet/Dry Routes  
 Chapter meeting, 2:00 pm, Fort  
 Larned NHS, Cheyenne Chief Law-  
 rence Hart speaker.

**April 20, 1998:** Quivira Chapter  
 meeting, (316) 534-2821.

**April 25, 1998:** Fort Larned Old  
 Guard dinner meeting, 6:00 pm, res-  
 ervations required (call after April 1  
 and before April 22), (316) 285-6911.

**May 2, 1998:** George Caleb Bingham  
 Symposium, Arrow Rock MO, (816)  
 837-3231.

**May 2-3, 1998:** Old Spanish Trail  
 Association conference, Santa Fe  
 NM, (505) 984-2978.

**May 16-17, 1998:** Annual Antique  
 Show on the Santa Fe Trail, Arrow  
 Rock MO, free to the public, (816)  
 846-3031.

**May 16-17, 1998:** Battle of Glorieta  
 Pass Civil War Reenactment at El  
 Rancho de las Golondrinas near  
 Santa Fe NM, (800) 777-CITY.

**May 23-25, 1998:** Cimarron Route  
 Bike Ride, contact John Hobbs (800)  
 792-2453.

**June 6-7, 1998:** Clayton, NM, Fly-in  
 and Ranch and Rodeo event, contact  
 Jim Talley (800) 390-7858 or (505)  
 374-9253.

**June 9-?, 1998:** Heart of the Flint  
 Hills Chapter Trail Ride, (316) 767-  
 5826.

**June 11, 1998:** Grand opening of  
 Santa Fe Trail Museum, Trinidad  
 CO, 1:00-3:00 pm, contact Paula  
 Manini (719) 846-7217.

**June 13, 1998:** Wet/Dry Routes  
 Chapter Seminar, "Survey of the  
 Road to New Mexico," 8:30 am to  
 3:30 pm, Community Center, Larned

KS, (316) 285-3295.

**June 13-14, 1998:** Santa Fe Trail  
 Festival, Trinidad CO.

**Sept. 24-27, 1988:** Trail Rendez-  
 vous, "Music and Leisure on the  
 Santa Fe Trail," Larned KS, (316)  
 285-2054.

**Oct. 11-18, 1998:** Elderhostel Trail  
 tour.

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



Pete Gaines, Point of Rocks Ranch, NM,  
 and Norma Geer, Lebanon, CT, dis-  
 cussing the grave marker at Point of  
 Rocks, during the 1997 symposium.

## FROM THE EDITOR

Everything is shaping up for an-  
 other active year along the Trail. Bo-  
 nita and I hope you will be able to  
 participate in a number of events.

If there are any changes you  
 would like to see in the structure of  
 SFTA, now in its twelfth year, please  
 send suggestions to Jane Mallinson,  
 chair of the organization task force.

Happy Trails!

—Leo E. Oliva

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

*CHANGE SERVICE REQUESTED*



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