

Wagon Tracks

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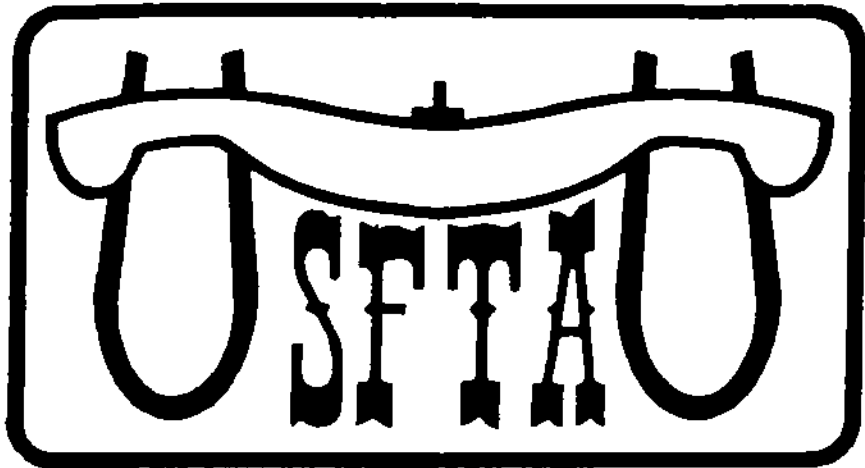


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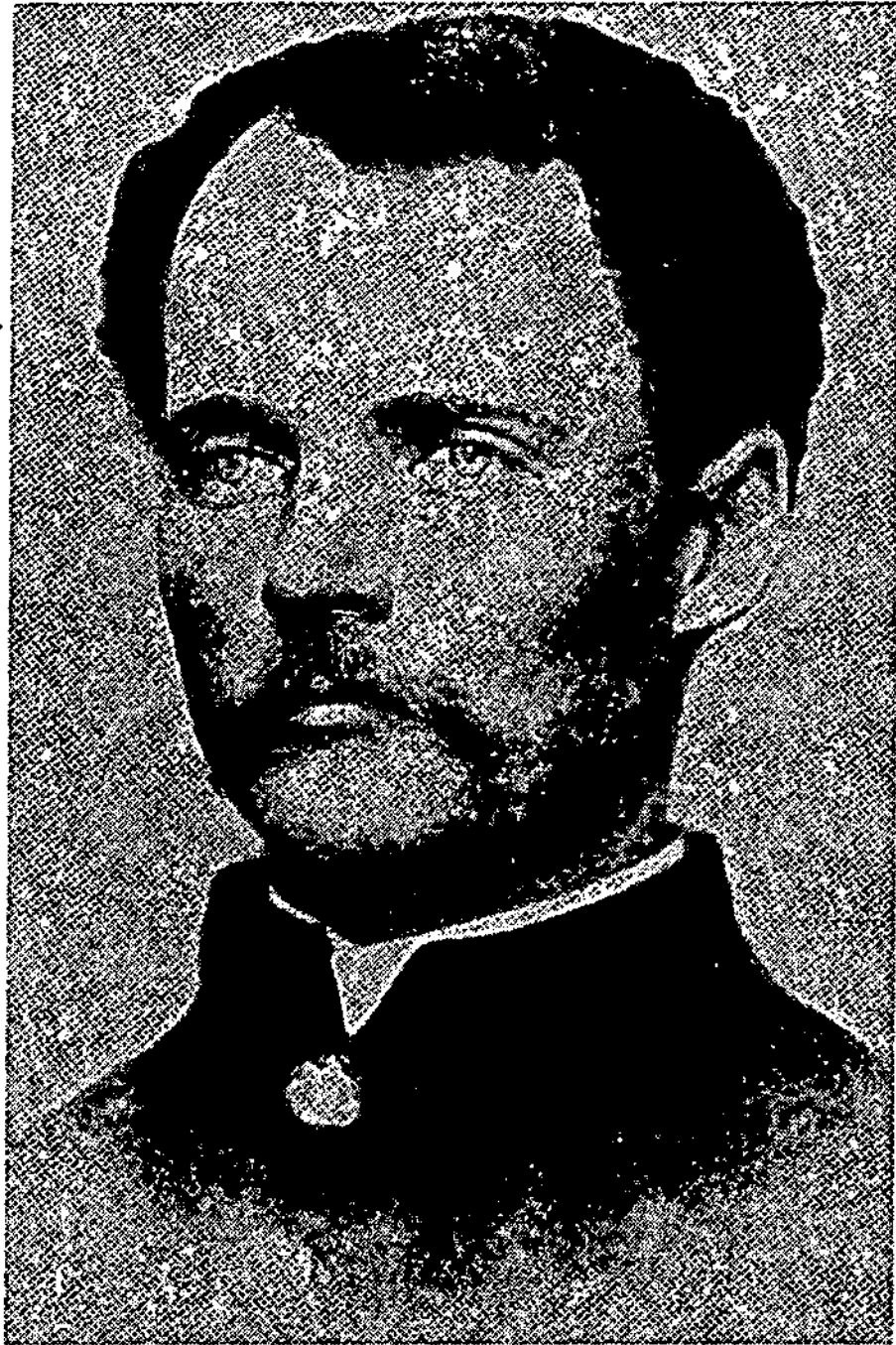
WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 12

AUGUST 1998

NUMBER 4



Dr. David Sandoval delivering dedication address at Chávez marker.

CHÁVEZ MARKER DEDICATED

by David K. Clapsaddle

ON the evening of June 12 a sizable group of Trail enthusiasts assembled at Jarvis Creek in Rice County to dedicate a marker placed near the location where Antonio José Chávez was robbed and killed by Missouri mercenaries of the Republic of Texas in 1843. The marker, of native limestone inscribed with the single word Chavez, is intended to replicate a stone of that description located on Jarvis Creek as late as the 1880s.

The origin of that early marker and its fate are unknown. Regardless, the landowners of the Jarvis (Owl, Chávez) Creek property, Don and Lillian Zwick, have long been interested in replacing the marker. With the cooperation of the Wet/Dry Routes Chapter, they have finally seen their dream come true.

Participating in the dedication
(continued on page 4)

SFT BIKE TREK

SEPT 13-OCT 2, 1998

1998 TRAIL RENDEZVOUS
LARNED, KS

SEPTEMBER 24-27, 1998

DEADLINE FOR NEXT ISSUE
OCTOBER 20, 1998

1998 RENDEZVOUS

EVERYTHING is set for Rendezvous, "Music and Leisure on the Santa Fe Trail," September 24-27, and registration packets have been sent to all members. SFTA President Margaret Sears says, "If you have not yet registered, do so immediately. SFTA is embarking on a new venture by joining the Santa Fe Trail Center and Fort Larned National Historic Site in this outstanding 18-year-old event. Plan to attend the board meeting as well as the programs. And, don't forget your dancing shoes!"

Sec/Treas Ruth Olson Peters reports everything is in place and wants all participants to know that there will be no chairs or tables at the Indian village site. Also, there will be no chairs for the baseball game. So bring blankets or your own chairs to these events.

FORT LARNED OLD GUARD BUYS INDIAN VILLAGE SITE

THE Fort Larned Old Guard, official friends support group for Fort Larned National Historic Site, has signed a purchase agreement to acquire the site of the Cheyenne and Sioux village on Pawnee Fork, 32 miles from Fort Larned, that was captured and burned by General Winfield S. Hancock in April 1867.

It was there that George A. Custer had his first encounter with Indians,

(continued on page 4)



Charles W. Fribley, Captain, Co. F, 84th Pennsylvania Volunteers, 1863, David L. Richards Collection.

CHARLES W. FRIBLEY'S TRAIL DIARY AND LETTERS, 1857-1859, PART I

edited with an introduction by
David L. Richards

(David Richards, a native of Muncy, Pennsylvania, and current resident of Gettysburg, Pennsylvania, is a Civil War historian, with special interest in the history of the 84th Pennsylvania Volunteer Infantry, and a licensed battlefield guide at Gettysburg National Military Park. The diary was given to him by the late Robert W. Fribley of Big Rapids, Michigan, and is now in the archives of the U. S. Army Military History Institute at Carlisle Barracks, Pennsylvania, and the letters were either published in the Muncy Luminary or provided by Robert Fribley. A portion of the diary and the letters included C. W. Fribley's travels over the Santa Fe Trail in 1858, and these are printed below. Special thanks to Richards and Robert Fribley for this material. So far as is known, this is the first time the diary has been published.)

(continued on page 14)

PRESIDENT'S COLUMN

RECENTLY I read Margaret Frink's account of her journey to California in 1850 (Kenneth L. Holmes, ed., *Covered Wagon Women*, vol. 2: *Diaries and Letters from the Western Trails, 1850* [1983; reprint, Lincoln: University of Nebraska Press, 1996], 55-169). Holmes rates her diary as "one of the classics of western history" (p. 55), quite a claim in light of the enormity of that body of works.

One can surmise that his assessment stems from the many qualities found in superior writing which are conspicuous in Frink's journal. Although I, too, compliment her literary talents, it was Mr. and Mrs. Frink's well-honed organizational skills that came to mind as I pondered over a topic for this column. Nothing was left to chance before, during, or after their journey. They even shipped pre-cut lumber around Cape Horn for their house in California (was that the first prefabricated house?). During the five-month trip their zeal to reach their goal never overruled their common sense. They frequently laid over to cut and dry hay for their cattle, did not cross dangerously rain-swollen creeks, kept to the trail, respected the power of the mountains, but did not dawdle!

As I reflected on the mapping workshop Phil Petersen conducted July 18 in Las Vegas, Frink's diary came to mind. No greater neophyte than I was among the 13 trainees. Phil carefully and meticulously walked us through the complex process required to locate and survey the Trail. By the end of the day I had acquired some critical skills alien to me when the day began. Mapping the Trail will be a long-term project, Phil reminded us. It will not proceed as rapidly as we would like, and may get passed on to others over time. Yet, the train is on the move, and we must not dawdle!

Approximately three dozen people from five chapters have attended the mapping workshops held this summer at Council Grove and Las Vegas. This is a good beginning, but others must join the train. Two more workshops are budgeted for this fiscal year. The chapters that have not yet scheduled one are urged to do so.

Even if your mapping program is up and running, I guarantee there is much you can learn.

Listening to the wonderful stories from the Corazon de los Caminos mappers, we all should be eager to get out in those ruts and meet the special people who own them. There are many stories—maybe even a book or two—waiting for us. Yes, Phil, we heed your warning that the journey will be a long one, but also your confidence that we can do it. And let us not forget the solid support SFTA is providing by underwriting the cost of these workshops.

Margaret Frink's diary metaphorically applies to all of our SFTA work, and I again return to the manner in which they approached their epic journey. The obstacles we face may not be all that different from theirs. Individually, our journey may not be life-threatening, but how we carry it out ultimately will determine whether SFTA "lives on." Our journey requires people who are willing to carry SFTA's gear. As the Frinks did, we must select only the *necessary* baggage and leave the rest behind. Education, mapping, marking, and publications comprise the core of SFTA, all which are borne in *the membership wagon*. After all, without members, all else is academic.

It is those wagons, i.e., members, that are toting all SFTA's gear. Our membership rolls have declined 15 percent since 1993, a fact we take seriously and must vigorously address. The board is looking at a variety of strategies as are some chapters. An idea a-birthing is "each member recruit one." If every member adopted this pledge, SFTA membership total would exceed 2000. Then, how much stronger would our voice be, and more importantly, how much stronger would the Trail be?

Such a recruitment plan may be beyond human ken, but what is not out of our reach is to follow our by-laws requirement that all chapter members must also hold national membership. Obviously, those persons will not read this, thus I call on all chapters to design a plan whereby all their members will join SFTA. Frankly, I find it mystifying why anyone would not want to receive *Wagon Tracks*, and that is only one of the many Association benefits not

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
Institutional	\$40/year
Family	\$30/year
Individual	\$25/year
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Deanne Wright, Kansas

available to persons who select chapter membership only. SFTA needs these Trail supporters, and they need SFTA. How can we continue our journey with a wagon shortage? The Frinks knew that the best carriers for their possessions were not their or their animals' backs, but wagons!

Spring is a time of rebirth, but this year it brought loss to SFTA with the deaths of Lou Schumacher on May 12 and Polly Fowler a month later. These giants left their marks not only on SFTA, but more directly on Independence and Kansas City where they resided and served the Trail for most of their lives. We know the void left in the Missouri River Outfitters Chapter will not be easily filled, if at all. I know that all SFTA members join in extending a supporting hand to Polly's and Lou's families and to the Outfitters Chapter. We will not forget.

—Margaret Sears

PAULINE (POLLY) FOWLER

The Santa Fe Trail and SFTA lost an outstanding scholar and friend with the death of Pauline E. (Siegfried) Fowler, Independence, MO, on June 13, 1998. The recipient of the SFTA Award of Merit (1987) and the Rittenhouse Memorial Stagecoach Award (1995), Polly (as she was known) resigned her position on the SFTA governing board last fall because of illness. She was 86.

A native of Independence, she studied art and music, performed on the piano for some 25 years, sang in local musical and operatic productions, and had taught piano and drama. She was a member of the RLDS church. She joined and reorganized the Jackson County Historical Society and, in 1960, was appointed director of the archives, a position she held for six years. She then worked as an industrial librarian for six years and, after retirement, again served as archivist at the Jackson County Historical Society.

Polly served nine years on the Heritage Commission of the City of Independence as a charter member and helped research, write, and design the book about Independence for the commission. She served on the task force for the development of the National Frontier Trails Center

in Independence and assisted the National Park Service with early planning and development of the Truman home. She was a charter member of the Oregon-California Trails Association, the SFTA, the Missouri River Outfitters Chapter, and the Friends of Missouri Town, 1855. She assisted with the NPS survey of the Trail in 1988 and was a member of the Santa Fe National Historic Trail Advisory Council.

She was especially known for her research and writing about the early trails in the Independence area, recognized as the doyenne of scholarship in that domain. She assisted Marc Simmons, Greg Franzwa, and many others with an understanding of Independence history. Her work was recognized by the SFTA, Jackson County Historical Society, NPS, DAR, and the American Association of University Women. In April the SFTA board adopted a resolution of appreciation (see May 1998 *Wagon Tracks*, p. 3).

Her husband, Frank, died in 1987, and she is survived by two children, Eric of Independence and Kristin (Fowler) Miller of Grain Valley, MO, and four grandchildren. Memorials may be sent to the Pauline Fowler Memorial Fund, Friends of the National Frontier Trails Center, 318 West Pacific, Independence MO 64055. Sympathy is extended to family and friends. Polly is fondly remembered by a host of SFTA friends.

FOWLER LETTER OF THANKS AND APPRECIATION

by Eric Fowler

Dear SFTA members,

My sister, Kristin Fowler Miller, and I thank the many SFTA members who sent cards and condolences after our mother's death on June 13. The outpouring of sympathy from our local community and the wider historical community was immense and greatly comforted us and our family. Your memorials to the National Frontier Trails Center are truly appreciated and will commemorate her scholarly work.

As for the Santa Fe Trail research and scholarship my mother so loved doing, I hope to continue in that tradition. First, since Mother had written so many note cards, references, notes to herself to check out one

thing or another and used her own unique filing system, it will take me awhile to sort through and organize her research.

While working on this and playing back through my memory some of our many conversations about the Trail, I recently rediscovered an interesting piece of information among her resources which I want to share with Trail enthusiasts now. It appears there is a hitherto unknown location for one of the Indian agencies in the 1820s and early 1830s.

The traditionally-accepted location for the Shawnee Indian Agency, which began about 1828, is in Mission Hills, KS. Mother, however, found at least one first-hand reminiscence which states that the Shawnee Agency in 1830 was near the south bank of the Kansas River in present Wyandotte County, KS.

To me, this helps explain among other things more about the official Jackson County, MO, road in the mid and late 1820s which went from Independence to the state line and then apparently continued on through Indian territory in Wyandotte County to the agency. It probably means there was a road or trail from the agency south to intersect the early Santa Fe Trail in Johnson County, KS, which means there was probably an early branch of the Santa Fe Trail in Wyandotte County. Possibly Bennet Riley, Philip St. George Cooke, and their troops traveled in Wyandotte County in 1829 on their way to escort the caravan.

On the other hand, this may not mean quite as much as I have suggested. More research about this needs to be done. It will be fun as well as difficult to seek additional sources, see if it all fits together, and report the results in detail via *Wagon Tracks*. I hope Mother's papers will somehow fall into order so I can give up most of my archival and library work and pursue the history of the Trail in the Independence area more vigorously than I can now.

Again, thanks to all of you for your sympathy and support during these past months. I look forward to sharing with you more detailed reports about the Independence part of the Trail, which my mother cared for so much.

Most appreciatively, *Eric Fowler*

INDIAN VILLAGE SITE

(continued from page 1)

and the experience affected his tactics in every engagement with Indians thereafter. The destruction of that village was the beginning of what was called "Hancock's War," which continued until the Medicine Lodge treaties in October 1867. In several respects, the burning of the village was a turning point in Indian-white relations on the plains.

The owners of the Ness County quarter-section containing the village site, Frank and Leota Klingberg of Carbondale, Illinois, are pleased to have the site preserved and interpreted for public visitation. The Old Guard has two years to raise funds to pay for the property, at which time the organization will become the owner. Later, if the site qualifies, it will be donated to the National Park Service to become a detached segment of Fort Larned NHS.

Meanwhile FLOG is nominating the site for inclusion on the National Register of Historic Places and to be considered for National Historic Landmark status. A fundraising drive will be launched soon.

Details of the drive as well as articles about the significance of the site appear in the current issue of the Old Guard newsletter, *OUTPOST*, edited by SFTA board member Dave Webb. Membership in the Fort Larned Old Guard is \$15 per year for individuals and \$25 per year for families. Send dues to FLOG, PO Box 354, Larned KS 67550.

CHÁVEZ MARKER

(continued from page 1)

were Wayne Smith, president of the Quivira Chapter; SFTA President Margaret Sears who read a congratulatory letter from Dr. Marc Simmons; Don Zwick, property owner; and Dr. David Sandoval, a descendent of Antonio José Chávez, who gave the dedication address.

The Wet/Dry Routes Chapter expresses appreciation to Mr. and Mrs. Don Zwick, to Bob Rein who inscribed the stone, and to Mildon Yeager who engineered its setting.

As an adjunct, the provisions box from the Chávez wagon, which was acquired by David Clapsaddle in recent months and was displayed at the dedication, has found its way to

a permanent home at the Coronado Quivira Museum in Lyons, Kansas, only a few miles from the scene of the 1843 incident which took the life of Antonio José Chávez. Museum officials promised that the box, one of the Trail's premier artifacts, will be appropriately displayed.

2nd SEMINAR A SUCCESS

by David K. Clapsaddle

REGISTRANTS from Houston, Santa Fe, Denver, and Kansas City were among the many who attended the Wet/Dry Routes Chapter's second annual seminar on June 13. The program entitled "The Survey of the Road to Santa Fe; a Great American Drama in Three Acts" conducted at the Community Center in Larned, KS, featured presentations by Leo Oliva, editor of *Wagon Tracks*; Craig Crease, Kansas City historian; David Clapsaddle, program director for the chapter; and David Sandoval, University of Southern Colorado, Pueblo, CO.

In the evening participants were treated to ice cream at Sibley's Camp in Larned. The next day a field trip was taken to survey related sites in Pawnee, Edwards, and Ford counties. The chapter thanks the speakers and others who contributed to a well received seminar. Another seminar is being planned for 1999, looking at trading ranches on the Trail.

1998 BICYCLE TREK

THE trek limit of 50 cyclists was reached in early February, filled in part by 18 riders from the Cyclists' Touring Club (CTC) in London. Several others are coming from Switzerland and Canada. The itinerary for the 9th annual Santa Fe Trail Bicycle Trek, September 13 through October 2 follows. For more information contact Willard Chilcott at (505) 982-1282. SFTA members along the Trail are encouraged to welcome the cyclist to their area.

9/13 Santa Fe to Las Vegas
9/14 Las Vegas to Wagon Mound
9/15 Wagon Mound to Cimarron
9/16 Cimarron to Trinidad
9/17 Day off in Trinidad
9/18 Trinidad to La Junta
9/19 La Junta to Lamar
9/20 Lamar to Lakin
9/21 Lakin to Dodge City
9/22 Day off in Dodge City
9/23 Dodge City to Larned



The unveiling ceremony of the Kaw Indian statue, an eight-foot-high bronze titled "Guardian of the Grove," was held June 13 in conjunction with the Council Grove Wah-Shun-Gah Days festivities. Council Grove sculptor Mark Sampsel designed the statue which is located across from the Madonna of the Trail statue at the intersection of Highways 177 and 56. Approximately \$40,000.00 have been raised to date to pay for the statue, but more is needed. For information contact Friends of Kaw Heritage, Inc., 500 N Mission, Council Grove, KS 66846, (316) 767-5410.

9/24 Larned to Sterling
9/25 Sterling to Hillsboro
9/26 Hillsboro to Council Grove
9/27 Day off in Council Grove
9/28 Council Grove to Baldwin City
9/29 Baldwin City to Independence
9/30 Independence to Lexington
10/1 Lexington to Arrow Rock
10/2 Arrow Rock to New Franklin

POST OFFICE OAK

—LETTERS—

Editor:

I would like to thank all the Santa Fe Trail enthusiasts and music fans who came to my performances this summer in Missouri and Kansas. It was a real privilege to share my music and stories with audiences at Lexington, National Frontier Trails Center, Arrow Rock State Historic

Site, and Shawnee Indian Mission State Historic Site. Thanks also to the folks, both volunteer and staff, who work to preserve these wonderful places for the public. I look forward to seeing many of you again in Larned at Rendezvous 1998.

Mark L. Gardner
P O Box 879
Cascade CO 80809

Editor:

I read your review of *The Battle of Glorieta Pass: A Gettysburg of the West, March 26-28, 1862* (Wagon Tracks, May 1998). Thank you for pointing the authors' misspelling of my surname. I noticed it, too, when I read the book, but I ignored the mistake.

I wrote to authors Thomas S. Edrington and John Taylor and took issue with them over their assessment of the battle being a hollow victory. I believe the authors indulged in Monday morning quarterbacking.

I wrote that, following their reasoning, General Robert E. Lee's invasion of the North in the Civil War had been a useless effort. He lost thousands of soldiers at Gettysburg before being forced back to Virginia. However, battles and campaigns are often influenced by unexpected events that can decide the outcome. For example, Jeb Stuart's cavalry, Lee's eyes, was off on a personal sortie, and Pickett's charge was decimated by an unusually strong and determined Union defense.

I commend your efforts to keep *Wagon Tracks* responsive and of great and continuing value to the members.

Francis C. Kajencki
3308 Nairn St.
El Paso TX 79925

Your argument with Edrington and Taylor is valid. They missed the mark. See review of Don Alberts's new book on the Glorieta battle in this issue. He reaches the opposite conclusion. Thanks for your kind remarks.

Editor

Editor:

Please know how much I appreciate the publishing of the small and/or unknown diaries. I would never see that material otherwise, and I have found some real "gems" of information in them. Believe me, I know what an enormous task your

newsletter is to put together and edit. I can't thank you enough.

Gail Tierney
415 Camino Manzano
Santa Fe NM 87501

Editor:

This is to congratulate you for the fine job you do, especially with *Wagon Tracks*. Our friends Ethelyn and Charley Taylor of Bloomington, Indiana, insisted that it was a very interesting publication, well worth the membership fee in SFTA. They certainly were correct.

We met Ethelyn and Charley at the Elderhostel program in Council Grove last summer and had a very enjoyable week. Elderhostel offers many good programs, and it would be of benefit to all if SFTA could add to their information and experiences. Almost every Elderhostel program has people from at least ten, often from twenty, states. It is a good time for you to get your message out to people who have already shown some interest. This is just a suggestion, not a criticism.

Margaret and Ross Reeves
477 Nebraska
Phillipsburg KS 67661

SFTA would be pleased to provide information about the Trail and the Association to the Council Grove Elderhostel program. Everyone should know, too, that your editor assists with a one-week Elderhostel tour of the Santa Fe Trail each October, conducted by Dodge City Community College and directed by SFTA member Jim Sherer. This tour is always filled, with a lengthy waiting list of interested participants.

Editor

Editor:

I see we are still losing members. I think some members, like myself who can't get out and be active on the Trail, become disconnected with the Association. *Wagon Tracks* is helpful, but we can do more. The National Park Service brochure about the Trail is so great, I think it should go to every member. Can SFTA do this?

Grace Collier
2103 Lincoln Dr
Hays KS 67601

Thanks for your suggestion. Plans are to include the brochure as an insert in the November 1998 issue.

Editor

SLK'ING THE TRAIL

by Sam'l P. Arnold

(SFTA Vice-President Arnold is the world's leading authority on frontier food and drink, owner and operator of the The Fort restaurant in Morrison, CO, author of numerous books about food and cooking (including Eating up the Santa Fe Trail and The Fort Cookbook, both available from SFTA Last Chance Store), and proud owner of a Mercedes Benz SLK. That pride and his interest in food loom large in the following account of his recent trip along the Trail. Sam takes the duties of vice-president seriously, being the first holder of that office to follow the SFTA bylaws and visit chapters. Of course, he is the first v-p to possess a Mercedes Benz SLK, too.)

IT had been a two-way street between two very different worlds.

Santa Fe in the 1830s was a place where a Missouri man could enjoy a fandango dance with the pretty señoritas whose ankles were actually exposed. The 850-mile road from Franklin, Missouri, was hard. Miles of prairie, wilderness, 100°F heat, steady bake-oven winds, and dust... and more dust.

Missouri was the American frontier. Order a steak and it was pork. Church services, law and order, books, Victorian trappings, cast-iron Dutch ovens, and glass, nails, and wagons... even the railroad in a few years which would put an end to the Santa Fe Trail traffic.

Now, in 1998, a century and a half after the Mexican War's end, the Santa Fe Trail Association's new vice-president-me-was about to call on some of the many local chapters. I live in Denver and Santa Fe. Last October, after a long wait, I received a new Mercedes Benz SLK. Now I would stretch it a bit, across the Santa Fe Trail.

Saturday, June 13, departed at 7:30 am from Denver on 1-70 eastbound. By day's end I had driven 670 miles, past Kansas City to Lexington, Missouri. Mixed emotions running into frequent single-lane 8-10-mile detours due to repairs all across Colorado and much of Kansas. Glad for repairs, but they measurably cut down the speed. At 101° outside with a stiff wind, I was glad for my

ice-cold air conditioner. Cruising along, listening to recorded books by dragon-rider writer Anne McCaffrey, and exile Salmon Rushdie, borrowed for a pittance from AAA, my life was sweet. Top stayed up in this heat. At 1 pm lunched at Applebee's at Hays, KS.

Colorado's speed limit is 75 mph, so I kept it pegged just a hair over. Kansas drops to 70 mph, unfortunately, and their state trooper patrol cars cruised slowly by me, looking me over closely. Heavily equipped with three or more radio antennae, back-window stoplights, radar, and shotgun, they look like real business in their big Chevies.

Kansas City is famed for barbecue, so I stopped for pork ribs and a "burnt ends" sandwich. When I refueled, the cost was 26 cents per gallon cheaper than in Colorado. So far that day, I'd averaged 33 miles per gallon.

Coming out of the barbecue place, I noticed the frightening sky above. Turbulence was wild, with great teats of clouds hanging down, ocean-like rolls of nearly black clouds fairly exploding as you watched at sunset. The weather button on my radio said that tornadoes were spotted a few miles north.

Thirty some miles east of Kansas City, I turned north to Lexington, MO. It had been a stop on the Santa Fe Trail, and I was to give my "food and drink on the Trail" talk to the local chapter. My nest for the night was the Cape Cod Bed and Breakfast, which I heartily recommend.

Sunday, June 14, after a great chile and green pepper omelet, the proprietress of the B&B asked if I would demonstrate the SLK's top for the neighbors, and would I then take her slowly through the little town so her neighbors could see her riding in the new Mercedes convertible. I did. Later I motored some 50 miles eastward to historic Arrow Rock. It is one of the best-preserved early 1800s Trail towns.

On the edge of Arrow Rock, I renewed acquaintances with Robert and wife Chris Rappold and their Evergreen restaurant. Eight years ago I'd eaten their wonderful sauerkraut and smoked pork loin. Robert had trained at the Hotel Lisl at Hohen-schwangau, and he knows German food. It was worth the long drive to taste it again.



Roger Slusher, Topper Schumacher, and Sam Arnold, Missouri River Outfitters Chapter meeting, Lexington, MO, June 14, 1998, courtesy of Anne Mallinson.

Back at Lexington that evening, the Missouri River Outfitters Chapter served a tasty beef brisket and cold slaugh (old spelling) dinner in the 1830s Log Cabin Museum. They liked my talk and noted down the recipe for the historic mint julep called a "Hailstorm." Chapter President Roger Slusher chaired the meeting and vice-president Anne Mallinson provided hammered dulcimer music. I had brought my mandolin, so after the meeting we made early-American music until late.

Independence is good-sized, just northeast of Kansas City. It was the staging area for many of the old trail wagon trains, both to Santa Fe, and to the California and Oregon trails. Today it is a large, strongly Mormon community, headquartering the Reorganized Church of Jesus Christ of Latter-Day Saints (RLDS). Not the same as Utah's Mormon church; this group was founded by Mormon church founder Joseph Smith's widow and son.

Near the church headquarters, but not at all affiliated, is the National Frontier Trails Center. A splendid museum, it has historical displays with many direct quotations. Here is a Santa Fe Trail quotation I particularly like: "I was always

complaining about the ruts in the road until I realized that the ruts ARE the road."

Stayed at Kansas City's historic Savoy Hotel and again enjoyed their famed dining room where Harry Truman hung out. Lobster Newburg was excellent.

Next morning, Tuesday, June 16. My schedule included a visit to the Steamboat Arabia Museum in the heart of Kansas city. What a treasure-trove! In 1857 the stern-wheeler *Arabia* set out laden with tons of merchandise for the gold field communities in Montana. Hitting an underwater snag, the steamer sank with its cargo. A few years ago a private group found it in a farmer's field 45 feet underground, several miles from the present course of the Missouri River.

Boxes and cartons and barrels of all manner of pre-Civil War goods: beautifully tapered Dutch gin bottles, cognacs, bitters, bottles of pickles, cases of children's and adults' shoes and boots, nails, saws, hammers, guns, powder, tools, English chinaware – so much that it boggles the mind. And because most of it was underground without oxygen, the treasure-trove was largely preserved. Now it's to be seen in a splendid

museum.

Westport is now surrounded by Kansas City, but in Trail days it was a major shipment point with wagon trains going west. There was quite early a Mexican community, and the area may well have had the United States' first Mexican restaurant Today, here, Hispanics are an important minority

Most Americans think of the trails extending from east to west. WRONG! The trails went both directions. The famed stubborn Missouri mule actually spoke Spanish, for horses and mules were an important east-bound product from New Mexico, along with gold and silver bullion. Westbound trains carried the hard and soft goods like chinaware, hammers and saws, stills, guns, powder, machine-woven cloth, leather goods, and whiskey.

Following the Trail, I drove west, then south to Hillsboro, then east to a town called Marion. It was a treat. The main street looked like "High Noon" except it was real. Old wooden storefronts for stores still in use greeted the eye. Largely a Mennonite community, Marion boasted Pennsylvania German style barns, well-manicured farms, and a café.

Really pouring on the coal across the Kansas prairies, I arrived just at 6 pm, in time for my dinner and talk. An overly-large portion of crisp, crunchy chicken-fried steak with white gravy and lots of black pepper crowded the real mashed potatoes on my plate. Food guru James Beard would have delighted in it as I did. Made my talk and told about the G-8 conference at my Denver restaurant, The Fort. They enjoyed my story about Boris Yeltsin's stroking his wife's hand onto a stuffed coiled rattlesnake. She yelped a little cry, jerking back her hand; he laughed, "Ho! Ho! Ho!" in a deep Russian voice.

Returned to Hillsboro after my talk, and stayed in a very comfortable, air-conditioned motel costing \$22.00 per night. Prices everywhere in Kansas are at a 1975 level, about 30% cheaper than Denver. Omelets are your choice of 3 or 4 eggs, \$1.80 an omelet. Had my breakfast of a Denver omelet at a Hillsboro café, the Iron Kettle, owned and run by a Taiwanese who had settled there 15 years ago. I used my limited Manda-

rin on him, saying "Sheh-sheh!" as I thanked him. His eyes grew wide and I suspected that he hadn't heard much Chinese for years. "Oh, you speak Chinese!" he said breathlessly, and I felt like his long-lost brother appearing.

It was 100°F, hot, and the wind blew at about 40 mph. Visited the historic Coronado Quivira Museum at Lyons, with its huge handsome old-fashioned city hall. At the Daylight Donut Shop had a cup and a cake donut while visiting with the shop's owner. She was the very proud mother of the local sheriff. Drove on to Larned, KS, where I stopped at the Santa Fe Trail Center, home base for the Association. Theirs is an excellent museum in a new modern building west of Larned. Good Trail displays. In their store they had three books on sale with cover art painted by my wife, Carrie.

As I whizzed across Kansas, I picked up my cell phone and called home to talk with both my wife and my office. How good can it be? Listening to classical music coming from my radio, I reveled in air-conditioned comfort. The car ran superbly, and once off the interstates there were rarely any patrol cars.

Came to Dodge City and paid \$49 plus 12.9% room tax at the Day's Inn Motel for my single. Gave my talk to about 35 people at the city library, being introduced by Dodge City/Fort Dodge Chapter President Dave Kloppeborg. Scarfed down an excellent steak dinner at Cowtown Restaurant. Dodge City now boasts one of the nation's largest feedlots and meat-producing companies. So the food in Dodge is STEAK! STEAK! STEAK!

Having a day to kill before my next talk in Ulysses, I was taken by Dave to see the EXCEL meat plant owned by ADM. Then a tour of the Boot Hill Museum, of which Dave is director. Boot Hill was a cemetery where outlaws, bunko-steerers, thugs, bums, and unknowns were buried. A boot was sometimes the only decoration. It is a right fair museum on outlaws and frontier life.

He and a friend took me out of town to see "ruts" of the Santa Fe Trail. I certainly could see where they were supposed to be, though

high grass and cactus cleverly disguised most of the terrain. A very kind director of the Boot Hill Museum and his wife took me to dinner for another steak.

In place of the Day's Inn I stayed at a bed and breakfast kept by Jacques and Louise Lauren just above the Boot Hill Cemetery. A splendid home, beautifully decorated with a minimum of kitsch. The young couple are very hardworking and the \$75.00/night was worth every penny. She's from Quebec and he is from Nantes, France, where he learned to be a patisserie. There's not much call for patisserie in Dodge City.

Friday the 19th of June. Drove slowly west, stopping at the town of Cimarron where the Trail split into the north route following the Arkansas River (safer, with water and trees, but longer) and the Cimarron Route down directly into New Mexico (shorter, but full of Comanches and Apaches, with little water or food).

Lunch at Garden City at a Wimpy's/TCBY gas station. As I ate, I asked the manager young lady about Garden City. It consists of nearly 50% Hispanics, with most employment at either the huge IBP (Iowa Beef Packers) meat plant or at Montfort's Meat Factory. Breakfasts are mostly biscuits with white sausage gravy or chicken fried steaks with eggs. In Garden City there are many Vietnamese, Cambodians, and Laotians. Still driving at 100° and arrived late pm at Ulysses.

Wagonbed Springs Chapter President Jeff Trotman and his friend Ed took me out in the country to see the famed Wagonbed Springs. They have planted a wagon bed as a watering trough at the site, so it was fun to see. Again, there were invisible ruts, but I could sort of see where they maybe were supposed to be! Made my talk at the Peddler's Inn and was glad to see SFTA Ambassador Paul Bentrup there with some 45 or more people for a fried fish dinner.

Saturday, June 20, 100°F and hot dry 35 mph winds. I had stayed at Ulysses' Singletree Motel, and at 7:30 am headed west into Colorado. North of Springfield in the middle of absolutely nowhere prairie, except two buttes in the eastern distance, I met up at the Moxie Cemetery with

about 20 4-wheel-drive trucks or SUVs peopled by the Bent County Historical Society and members of the Bent's Fort Chapter, President Lolly Ming leading the way.

We set out rut-finding and traced an early road down to a now extinct town of 150 people, called Atlanta, Colorado. It was hot and exhausting, but fascinating to hear about the various local Ogam sites where ancient Celtic writings exist in caves in about 60 places. How those Irishmen got there before Columbus boggles the mind. Spoke to the group about the SFTA and my reproduction of Bent's Fort.

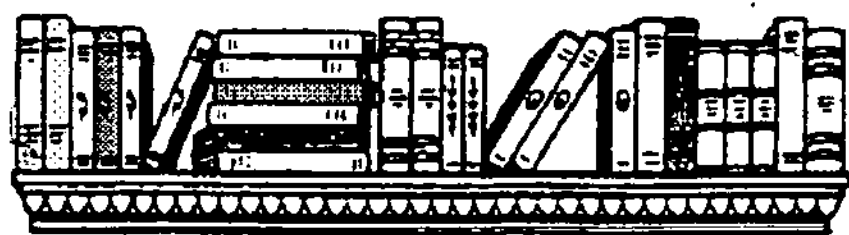
Quaint, historic Santa Fe is about 130 miles farther south. Founded in 1607, it's the most European of America's capitol cities. In addition to being the oldest, it is also the highest (7,000 feet above sea level). A home for Native Americans (formerly called Indians), Hispanics (formerly called Spanish or Mexicans), and now many Anglos (anything not the other two – Santa Fe Chinese are sometimes called Anglos, as are some blacks or African-Americans. Strange!). You'll see low one-story adobe houses with a Spanish Colonial twist. Artists abound and Santa Fe is second only to New York in art sales. There are many good restaurants, but the Pink Adobe's Steak Dunnigan (a sirloin strip topped with green chile and mushrooms) is hard to beat anywhere.

SFTA President Margaret Sears lives there, and we have a home there as well. The summer opera is spectacular, but get tickets early. Music festivals abound, and there are wonderful churches and shrines to be visited. The Indian pueblos nearby have colorful dances and offer a look into a long-hidden culture close to nature and the Great Spirit.

While my trip covered some 1,864 miles, my little sports car zipped along joyously. It's a dandy way to explore the Santa Fe Trail these days – a modern covered wagon.

SFTA BOARD MEETING

ALL members are invited to attend the meeting of the SFTA governing board during Rendezvous, September 24, 8 am to 3 pm, at the Santa Fe Trail Center auditorium. Meetings of several committees will follow, 3:15 to 5:15.



CONVERSE OF THE PRAIRIES

—BOOK NOTICES—

Mark L. Gardner, *Bent's Old Fort National Historic Site*. Tucson: Southwest Parks & Monuments Association, 1998. Pp. 16. Maps, illustrations. Paper, \$3.95 plus shipping; available from Last Chance Store for \$5.00 postpaid.

This handsome booklet is approximately one-third color illustrations, and the text provides a concise summary of the history of Bent's Old Fort and the men who built it. SFTA member Gardner has done several of these for SPMA, including *The Santa Fe Trail* (also available from Last Chance Store). All are well done and highly recommended to general readers young and old.

Don E. Alberts, *The Battle of Glorieta: Union Victory in the West*. College Station: Texas A&M University Press, 1998. Pp. Xvi + 226. Maps, illustrations, appendix, notes, bibliography, index. Cloth, \$29.95.

There has been a spate of books recently about the Civil War engagements on the Santa Fe Trail at Glorieta Pass in March 1862. This finely-crafted narrative, based on thorough research in primary sources, is the best of the lot.

Alberts has spent years studying the records and conducting field searches of the area. He headed the Glorieta Battlefield Preservation Society, helped get the site into the National Park system, and assisted with reenactments of the encounter. He provides the most intricate account of what happened and offers refreshing interpretations of the sequence and significance of events.

There are good sketches of leading characters and of the taste of battle as experienced by the troops on both sides. This is the first book to portray the role of Captain Herbert M. Enos, Union quartermaster, and to utilize Enos's valuable reports on the battle. Alberts is mistaken, however, in his claim that the Enos "material has not been previously published" (p. 188). Enos's letters were published

in *Wagon Tracks* (May 1994): 21-23.

Alberts questions traditional stories, including the cavalymen jumping their horses over the destroyed bridge in Apache Canyon and the slaughter of the mules at Johnson's Ranch. He properly credits Alexander Grzelachowski with leading Major John Chivington's force back to Kozłowski's Ranch.

In sharp contrast to Tom Edington and John Taylor, who argued in their *Battle of Glorieta Pass* (reviewed in the last issue) that the battle was "not a Gettysburg in the West, but a hollow and bloody addendum to a campaign whose outcome had already been decided," Alberts concludes convincingly that the records "show the Battle of Glorieta to have been, indeed, the Gettysburg of the West" (p. 173). Highly recommended.

Elliott West, *The Contested Plains: Indians, Goldseekers, and the Rush to Colorado*. Lawrence: University Press of Kansas, 1998. Pp. Xxiv + 422. Maps, illustrations, notes, bibliography, index. Cloth, \$34.95.

West demonstrates that Indian-white relations on the Great Plains changed dramatically following the 1859 Gold Rush to Colorado. Whites passed through and occupied many sites essential to the horse-buffalo cultures of the plains tribes. This brought the final showdown for control, which the Indians inevitably lost "because they lost command of the resources they needed to live as they wished" (p. 280).

This is an excellent exposition, with analyses of the environment, Indian cultures, white expansionism, evolving perspectives of what the region might become, changing economic conceptions, and the struggle for power. West writes little about the influence of alcohol, which William Unrau demonstrated was important in his recent *White Man's Wicked Water*.

There are a few errors of fact (Westport was not the point of departure for the Santa Fe trade in the 1820s [p. 7] and oxen did not pull in "harness" [p. 221]), but no serious student of Indian-white relations on the plains can ignore this cogently-argued, innovative book. It will excite general readers as well as scholars.

Kit Carson Takes Offense: The Political Battle of Adobe Walls

by Stephen Whitmore

(Whitmore, Las Vegas, NM, is president of the Corazon de los Caminos Chapter and a director on the SFTA board. He is retired from the physics and astronomy faculty of the University of Oklahoma. He serves on the Santa Fe Trail Scenic Byway Advisory Committee for New Mexico.)

DURING the years of the American Civil War attacks by Comanche Indians on Santa Fe Trail travelers increased. Attacks were more severe against American traders than the New Mexicans because Hispanic New Mexicans and Comanches had enjoyed relatively peaceful and lucrative trade relations since the agreement made by Governor Juan Bautista de Anza and Chief Ecuera-capa in 1786.¹ Some U.S. soldiers believed the Confederates had incited the Indians to increase attacks on wagon trains crossing the plains.²

In August 1864 Comanches struck a small wagon train at Lower Cimarron Spring (Wagonbed Spring) in southwest Kansas. The Comanches, 70 strong but apparently friendly, entered the camp of the teamsters as if to trade, caught their hosts off guard, and killed and scalped the five Anglo-Americans present. Three New Mexican teamsters with the Americans were spared. Telling them they did not wish to kill Mexicans but "would kill every white man that came on the road," the Comanches gave them a wagon and oxen and sent them on their way.³

Brigadier General James Carleton, military commander of the Department of New Mexico, decided to mount a campaign to punish the Comanches and their allies, the Kiowas. Territorial Governor Henry Connelly, and Superintendent of Indian Affairs Michael Steck objected to no avail, reminding Carleton that the Comanches had for about 80 years acted in good faith toward the people of New Mexico and that a war with them would be disastrous to the settlers on the eastern frontier of the territory as well as to transportation routes across the plains.⁴ Carleton was not persuaded.

Carleton assigned Colonel Kit Carson, First New Mexico Volunteer

Cavalry, to lead the campaign. He had completed his campaign against the Navajos and was stationed at Fort Sumner. Carson was given command of about 350 New Mexico Volunteers, accompanied by about 75 Ute and Jicarilla Apache auxiliaries whom Carson himself had recruited. Carleton had requested more troops from the Colorado Volunteers and forces stationed at Fort Larned but was denied. Governor Connelly refused to call out the New Mexico Militia. Carson's column would prove to be overmatched. Fortunately his command was supported by two mountain howitzers. His base of operations was Fort Bascom, located on the Canadian River in far eastern New Mexico. Carleton's directions were forceful: "You know where to find the Indians; you know what atrocities they have committed; you know how to punish them. The means and men are placed at your disposal to do it, and now all the rest is left to you."⁵

Carson's column left Fort Bascom on November 12, 1864, heading for old Fort Adobe (the remains of which were commonly called Adobe Walls), an abandoned trading post built by Bent, St. Vrain & Co. in 1845-1846 north of the Canadian River in the central panhandle of Texas. There Carson planned to leave his wagon train of supplies and proceed with pack mules to attack the Kiowas and Comanches in their winter camps beside the river. The column encountered the Indians a few miles before reaching Adobe Walls and attacked a Kiowa village of about 150 lodges early in the morning of November 25. The Kiowas were driven from their camp and took a stand at Adobe Walls, where they were dislodged by artillery fire. Carson's troops then occupied the old trading post. The Kiowas secured reinforcements from Kiowa and Comanche camps farther down the Canadian River and came back to attempt to surround Carson and cut him off from his supply train and the abandoned Kiowa village.

Surgeon George Courtright set up his hospital within the old fort, behind the remains of adobe walls which he recalled as being "between

three and four feet high." He estimated that 3,000 Kiowas and Comanches were in the vicinity, odds of more than ten to one. With the aid of the mountain howitzers, Carson broke away from Adobe Walls and, after a bitter contest, burned the captured Kiowa village. At that point near sunset the Kiowas and Comanches fled from the scene.

Carson returned his troops to the supply train, which had been left with a guard of infantrymen. Because his horses were "broken down" and the enemy scattered, Carson started back to Fort Bascom on November 27, against the wishes of his officers. The column returned to Fort Bascom on December 20, ending the campaign.

Carson's campaign at its outset was controversial among New Mexicans; its outcome was inconclusive. Casualties had been light. Carson reported three of his men killed and sixteen wounded. He estimated enemy casualties as 60 killed or wounded. Destruction of the Kiowa village at their winter campground, with so little cost to the invaders, was a serious blow to the Indians. Carson insisted that his troops had "taught these Indians a severe lesson."⁶

Carleton praised Carson's campaign, declaring "this brilliant affair adds another green leaf to the laurel wreath which you have so nobly won in the service of your country."⁷ Modern biographers have called the campaign "the most brilliant that Carson ever fought, though it has been called a defeat. . . . The Indians were impressed. The battle was exactly in the style they understood: entering enemy territory, inflicting damage, and retiring with little loss – a very impressive *coup*."⁸

Indeed, when compared with the outcome of George A. Custer's campaign in 1876 against a similar force of Lakotas and Cheyennes, Carson's leadership does seem brilliant. Without strategic use of the howitzers, and his stubborn decision to withdraw, Carson and his men may well have been annihilated. If that had happened, we would today commemorate "Carson's last stand" at

Adobe Walls.

According to Captain George H. Pettis, First California Volunteer Infantry, who participated in the Battle of Adobe Walls, "the Indians claimed that if the whites had not had with them the two 'guns that shot twice,' referring to the shells of the mountain howitzers, they would never have allowed a single white man to escape out of the valley of the Canadian, and I may say, with becoming modesty, that this was also the often expressed opinion of Colonel Carson."⁹

On the other hand the Kiowas and Comanches had not been punished as Carson had hoped. They would continue to raid along the Santa Fe Trail for several more years. Carson himself must have been disappointed. He had failed to win the kind of decisive victory that he had achieved against the Navajos. He blamed the failure in part on *Comancheros*, New Mexican traders who supplied ammunition and other supplies to the Comanches, and on Superintendent of Indian Affairs Steck who had issued passes to the traders a month before the battle, despite opposing requests from General Carleton. On November 30, four days after the battle, Carleton ordered the arrest of anyone attempting to trade with Comanches. Steck lost his job six months later.¹⁰

New Mexicans, especially those along the eastern frontier, were now fearful of Comanche reprisals. Instead, on January 21, 1865, Comanche Chief Sheer-kee-na-kwaugh paid a call on Captain E. H. Bergmann, commanding officer of Fort Bascom, and stated that he wished to live "in good faith" with the Americans. In return for peace, he promised to do everything within his power to prevent further Comanche raids and to inform Americans if any were planned by the Kiowas or Apaches. He refused to wait at the Fort until Bergmann could receive instructions from Carleton, but promised to return the following month for the general's answer.¹¹

Carleton apparently was convinced that Carson's campaign had worked. The Comanches were ready to negotiate. He immediately relaxed his restrictions on the *Comanchero* trade. As soon as peace was restored, he promised, unlimited trade would

be allowed; until then, only traders whose passes were countersigned at his headquarters could go to the plains.¹²

Carleton's optimistic view was supported editorially by the *Santa Fe Weekly Gazette*. Its editor and publisher was James L. Collins, a close friend of Carleton's, who had been Superintendent of Indian Affairs before Steck, had served as colonel on the Union Army headquarters staff during a portion of the Civil War, and prior to that had been a veteran Santa Fe trader. He had a long history of negotiation with the Comanches. Under the heading "Comanches and Peace," he wrote that Carson's victory had made the Indians feel "the white man's power," predicted that the Comanches would now "become our permanent friends and allies," and reported that Carleton was quite willing to negotiate a peace treaty.¹³

Carleton's new policy must have been well received by many New Mexicans, too. But not all. Some were unconvinced, arguing that Carson's campaign was a failure and it was folly to believe the Comanches had been pacified. One, in a letter to the editors of the *Santa Fe New Mexican*, derisively accused Collins and Carleton of playing politics with the Comanche issue. The letter, dated February 12, 1865, was sent from Socorro and signed with the pseudonym "Ranchero."

"Ranchero" argued that Carleton and Collins well knew that war with the Comanches was unpopular on the eastern New Mexico frontier. Carleton, he charged, had changed his policy from war to negotiation, agreeing now with Collins, in order to win support from the voters of Mora and San Miguel counties for a certain candidate for territorial representative to the U. S. Congress, Colonel Francisco Perea.¹⁴ But, "Ranchero" explained, citizens "down here" in the *Abajo* will not be deceived. The Comanches, he argued, were "wild savage Indians" like the Navajos (who had brought much suffering to the *Abajo*), and not to be trusted. As the Navajos, they could be pacified only by military defeat.

"Ranchero" accused Carson of misrepresenting the outcome of the Battle of Adobe Walls. The real

truth, he claimed, had been told by enlisted men and Utes present at the battle. "Our troops were badly whipped, and compelled to leave the battle ground." Carson had no evidence of 60 Indian casualties. "Ranchero" ridiculed Carson. "We all know that he is very fond of taking *har* as he terms it ['Ranchero' was literate; Carson was not], and the only evidences that he gives to sustain the number killed, is that he saw at least that many fall off their horses. The Comanches however are splendid horsemen, and every time they dodged behind their horses' sides, I can imagine hearing Colonel Carson say 'thar goes a dead Indian.'"

Carson was not amused. A month later, on March 11, 1865, there appeared in the *New Mexico Gazette*, Collins's newspaper, a letter from Carson attacking his critic. "My attention has been called to a letter in the last issue of the New Mexican, written by one who signed himself 'Ranchero' which with regard to myself and my command, is so false that I feel it my duty to reply to the same." Carson defended himself and his troops, declaring "we did administer a severe castigation to those Indians." Carson refuted his critic point by point. His tone was one of righteous indignation. His letter demonstrated that Carson could be offended by verbal as well as physical bullies, that he was sensitive to his reputation, and he was not oblivious to the politics of his society. He was in these respects a man of the world as well as of the American frontier.

Copies of the two letters follow. For full appreciation of this story they should be read in their entirety.

Letter from "Ranchero"¹⁵

Socorro New Mexico

Feb. 12, 1865

To the Editors of the New Mexican:

GENTLEMEN:— My attention has been attracted to the leading editorial "The Comanches and Peace," as also to several letters bearing on the subject from Captain Bergman to Dept. Hd. Qrs., and from General Carleton to Captain Bergman; from the tenor of both Editorial and letters, it appears in the language of the *Gazette* that "a change now seems to have come over the spirit of their dream. They no longer want war. They are on the track of peace." All these are high sounding words and very fine indeed. What will

not Colonel Collins advise General Carleton to do now to make a little political capital. I do not say this because I am opposed to a peace with that powerful tribe. God knows, that every good citizen of the Territory desires it and yearns for it, particularly those who reside in the counties of San Miguel and Mora, on the immediate frontier of these Indians; but it is a well known fact that both Colonel Collins and Governor Connelly were strongly opposed to General Carleton's policy of waging war against these Indians last fall; and now, forsooth, a change appears to have come over the spirit of Colonel Collins' dream; that little dodge however is well understood down here; the Colonel knows full well that the war with the Comanches was a very unpopular move, and that it alone would perhaps cause the loss to Col. Perea of the counties of San Miguel and Mora, and therefore Colonel Collins has persuaded our great political General to change his base; so that now the arduous duties of Department Commander are discharged by two distinct persons, one General and one Colonel. For my part I prefer the Colonel for he has seen actual service on the battle field during the present war and that most gallantly, and it is believed by nearly every body in the Territory that he is the more capable of the two. It is a well known fact and cannot be controverted that some of the principal Navajo chiefs made the very same promises to General Carleton in the winter of 1862, in reference to assisting the military against the war party and ladrones [thieves] of their tribe that Sheer-kee-na-kwaugh is making at present, but still their promises were not heeded, and they were told that the only condition of peace was the removal from their country to the Bosque Redondo; now, both of these tribes are composed of wild savage Indians and it would seem that the promises of one tribe are as much to be depended upon as those of the other. Why then is this difference to be made between the Comanches and Navajos? Why are the promises of the Comanches to be considered and those of the Navajos were not? The reason to me is perfectly plain. To make political capital in the Counties of Mora and San Miguel, and all over the Territory if possible, that is the reason and no other, and Colonel Collins knows it well.

The Gazette says, that this happy change has been brought about by means most effective in bringing Indians to terms. The force of arms. The castigation which Colonel Carson administered, &c. &c. Now if all this were true, we would surely be upon the track of making a good and lasting treaty of

peace with these Indians, but if General Carleton should desire us to believe implicitly only what he sees proper to publish in his official organ, he should not have permitted any of the enlisted men who were engaged in that great fight, to have come away on detached service, for these men tell a very different tale. It is true that Colonel Carson reports that he must have killed at least sixty. I believe that Colonel Carson believes it to be true, but where are the evidences? We all know that he is very fond of taking *har* as he terms it, and the only evidences that he gives to sustain the number killed, is that he saw at least that many fall off their horses. The Comanches however are splendid horsemen, and every time they dodged behind their horses' sides, I can imagine hearing Colonel Carson say "thar goes a dead Indian." Now, the real truth is, that our troops were badly whipped, and some compelled to leave the battle ground; all the stock captured from the Indians when they were first surprised was retaken by them and some of ours at the same time, the troops lost one or two pack mules packed with ammunition, and therefore the reason of that great essential having become exhausted in about six hours of fighting. All this has been confirmed by the Utes who accompanied that unfortunate expedition, and further confirmed by Colonel Carson's course in getting back to Fort Bascom as soon as he could conveniently reach that haven of safety, minus a number of soldiers fled, the wounded and a few less mules than those he started with on that great expedition in which he "taught the Indians a lesson which they would not very soon forget." I fancy that the lesson will be longer remembered by General Carleton, who most certainly mistook the enemy with whom he had to deal, than by the Indians.

But, in this leap that Colonel Collins has made he leaves a loop hole by which he may fall square upon his feet in any event; for he says that by making a treaty with the Comanches, they will assist us greatly in giving us information in reference to the hostile movements of the Kioways and Apaches of the plains, who of course he presumes will remain at war; that is a pretty good dodge, Colonel, but it won't take down here, and I fear very much it won't take in the frontier counties; I see that you are already prepared to say in case that any depredations are committed upon the plains this season, that the Indians engaged are the Kiowas and Plains Apaches; that our great political General thrashed the Comanches into a peace, and that they are behaving themselves very well. I think

Colonel you better try something else that will not be as transparent to us poor New Mexicans; for, if there is anything that we do know thoroughly in this country from a long and sad experience, it is when the Indians commit depredations upon us, and when such treaties as the one in prospect are to be made upon such flimsy promises as that one of that respectable chieftain Sheer-kee-na-kwaugh; and this besides we have learned, although to our sorrow, that the information and assistance which there will give, will be to the Kioways and plains Apaches; this is a dodge which Indians have been accustomed to practise to deceive General Carleton, and formerly other commanding officers of this Department who were equally as vain; - instance, the present Navajo peace!

With the concluding remarks of the editorial I am certain that every honest citizen of the Territory heartily concurs, to wit, that the visit of the above mentioned chieftain to Fort Bascom will be productive of the most beneficial results.

There are other political dodges attempted in the Rio Abajo, but they are fortunately as transparent as the Comanche Peace. I am informed through creditable sources there are some mules which were taken away from a gentlemen by the name of Chaves of Pajarito by the Qr. Mr. at Albuquerque are to be returned to him now, after the Government has been working them continually since sometime in September last. Perhaps Captain Butler commanding the Post at Los Pinos will also receive a peremptory order to deliver Mr. Romero of Los Lunas the Navajo Indian squaw which the Captain (at that time Lieut.) retained in his service instead of sending her to Bosque Redondo. Really General, you are improving in manners beyond conception if you cause justice to be done down here even if it does come *tardy*.

News has arrived here that on the 3d inst. a party of Navajos drove off about seventy-five head of cattle from the Puerco opposite los Gabaldones, and belonging principally to Manuel Vigil and Jesus Maria Chaves y Armijo. A party started in pursuit as soon as the intelligence was received; besides, all the stock of Los Lunas was driven off from the Puerco on the 7th inst. and the Indians are being pursued by the interested parties; up to this time, however, no intelligence has been received from the different parties in pursuit, and it is not known whether they have been successful or not in overtaking the enemy; as soon as the result is known I will communicate the same to you. Really, it is well said by that good old adage "that there are none so deaf as those

who will not hear, nor so blind as those who will not see." General Carleton and his supporters are in this predicament when ever the Navajos steal or drive off any stock.

Yours respectfully,
RANCHERO.

P.S. It will not surprise us down here to see affidavits in the Gazette denying the loss of the pack mules and ammunition in the fight with the Comanches, as the same thing was done with the dead Navajos who were left strewn and unburied in the vicinity of Kos-laws-ky's on the road from Santa Fe to Las Vegas; but this trick is too stale, knowing from experience that Quarter Master's can obtain any number of affidavits for the exceedingly low price of \$1.50 per dozen.

R.

Letter from Kit Carson¹⁶

To Col. James L. Collins
Editor Santa Fe Gazette

Sir - My attention has been called to a letter in the last issue of the New Mexican, written by one who signed himself "Ranchero" which with regard to my self and my command, is so false that I feel it my duty to reply to the same. While it is true that on the occasion of the fight with the Comanches, we did not advance further into their country in consequence of having exhausted our ammunition and because we started out more upon a scouting expedition than with the intention to occupy permanently any particular point; yet it is utterly false that we fled whipped from the Battle field as alleged by "Ranchero." On the contrary we did administer a severe castigation to those Indians, which was judged, not by the number dodging from one side to another of their horses, but from those who could be seen distinctly laying wounded or dead upon the field. My command individually and collectively, privates as well as officers, behaved in the most gallant manner and were frequently, from eight o'clock in the morning until dark; engaged in combats fifty to a hundred yards apart; so that we ought to be able to judge better of the damage inflicted, as well as received; than Ranchero, or any one else, who gathers his information from rumors circulated by those who were many miles away. With respect to my losing any pack mules or animals; this can be proven entirely untrue by every officer and private of the command, as we had no such pack animals with us. Every man carried his own ammunition, amounting to forty or fifty rounds each, and with this amount we drove a large number of Indians from their villages, fought them after they had been greatly reinforced, until

nearly dark, then returned, to and burned their entire village, after which we quietly repaired to our train. Here, on account of our horses being broken down, after replenishing our cartridge boxes, I remained a day hoping that the Indians might renew the fight, but only a few straggling ones made their appearance, and they at a distance. Being unable myself to pursue I returned to the Fort without loss of a single animal, though I regret to say that 3 of my men were killed and 16 wounded. This latter circumstance ought to be proof enough, if any more were needed, that there were some Indians hurt also, which Ranchero seems not to believe. Having sent out to fight the Indians, and not to hunt stock, I made no captures from them, and they made none from me. I might add, that I am astonished to learn from the above correspondent, which I cannot as yet credit, that Gov. Connelly or any other patriotic citizen was opposed to the war against this tribe, after they had been committing depredations and murders all summer along the route from the States. I must still think that Gov. Connelly and all good citizens interested in the welfare of our Territory have, and always will support and defend, the military authority in its efforts to give us security against the savages surrounding us. And in this case it may not be improper to repeat the opinion I have just heard my friend Col. St. Vrain express, in which I concur, as the result of forty years residence in this Territory; that these efforts have been crowned with more success under the present Department Commander than under all others this Territory has ever had.

Very respectfully,

C. CARSON.

Col. 1st Cav. N. M. Vols.

NOTES

1. Charles L Kenner, *The Comanchero Frontier: A History of New Mexican-Plains Indian Relations* (Norman: University of Oklahoma Press, 1994), 52-66.
2. George H. Pettis, "Kit Carson's Fight with

the Comanche and Kiowa Indians," *Historical Society of New Mexico*, XII (1908): 7-8.

3. Kenner, *Comanchero Frontier*, 145.
4. *Ibid.*, 146.
5. Leo E. Oliva, *Fort Union and the Frontier Army in the Southwest* (Santa Fe: National Park Service, 1993), 310. The following account of the battle was summarized from this study, 310-311.
6. Kenner, *Comanchero Frontier*, 148.
7. Oliva, *Fort Union and the Frontier Army*, 311.
8. Thelma S. Guild and Harvey L. Carter, *Kit Carson: A Pattern for Heroes* (Lincoln: University of Nebraska Press, 1984), 255.
9. Pettis, "Kit Carson's Fight," 35.
10. Kenner, *Comanchero Frontier*, 149-151.
11. Sheer-kee-na-kwaugh failed to return to Fort Bascom. Comanches resumed hostilities toward traders in the spring of 1865, angry now at New Mexicans who had fought them at Adobe Walls.
12. Kenner, *Comanchero Frontier*, 151.
13. *Ibid.*, 150.
14. Perea was defeated by Colonel Francisco Chávez, who evaded the Comanche war issue altogether. *Ibid.*, 151.
13. *Santa Fe New Mexican*, Feb. 24, 1865.
14. *Santa Fe Gazette*, Mar. 11, 1865.

KROHS PRESENT BOOK AND MAP TO KANSAS GOVERNOR WILLIAM GRAVES

by Dorothy Hart Kroh

AT the SFTA Symposium in Santa Fe in 1989, Jere Krakow challenged all to go home and get the local people enthusiastic about the Santa Fe National Historic Trail. Lee and Dorothy Kroh passed the information on to members of the Morris Association for Family and Community Education, hence the publication of the book, *Morris 1821-1997: A Community Along the Ft. Leavenworth Military Road to the Santa Fe Trail* (see review in February 1998 *Wagon Tracks*).

The offer to share book mapping research led to the formation of the



L-r: book graphic artist RoJean Mustain, FCE members Margaret Hanson, Nancy Mockler, Retha Selanders, Governor Graves, book compiler Dorothy Hart Kroh, Bertha Gardner, Charles & Pat Stapleton, and book mapper & photographer Lee Kroh.



Lee Kroh, Governor Graves, and Dorothy Hart Kroh.

Kansas City Area Historic Trail Association which published 8,700 Historic Frontier Trails maps. A book and map were recently presented to Kansas Governor William Graves.

THE WAGON TONGUE

—OBSERVATIONS & OPINIONS—

On display at several well-known museums, including the National Frontier Trails Center at Independence, is a Conestoga wagon. The Conestoga was used for freighting in Pennsylvania in the early part of the 19th century; but by mid-century, the Conestoga was relegated to history. The Conestoga was not used in the trans-Mississippi West, as tersely stated by George Shumway and Howard Frey in their definitive *Conestoga Wagon 1750-1850* (1968): "The covered wagons of the west were not conestogas."

Rather, as Josiah Gregg explained, the freight wagons used on the Santa Fe Trail when his *Commerce of the Prairies* was published in 1844 were manufactured in Pittsburgh. Hence they were known as Pitt wagons. Later, wagons were manufactured in St. Louis, Independence, and Leavenworth. Generically many of the St. Louis wagons were known as Murphy wagons, so called for a leading wagon maker of the same name. While the uninformed public refers to all covered wagons as Conestogas, I should think that museums which are postured as deposits of historical integrity would reconsider the display of Conestoga wagons as freight vehicles of the Santa Fe Trail era.

David Clapsaddle
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TRADING RANCHES ON THE FORT RILEY-FORT LARNED ROAD, Part III: THE RANCH AT THE SMOKY HILL RIVER

by David K. Clapsaddle

(This is the third and final installment in this series. The introduction appeared in the Feb. 1998 issue.)

Ranch at the Smoky Hill

TRADING ranches established along the many routes of the Santa Fe Trail often served as stage stations, as did the ranch at the Smoky Hill River. Upon securing the mail contract for weekly deliveries between Junction City and Fort Larned in 1862, the Kansas Stage Company dispatched Henry Tisdale to establish stations at the infant towns of Abilene and Salina and at the crossings of the Smoky Hill River, Cow Creek, and Walnut Creek.

At the Smoky Hill, Tisdale found, "Two young men [who] lived there by killing buffalo for their pelts and tallow and by killing wolves for their pelts." Tisdale's reference was to Daniel Page and Joseph Lehman (also Lemon) who had established a ranch at the crossing, a well-known location on the Fort Riley-Fort Larned Road.

At that point Lieutenant Francis T. Bryan, topographical engineers, departed the Smoky Hill toward the southwest during his 1855 survey of a proposed road from Fort Riley to the Arkansas River. There, in 1857, upon Bryan's recommendation, the army constructed a bridge. There, also, troops engaged in the campaign against the Kiowas and Comanches under the command of Major John Sedgwick, First Cavalry, camped in 1860. Sedgwick's subaltern, Lieutenant J. E. B. Stuart, noted in his diary that only the "rocky foundation of the bridge" built in 1857 remained. Flood waters had destroyed the bridge in 1858.

Within months of Lt. Stuart's observation, the Page-Lehman Ranch was established, and two other ranches were opened nearby. Four miles to the northeast was the ranch of the Faris (also Farris) brothers on Clear Creek, and five miles to the southeast was the P. M. "Smoky Hill" Thompson ranch on Thompson Creek.

Page and Lehman both arrived in Kansas Territory in 1858. Daniel

Page was born in Rockingham County, New Hampshire, April 13, 1839. At Phillips-Exeter Academy he prepared for the rigorous Bowdoin College in Brunswick, Maine. Completing three years of study there, Page was employed as a tutor for a family until 1858 when he migrated west to Westport, Missouri, and soon after to Wyandotte in Kansas Territory. Joseph Lehman was born in Buffalo, New York. Completing a common school education, he left home at an early age and eventually went west to Wyandotte, Kansas Territory, in 1858.

At Wyandotte Page and Lehman met and set out together on an expedition to New Mexico Territory. Returning to Wyandotte in 1859, they quickly outfitted themselves and trekked westward to Salina. After a brief tenure at Salina, where they engaged in buffalo hunting, the partners subsequently established their ranch on the Smoky Hill.

These two men formed an excellent partnership. The well-educated Page looked after the business interests while Lehman, the consummate frontiersman, attended to the responsibilities of the firm which required physical courage and the skill of marksmanship. James Mead, well acquainted with both men, opined, "Joe Lehman was rated as an expert hunter and had the reputation of being a man who could take care of himself and his companions under all circumstances." Elsewhere, Mead wrote, "Joe Lehman was the most active of the two." According to Mead, "These men were engaged exclusively in hunting doing little trading."

A ledger kept by Page indicates such to be the case. While a wide range of merchandise was retailed to Thompson, the Farises, and others indicated in the ledger, it does not appear that much business was conducted with transients. The major enterprise was, without doubt, hunting, and the chief products were buffalo hides and tallow which found a ready market at Leavenworth some 200 miles distant.

The context of Page's journal

changed abruptly on August 1, 1862, when the ranch began serving as a station for the Kansas Stage Company. From that date forward, the entries were all but monopolized by charges for stage company employees' meals and feed for the mules. Shortly after the opening of the stage line, the ranch was raided by sixteen Southerners on September 17, 1862. Earlier in the day, the brigands terrorized the citizens of Salina, looted the stores, and drove off twenty mules and four horses. Christina Phillips Campbell, an eyewitness to the raid, recalled that they, "cleaned out Charles Tressine's gun shop, breaking off the stocks of guns they didn't want." Continuing down the Fort Riley-Fort Larned Road, they stopped at the Faris Ranch where they stole more guns and horses, and rode on to the Page-Lehman Ranch where they took seventeen mules belonging to the stage company. Crossing the Smoky Hill, they stopped an eastbound stage, held the driver Jim Hall and his passengers at gun point, ripped open the mail sacks, unhitched the mules, and rode away leaving Hall and his charges at the mercy of shank's mare.

Two years later trouble of a far worse consequence struck. On May 17, 1864, Cheyennes attacked the Cow Creek stage station southwest of the Smoky Hill Crossing. Suel Walker was killed. Two other employees, C. L. and J. J. Prater (also Prather), escaped. Racing to the Page-Lehman Ranch, the Praters sounded the alarm, and word of the raid and killing was quickly dispatched to the Thompson and Faris settlements. That night personnel from the ranches met with Page and Lehman to discuss their options. The following morning the ranches were vacated, and the proprietors hurried to Salina where they found the townspeople huddled within a makeshift stockade fabricated by a ring of wagons around the flagpole.

Following their flight to Salina, Page and Lehman abandoned the ranch which was occupied in August 1864 by 20 soldiers from the 7th Iowa Cavalry and a like number from the 15th Kansas Cavalry. The troops were immediately put to work building a blockhouse with logs, hewn smooth on two sides, found at the ranch. The only other building of

note to grace the post was a commissary building described by William Darnell in 1865 as, "a sod house about 25 by 40 feet in size, overlooking the Smoky Hill River." Presumably the commissary was the building formerly used by Page and Lehman as their store and stage station. The post was named Fort Ellsworth in honor of its first commanding officer, Lieutenant Allen Ellsworth, 7th Iowa Cavalry.

In the meantime Page and Lehman settled on a farm southeast of Salina. The following November Lehman married Sarah Combs of Salina and, in 1867, the couple purchased a farm three miles northeast of Lindsborg, Kansas, from John Lane, Lehman's brother-in-law and former employee at the Page-Lehman Ranch. Mrs. Lehman died several years later at their Lindsborg home, and soon after Lehman and their four children moved to Gunnison, Colorado.

Page married Maggie Combs in December 1866 and moved to an 80-acre tract east of Lindsborg, purchased from the Union Pacific Railway, Eastern Division. There, not far from Lehman's farm, Page built a log house which was used as both residence and store. In 1870 Page was elected to the office of McPherson County Attorney, and in 1876 he represented McPherson County in the Kansas House of Representatives. Subsequently, the Democrat Page found himself engulfed in a Republican stronghold with little hope of reelection. Forsaking Kansas politics, Page moved to Higgins, Texas, where he reared eleven children. He died at Higgins in 1906.

As to the Smoky Hill ranch site, Fort Ellsworth was renamed Fort Harker in November of 1866 and moved in the following January one mile north of its original location (present town of Kanopolis, Kansas). In 1996 the Kansas Anthropological Association conducted an excavation at the ranch/fort site. No substantial findings were reported.

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FRIBLEY DIARY AND LETTERS

(continued from page 1)

CHARLES W. Fribley, the subject of this sketch and author of the diary and letters that follow, was born September 25, 1835, in Loyalsock Township, Lycoming County, Pennsylvania. He was the eldest child of John and Sarah Fribley, prosperous middle-class farmers of proud German stock already several generations removed from the "old country." After spending his early years along the West Branch of the Susquehanna River above Williamsport, Charles moved with his family in the spring of 1852 to a farm just north of Muncy in north-central Pennsylvania. The Fribleys remained there for the next 30 years, rearing a total of seven children.

Muncy, a quaint little town located on the great bend of the West Branch River was, in the 1850s, a thriving community numbering perhaps 1,000 residents, around which there were hills, timber, and farmland. With canal and rail connections to Harrisburg and Philadelphia, Muncy prospered as a market town and shipping point for east Lycoming County. In this booming environment Charles Fribley came of age. A close friend recalled that young "Charlie" was "easy in his manners, courteous and polite, jovial and entertaining, just and upright, moral and temperate, forgiving rather than harboring hatred."¹

Charles attended country school and, in the summer of 1855, entered Dickinson Seminary (now Lycoming College) in Williamsport. The following winter, between sessions, he taught in a local school. He returned to the Seminary in the spring of 1856 and again taught school during the winter of 1856-1857. He caught the "western fever" in the spring of 1857 and went to Kansas Territory.

After traveling two weeks by railroad and steamboat, Fribley arrived at Lecompton where he found employment as a ferry boatman on the Kansas River. In letters home he told about his trip, life in Kansas Territory, and his experiences on the Trail. In the spring of 1858 Fribley sought a more comfortable position, teaching school in western Missouri. That spring he also began keeping a diary, which he faithfully maintained until his death. Though the daily entries are brief and seldom exceed three sentences in length, they are nonetheless full of insight and occasional humor.

For the student of the Santa Fe Trail his diary contains much of interest. It shows that he first became interested in working for the mail service, which he called "the express," as early as May 14, 1858, but was told at that time he would have to wait till summer. Over the next six weeks he persisted in his efforts to go "with the mail" and was finally hired June 30 by the contractor, Hall & Porter Company. The company had just won a new contract, upgrading service from semimonthly to weekly at that time. On July 5, 1858, Fribley was one of a party of four that left Independence, Missouri,

with the first weekly mail that crossed the plains to Santa Fe, New Mexico, a distance of about 800 miles. The contract time for the trip was set at 20 days one way, and between July 3 and November 21, he made two round trips across the plains between Independence and Santa Fe, plus a short round-trip excursion to Council Grove. James Brice, who wrote a memoir of his life along the Santa Fe Trail, began working for Hall and Porter in the autumn of 1858. Perhaps his employment overlapped with that of Fribley (see "James Brice's Trail Reminiscences," *Wagon Tracks*, VI (May 1992), 1, 19-21, VI (August 1992), 10-13, & VII (Nov. 1992), 12-15.]

Throughout his experience on the Santa Fe Trail, young Fribley maintained his diary and kept a faithful account of his daily routine. He noted villages, way stations, river crossings, and landmarks passed, in addition to other parties or trains seen on the Trail. He recorded when and where they prepared meals and where they camped for the evening. He often calculated distances covered and mentioned the condition of the roads. Naturally, the weather was a favorite topic, with an emphasis on how it affected travel. Anything unusual that caught the eye of this observant young emigrant from Pennsylvania was recorded. Indians and buffalo were noted. Fribley was curious about the people he met and often recorded some fascinating perceptions.

First-hand information from the gold fields in Colorado or California was eagerly sought out, but Fribley was apparently opposed to such misguided adventures and never seriously considered that option. He expanded some of his observations in his letters. Also of interest to this Pennsylvania farmer was the land itself, and in the letters he noted its character and potential future use as farmland for the benefit of others considering the migration west.

In retrospect, it appears Fribley liked that wild, lonely business along the Santa Fe Trail in 1858, where every day was a new adventure, but there was not enough pay for his liking. He abandoned life on the Trail and pursued a career in teaching. He found a country school near Rich-

mond, Missouri, where he remained for about one year.

For reasons unknown but possibly because of a desire to be near the young woman he would marry, Charles Fribley returned to Pennsylvania in November 1859 and never saw the West again. He continued his teaching career at a one-room schoolhouse near Muncy and began courting Miss Kate Ault from Williamsport, Pennsylvania. His life changed with the outbreak of war in April 1861, when he enlisted as a private in the "Woodward Guards." This was a company from Williamsport that eventually became Company A, 11th Pennsylvania Volunteers, but their term of service was an unrealistic three months. The 11th and Private Fribley fought inexperience, boredom, and restlessness, but saw no combat before their term expired.

Fribley returned home and worked briefly in the lumber business before he enlisted in another regiment, with Kate's approval. He, as many others, had a continued thirst for military adventure and glory. On October 5, 1861, he enlisted for three years in the "Muncy Rifles" which became Company F, 84th Pennsylvania Volunteers. His previous experience manifested itself when he was appointed First (or Orderly) Sergeant of Company F. He assumed a central role in the training and discipline of an amalgamation of young men and boys, mostly farmers from the Muncy vicinity.

Sergeant Fribley, with skills and confidence gained on the Santa Fe Trail and in his prior military service, helped mold the recruits into soldiers. In fact Company F was soon considered the best-drilled company in the regiment. Despite his duties, Fribley found time that December for a brief furlough home in order to marry Kate Ault on December 10, after which he quickly returned to the regiment.

The usual routine of boredom and endless drill best described the next two and a half months before Sergeant Fribley and the 84th Pennsylvania fought their first major engagement at Kernstown, near Winchester, Virginia, on March 23, 1862. Beyond knowing that he was present on the field of battle, there is no other record of Fribley's experiences that

day. His regiment played a prominent role in the Union victory, losing over 35% of its men in roughly twenty minutes. It was a brutal introduction to the real war.

On May 19, 1862, Fribley was appointed second lieutenant and on July 17 he was named acting adjutant of the regiment and served with honor as such throughout the Pope Campaign, culminating in the Second Battle at Bull Run (or Manassas), August 29-30, 1862. Soon after that engagement Lieutenant Fribley was reported as gravely ill and lying in a hospital near Georgetown, suffering from a severe fever. He eventually recovered and returned to the regiment on December 2, having been promoted, in the meantime, to captain and the command of Company F, which he led at the battle of Fredericksburg, Virginia, December 13, 1862.

Several weeks into the new year, Colonel Samuel M. Bowman of the 84th Pennsylvania was assigned command of the Second Brigade, Third Division, Third Army Corps, and shortly after, on March 15, 1863, Captain Fribley was pleasantly surprised to discover that he had been appointed by Colonel Bowman as Acting Assistant Adjutant General (AAAG) of the Second Brigade. This was a choice staff assignment and, for the ambitious young captain, a golden opportunity. In that capacity he saw action at Chancellorsville on May 2-3, 1863, and was commended for gallantry.

The heavy losses suffered by the Third (Whipple's) Division at Chancellorsville, however, resulted in its brigades being disbanded, and Captain Fribley found himself without a position and reverted back to commanding Company F, comprised of the eight men who remained after the debacle at Chancellorsville. This was a terrible disappointment to the ambitious young captain, stimulated as he was by the authority and excitement of staff duties.

That summer he began exploring other opportunities and became interested in serving with the Black regiments being organized. On September 19, 1863, he was examined in Washington, D.C., for a commission in one of the Black regiments. He passed with high marks and was soon commissioned colonel. On Oc-

tober 3 he assumed command of the 8th United States Colored Troops (U.S.C.T.) being organized near Philadelphia, Pennsylvania.

On January 18, 1864, Colonel Fribley and his regiment departed New York harbor bound for the South and, on February 7, landed at Jacksonville, Florida. The 8th U.S.C.T., with Colonel Fribley in command, marched inland as part of a force of 5,000 troops commanded by General Truman Seymour on what has been called "The Florida Expedition." On February 20 a hastily assembled force of Confederates, under General Joseph Finegan, halted them near a remote Florida wayside called Olustee. In the sharp fight that ensued, Colonel Charles W. Fribley was shot in the heart and instantly killed. The Union forces were soon driven from the field. In that confused retreat following his death, Fribley's body fell into the hands of the enemy and was never recovered. Charles Fribley was 28 years old at the time of his death.

Several days after the battle Fribley's grieving widow attempted to pass through the lines in order to locate the remains of her beloved husband and have them shipped North, but rebel authorities refused her request. Many years later she did recover her husband's 1864 diary from a former Confederate soldier, but his highly-prized sword eluded her best efforts. Following her late husband's example, Kate taught recently-freed Black children in Kentucky and Tennessee before returning home to Williamsport soon after the war ended. There she eventually remarried and named her first son Charles Fribley in honor of her first husband. The son died in childhood. Kate died unexpectedly on June 28, 1882.

Charles W. Fribley had been a loving and devoted son, brother, and husband. In politics he was a loyal (and vocal) Republican and something of an abolitionist, strongly supporting the end of slavery. He was a voracious reader, forever trying to improve his knowledge or locate reading material. He was enamored with his bride, Kate. After they were married he seldom failed to mention her name in a daily entry in his diary. He attended church faithfully. He enjoyed strong drink and went "out on the town" with the boys on

more than one occasion. In the army Fribley was considered the best drill master in the 84th Pennsylvania.

Family tradition has it that while home in Lycoming County on a brief furlough before shipping off to Florida, Colonel Fribley exclaimed: "The bullet was never made with my name on it!" He met his doom less than six weeks later. All things considered, however, it was obvious that Fribley found his real calling in life in the military, and he excelled at it. He rose from private to full colonel in just over two years. His ambitions were cut short only by his untimely death on the field of honor, or he may well have attained a general's star by the end of the Civil War. And in civilian life, too, he may have reached the stars.

Today no marble slab marks his final resting place. His service is recognized on the Soldiers' Monument in the Muncy Cemetery where, among the names of many others from the area whose blood was shed in the same cause, this simple inscription may be found:

COL. CHARLES W. FRIBLEY

8 U.S.C.T.

Killed at Olustee, Flo.

Feb. 20th, 1864.

No mention is made of those glorious days in the summer of 1858 when he shipped out of Independence, Missouri, bound for Santa Fe. His diary of that era is printed below, followed by excerpts from his letters (portions of letters relating to family matters and some extraneous materials have been omitted). Some of the people he mentioned, using only last names, have so far not been identified, and some place names have not been located. If anyone can supply identification, please send information to *WT* editor.

DIARY

Tuesday, June 29, 1858: Saw Judge [James] Porter² this morning, but he could not give me much satisfaction. Attended court, saw [sat] through Wishman trial on an indictment for murder. The Principle defendant sentenced 5 years to penitentiary. Will not be able to go to Santa Fe til July 12th proximus.

Wednesday, June 30, 1858: Went to Independence early and saw Mr. Simpson who informed me of the wages paid by the company. I consented to try out trip. Thence I went to the boarding house and wrote to Moyer and

Gernard.³ Evening I took a wash in Big Blue [River].

Thursday, July 1, 1858: Settled with Mr. Loose.⁴ Went to Independence and was informed that I could start to Santa Fe tomorrow. Went to Col. Hall's⁵ farm and took dinner. Wrote to John, Father and to Lizzie.⁶ Signs of the times anything but encouraging.

Friday, July 2, 1858: Still at Hall's farm, doing little or nothing. The old hands complaining strongly. Mrs. Hall is mighty tight, lazy, irritable, and I think ignorant. A miserable family.

Saturday, July 3, 1858: Commenced early to hitch up, 'twas a long job, got on very well, left Independence about one o'clock, boss quite irritable and not disposed to help [several illegible words] Sundry stalls and unloadings. Went to Baptist mission.⁷

Sunday, July 4, 1858: Early start and breakfast at Cedar Creek at 10 o'clock, supper at four, went to Hickory Point⁸ and camped overnight. Passed through Gardner, Olathe and Palmyra.

Monday, July 5, 1858: Started from Hickory Point and traveled to Dragoon Creek.⁹ Times getting somewhat better. Passed through New Philadelphia, Benton, Wilmot, Burlingame, Verales[?] and many others not to be found.

Tuesday, July 6, 1858: From Dragoon to [Council] Grove¹⁰ per many embryo cities. Still getting better acquainted with the express and consequently better progress. Passed quite a number of trains on the road. Met Wade, a fellow voyager in the Emigrant.

Wednesday, July 7, 1858: Spent in Council Grove preparing for the plains. Things still continue to improve. Two stores and two or three smith shops in this place. I wrote home. Acquaintance with our landlady easily made.

Thursday, July 8, 1858: Morning all bustle in starting. Got off late and returned to get a shoe put on a mule. Took dinner at Diamond Spring drove thence to Lost Spring, distance travelled 28 miles. Good roads, good weather and good companions.

Friday, July 9, 1858: Rose at sunrise and drove 15 miles to Cottonwood [Creek] for breakfast. Tolerable windy, not too much so - thence about 8 am. and fed again. Company T. Smith of Virginia. Passengers J Kelly conductor and J W McMillan & Jesse Nolan hands.

Saturday, July 10, 1858: Started early, overtook Maj. Miller in camp, drove to Little Arkansas [River] where we passed [William] Bent's train with presents for the Indians. Several Kaws [Kansa Indians] came to us and tried to stampede our mules. Heavy rain the most of the afternoon. Camped on open prairie.

Sunday, July 11, 1858: Traveled a few

miles and were stopped at Cow Creek by high water, remained in camp all day, saw a great many buffalo. Wrote home, read some, but other work keeps me almost constantly employed. Bathed twice.

Monday, July 12, 1858: Cow Creek still too high till about seven. Buffalo came near our Camp - we gave chase but got none. Crossed at [noon?] and drove to Big Bend¹¹ for dinner, thence to Allison's¹² and camped for the night. Heavy storm. Met mail at Allison's.

Tuesday, July 13, 1858: Crossing Walnut Creek at Allison's in which started we traveled 12 miles for breakfast. A company of Kiowas came to camp at 2nd halt; gave them some crackers and sugar. 3d halt Comanches came to camp and took supper with us - 11 in number.

Wednesday, July 14, 1858: Passed a train in the morning. Carolled [corralled] with some travelers from California and Arizona. Passed a large village of Comanches and Kiowas. Camped for the night on the Arkansas [River].

Thursday, July 15, 1858: Breakfasted on the Arkansas River - passed a train of mules and oxen. Crossed the Arkansas¹³ at about 2 p.m. sand deep. Saw about three thousand Chiennes [Cheyennes] on the north bank, travelled with some on the south bank. Camped in sand hills during heavy storm.

Friday, July 16, 1858: On the Honally [Jornada],¹⁴ the storm of last evening left an abundance of water along the road. Passed several trains, met a mule train going East. I wrote home. A.M. rain still rough. Tried to get some P.D.s [prairie dogs?], but failed.

Saturday, July 17, 1858: Crossed the Honally and reached the Cimmaron at noon. Nothing of note occurred. The weather was cloudy and at night it rained some. Wrote some home, saw a pack train.

Sunday, July 18, 1858: Weather pleasant and clear. Saw no trains. Passed the Mid-Cimmaron springs.¹⁵ The [illegible sentence]. The boys came near having a fight. In the evening we met the mail going east. Col. Hockaday [Hockaday].¹⁶

Monday, July 19, 1858: Left the Eastern mail early. Travelled to the crossing of the Cimarron¹⁷ and took dinner, thence to Point of Rocks¹⁸ for tea. The weather pleasant. The most of this day's travel was in Texas.¹⁹ Saw two pack trains.

Tuesday, July 20, 1858: Weather pleasant, made a good days drive. Met two trains, Majors and Russels.²⁰ Took dinner at Rabbit Ear [Creek]. Saw no Indians. Some dead cattle on the road, died of murrain.²¹

Wednesday, July 21, 1858:

Travelled about fifty miles, passed two trains in the a.m. and one p.m. Saw Whites, Kinnon and the White headed dutchman. Camped about one mile west of the Red [Canadian] River. Weather clear and pleasant. Wrote home. Saw a good many dead cattle.

Thursday, July 22, 1858: Went from Red [Canadian] River to Fort Union. Met the mail going East about sunrise. Bought some meat from Mexicans. Encountered a hail storm. Saw several fine herds of antelope. Passed the first ranch that we saw in Mexico. Good times.

Friday, July 23, 1858: From Fort Union travelled through five Mexican towns. Met with a Mexican from Old Mexico in company with a Negro who had been raised in Virginia.

Saturday, July 24, 1858: Travelled about forty-seven miles and reached Santa Fe about 12 p.m. Passed through several small towns. Today as yesterday our course led through the mountains²² from Big Kenyon[?], the roads have been greatly improved under the superintendence of Judge [Joab] Houghton.

Sunday, July 25, 1858: Took a bath early in the morning. About noon I went to the circus, no performance on account of the rain. The principal audience were whores. Gambling carried to a great extent on this day.

Monday, July 26, 1858: The mail started East. I herded the mules in the mountains on the auroya honda [Arroyo Hondo?]. In the evening took a tramp through the city, visited the capitol. Saw herds of whores in every quarter.

Tuesday, July 27, 1858: The forepart of the day spent in cooking. Read "The Old and New Way" and several other pieces. Passed about the town considerably. Visited the market which was attended by Mexicans and Pueblos. Great signs of misery.

Wednesday, July 28, 1858: Spent the most of the day in the mountains. late dinner and then a turn about town, visited the market which is attended by the natives. Read some in 9th book of Milton, wrote some and thought some of hitching for an agency[?].

Thursday, July 29, 1858: The most of the time devoted to reading Milton and Harpers and in writing. Begin to feel the ill effects of idleness and hearty eating. Saw Smith this morning, had a sociable chat. Good news upon his part.

Friday, July 30, 1858: Herded the mules in the mountains. Wrote some for publication. Read some in Book 10 of Milton. Thought a good deal about home and friends. Thought of writing to Ed Wynkoop.²³ Visited the Fonda.²⁴ Times

dull.

Saturday, July 31, 1858: In the morning read Milton and wrote some. Visited the "Tampana"[?] was agreeably disappointed. In the evening went to Fandango. Saw M. N. Smith, makes himself ridiculous. With difficulty I resisted temptation.

Sunday, August 1, 1858: Not very well. The day passed off slowly. Called on Smith. The circus was open again today and they gave a parade. We are all thinking about starting for the States. Called on Ranch in eve. Monkey [Monkey Wrenches Fandango?]

Monday, August 2, 1858: Left Santa Fe with two passengers about 10 a.m. The weather quite warm, passed Pecos. Saw a company coming from California. On leaving Santa Fe we were embraced by our Old Mexicans.

Tuesday, August 3, 1858: Left camp early, passed San Hosae [José] at San Rose[?], took breakfast at Big Spring [possibly Bernal Spring?], passed Tuckaloat [Tecalote] about 11 a.m. thence to Fort Union at 11 p.m.

Wednesday, August 4, 1858: The morning employed in preparing for the long route. Left the Fort about 10 a.m. Ran to the Burgerwine [Burgwin] Valley for dinner. Went on about four miles and broke a tongue out of the coach and I and Nolan went back.

Thursday, August 5, 1858: The waggon was fixed soon after daylight. Stopped at Okota [Ocate Creek] for breakfast, met mail, dinner at Arkansas[?]. Old John Mills dined with Butts [possibly William Butze, an employee of Hall & Porter]. travelled late and camped at Breaks of Red [Canadian] River.

Friday, August 6, 1858: From the Breaks of the Red River to Whetstone Creek for breakfast, thence to Rock Creek to dinner. Took supper west of Rabitear [Rabbit Ear Creek] with Frank Terea. Drove to within about five miles of Cottonwood Hole [probably Alamos Creek, also known as Turkey Creek].

Saturday, August 7, 1858: From Cottonwood Holes to Estes Spring[?] thence to Cedar Creek for supper. Camped for the night below the Bull Whackers Delight.²⁵

Sunday, August 8, 1858: By an early start reached the Upper Cimmaron Crossing for breakfast, met the mail, drove on and camped near the middle Cimmaron Springs. Weather pleasant.

Monday, August 9, 1858: From Mid Cimmaron Springs we travelled to Mid crossing for breakfast, from thence over the 18 mile ridge thence to the lower springs [also known, later, as Wagonbed Spring] for supper. From thence we went to Sand Creek [also

known as North Fork Cimarron River] for the night. Weather pleasant.

Tuesday, August 10, 1858: Travelled from Sand Creek to the Arkansas River. Met D. Kendal and Geo Daffin with Majors & Russells train. Had a quarrel with Dud [fellow employee?] who threatened of leaving me on the road but he was far from carrying his threat into execution.

Wednesday, August 11, 1858: From the south side of the Arkansas to within twelve miles of Big Coon Creek. Met the mail at noon, an awful conductor with good hands. Hibert in the company. Their mules looked hard and they would likely be bothered to make time.

Thursday, August 12, 1858: To Coon Creek for Breakfast, from thence to Pawnee Fork for dinner, 25 miles, thousands of buffalo along the way. At Ash Creek met a train of 10,000 sheep and another train camped within six miles of Allison's.

Friday, August 13, 1858: To Allison's for breakfast, thence to the Great Bend of the Arkansas for dinner. Saw large herds of buffalo in the morning, but none in the afternoon. Supper at Big Cow Creek, passed Little Cow, Two Owl's and Charvis [Chávez Creek, later corrupted to Jarvis Creek], then camped.

Saturday, August 14, 1858: Left camp below Charvis Creek and went to Little Arkansas for breakfast. Met the westward mail about 11 a.m. Travelled to Cottonwood and camped for the night. Several passengers, poor hands and fit out.

Sunday, August 15, 1858: From Cottonwood to Mud Creek for breakfast. Passed a large Mexican train. From Mud Creek to Diamond Springs for dinner. Met government train at Lost Springs. Reached Council Grove at sundown.

Monday, August 16, 1858: We were compelled by orders from the company to remain for the mail from Independence. Fife and Benny took mules and went on. I spent the day in reading and sleeping. Took a good bath night and morning.

Tuesday, August 17, 1858: The weather exceedingly pleasant, nothing of importance transpiring. Helped to cook some, read some and slept more. Dud and wood both spunky. Wood quarrels with Wade in evening.

Wednesday, August 18, 1858: Still at Council Grove taking it smoothy. Wrote to John and wrote one to home. The town thronge[d] with Kaws who appear to be in a destitute condition. They were gathering up the offal of a buffalo.

Thursday, August 19, 1858: The mail

from Independence reached here at about 9 a.m. We started for the States at 10 a.m. and travelled to Wilmot, passing through Burlingame, Wilmington and other towns.

Friday, August 20, 1858: Starting after sunrise we travelled to Haas' Spring for breakfast. Stopped at Mr. Walters and found them all well, thence through New Philadelphia to Miller Springs and other towns and camped east of Olathe.

Saturday, August 21, 1858: Reached Westport 11 am. and Independence 4 p.m. Found that my letters had all been sent on the road. Received one letter from Oscar McKelvy. Times hard and business dull.

Sunday, August 22, 1858: Rained all day or rather misted. Spent the day indoors reading and sleeping. Went to church in the evening. Heard a sermon outstanding in some degree.

Monday, August 23, 1858: Weather cool and pleasant, saw Wood uptown and walked about some with him. Independence has a full share of loafers. Bought some papers and commenced answering my letters from Correspondents.

Tuesday, August 24, 1858: Received a letter from John accompanied by one from J. D. [?] both of which I answered the same day. I procured a list of prices of harness leather, etc. etc. for John.²⁶ He is about starting a shop in Leocompton, which is a poor place.

Wednesday, August 25, 1858: Came a pack of papers including the "Luminary" "Independence Press" and "Vidette". I also received the "Gamno Episden Offering". These were left in the post office and not forwarded.

Thursday, August 26, 1858: Spent the forenoon principally in reading; in the afternoon I visited some of my friends up the road Mr Loots. They were all well and feasted me upon ripe peaches and apples and melons, reached home late.

Friday, August 27, 1858: The circus came to town and the callippe did its best. The natives were as usual astounded by various wonders of nature. The Nova Scotia giant towered high, the bear looked fierce, and the alligators shed tears like a cloud.

Saturday, August 28, 1858: Spent the day in reading and walking about town. Nothing of importance occurred. Mr. Ruffner's daughter quite ill. Saw several fine looking damsels.

Sunday, August 29, 1858: Started early for Mr. Lucus. Had plenty of peaches and apples and apple dumplings for dinner. Alonso Blanchard not very well, found him in bed in the forenoon. Weather quite pleasant.

Monday, August 30, 1858: Started out with a view of getting a school. Met Col. Hall who wanted me to go to the Gov[Grove?] with the mail. I consented, had a rough time with a wild mule. Reached the Baptist Mission. McKinster conductor.

Tuesday, August 31, 1858: Rain in the morning and most of the day. After two miles driven stuck deep in the mud. Hired another hand, Jones, per rain and mud and reached Bull Creek 9 p.m.

Wednesday, September 1, 1858: After a tedious through[?] we got underway again, breakfasted at Baraclaus, thence to Walters late in the evening. Found Mrs. Walters quite sick. After taking a late supper we laid down.

Thursday, September 2, 1858: Started early and had a good time of it in the mud but could not find the flag springs. Day broke upon us at Benton. Met Denton's at Allen, we suppered here and returned to Gilby's.

Friday, September 3, 1858: At sunrise we left Gilby's with a new outfit, breakfasted at 110 [Mile Creek], I was thrown from a little white mule. Suppered at Willow Springs and stuck in the mud overnight two miles below.

Saturday, September 4, 1858: We were drawn from the slough at sunrise by a yoke of steers, breakfasted at Black Jack and McKinster lost my overcoat. Bull Creek about four, suppered at Blue Springs about 11. Mc.[Kinster] in bad humor.

Sunday, September 5, 1858: Daylight came upon us at Westport. Reached Independence at 8 o'clock a.m. Had a fine shower while unhitching. Took breakfast then went to town. Could not get my clothes, returned to Hall's and slept all day.

Monday, September 6, 1858: Arose tolerably early and brought empty [coach?] to town for Peter and helped him hitch up and drove one team to town for him. Changed clothes and went with Peter up the road. He persuaded me to go with him to the Gov [Grove?].

Tuesday, September 7, 1858: We were camped at the Baptist mission, started at sunrise, reached Bull Creek for Supper, stopped in a heavy storm east of Palmyra. Pat Means and the Judge in a bad box. Sleeping accomodations very slim.

Wednesday, September 8, 1858: Soon after leaving Palmyra, we got lost in the fog, got riled up and breakfasted east of Willow Springs. Suppered at Walters, passed the bad sloughs and camped at Col. Hall's ranch east of Versalis.

Thursday, September 9, 1858: Left camp at daybreak, drove on smoothly and breakfasted at Dagoon Creek.

Took some new stock and drove to 142 [Mile Creek] for supper. Met rider and concluded to go through, reached the Grove 10 o'clock am.

Friday, September 10, 1858: After a short nap we arose and took a breakfast. Peter and Mr. and Mrs. Robbins in a sweat. Mrs. Robbins a curiosity for Co mans[?]. No chance but to take a miserable fit out of mules, pulled out at 2 p.m. and drove very slowly to Diamond Springs.

Saturday, September 11, 1858: Started at daybreak, breakfasted a few miles east of Lost Spring. Drove to Cottonwood Creek for supper. Here we overtook Mat Kelly's train toward Turkey Creek. Judge and Peter greatly alarmed by Indians and buffalo.

Sunday, September 12, 1858: Met Col. Summers comand²⁷ the morning at Big Coon[?] Creek where we camped for breakfast. We went from here to 6 miles east of Little Arkansas. Here we were met by Pat Kakil from here to Cows Creek.

Monday, September 13, 1858: We breakfasted at Little Cow Creek and nooned between Big Cow Creek and the Bend, dinnred at the Bend and drove toward Pawnee rock, stopped a short time at Allison's. The Judge thought the figures too high on whiskey.

Tuesday, September 14, 1858: Breakfasted in sight of Ash Creek. Buffalo plenty, dogs also. Drove into Pawnee Fork where we took on a supply of water. The Judge and Peter were a good deal alarmed about Indians, dinnred 6 miles above the forks. Went to within a few miles of Big Coon Creek.

Wednesday, September 15, 1858: Took on water at Big Coon Creek, drove on, breakfasted at an arroyo, dinnred at Little Coon Creek, suppered at the Arkansas, where we met Milligan, drove two miles above Ft. Atkinson.²⁸

Thursday, September 16, 1858: Breakfasted 6 miles below the crossing, crossing the river about 11 a.m., dinnred at the river at the Sand Hills, overtook one of Majors & Russell's train beyond the Sand Hills. Left a mule with them which gave out.

Friday, September 17, 1858: Most of the day was taken up in crossing the Jornada, reached the lower Simmeron at 11 p.m. Camped on the divide west of the spring. Josh was unhorsed at Sand Creek. I killed a wild goose. Saw a good number of antelope.

Saturday, September 18, 1858: Rolled out of camp as usual at daylight. Breakfasted below 18 miles ridge and suppered on it. Went to the middle springs where the sheep train was encamped. Peter greatly alarmed by wolf hunters just below the springs.

Sunday, September 19, 1858: Breakfasted west of the nine mile ridge. Met Hibbert and Chinney at 11 a.m. Also a cattle train going East. Gen. Garland²⁹ was camped at the upper crossing. We passed him at 10 o'clock p.m. Our mules giving out, 3 miles above we camped.

Monday, September 20, 1858: We passed Cimmaron Holes and drove to Cold Springs, here we were called upon by 15 Kiowa warriors who greatly alarmed Peter and the Judge when they first made their appearance. Suppered at Cedar Creek, camped on the divide east of McNices [McNees] Creek.

Tuesday, September 21, 1858: Breakfasted at a slough four miles west of McNices Creek, thence 6 miles west of Cottonwood Holes for dinner, suppered at Rabbit Ear and drove about two miles west of Round Mound, mules gave out.

Wednesday, September 22, 1858: Breakfasted at Rock Creek at sunrise, sorrel mule bad with belly-ache, dinnred at Whit Stone [Whetstone], turned out again at Point of Rocks Creek, suppered four miles east of the breaks, went west of Red River and camped by a pond. Big day's drive.

Thursday, September 23, 1858: Left camp before sunrise and breakfasted at Ohata [Ocate Creek] where we found Fuller and Prat in camp, took back their baggage wagon, dinnred 8 miles of B[urgwin] S[pring] suppered. Left Burgwin S after dark, reached the fort [Union] at 12 p.m.

Friday, September 24, 1858: Peter left the fort for Santa Fe early. My lot fell for me to stay at fort. Brought in straggling mules, mended breeches, wrote some and slept a good deal. Scarcity of books unparalleled. Went to bed early and slept soundly.

Saturday, September 25, 1858: Arose quite late, took breakfast, visited the fort, had my hair cut, purchased some paper and wrote a letter or two. This is my [23rd] birthday but no way of celebrating it except helping shoe wild mules.

Sunday, September 26, 1858: Was to some extant a day of rest, the first in four weeks. Took a good wash in the afternoon. Had breakfast, supper and dinner in [illegible word] order. Wrote some and conversed with an old gentleman who is travelling with the government trains.

Monday, September 27, 1858: Mr. Buckner shows his commission and demands my services at repairing corral. Mr Moore invincible.

Tuesday, September 28, 1858: Mr. Moore and I visited the Fort and made purchases of Pants, overcoat, blouse,

etc. etc. Returned to corral and found Mr. Buckner in a great sweat. The mail arrived at 12 p.m.

Wednesday, September 29, 1858: Josh the youngster all on hand. After Mr. Denton's departure, Josh and I go to the Fort. After our return a long argument ensued as to the constitutionality of the ten dollar system.

Thursday, September 30, 1858: I herded a part of the time. Josh still continues the practice of debate of Mr. Buckner. Bill of fare very slim indeed.

Friday, October 1, 1858: The mail arrived at 3 o'clock p.m. Pat in charge. He packed it from the Cimmaron. I left with him for Santa Fe, reached Las Vegas before night, suppered at the pass and camp[?] above the Bornale [Bernal] Springs for night camp.

Saturday, October 2, 1858: Left camp soon after daylight and went to the Pahachita [Pajarito?] Springs for breakfast from thence to La Porta Celon [?] for supper over dreadful roads through intense darkness. We reached Santa Fe at 12 p.m.

Sunday, October 3, 1858: Arose early for breakfast and after putting a ribband on my hat, point on mustache and shampooing at the expense of one dollar 21 cts I went to the La Fonda and saw Col Means and the rest.

Monday, October 4, 1858: Great bustle at the ranch. Peter preparing to start for the States. Judge Boone left for Albuquerque. Coles, Lans, Boone and Means remain. After great exertion Peter departed[?] at 11 a.m. I get thrown from a little mule and was hurt.

Tuesday, October 5, 1858: Spent most of the day on the ranch. Barny and Sam came in in the after-noon. All was well and after supper we moved in a solid column for the La Fonda, from thence to Monkey Wrenches Fandango.

Wednesday, October 6, 1858: Barny went out in the carryall alone. Sam and I and Pat sold the celebrated mule Lohassom and that night went to Monkey's Fandango. Sam again on a high horse.

Thursday, October 7, 1858: I went to the Auroya Honda with the herd, lost one mule and had a hard day's operation. Sam and Pat spent the day and night at Delirious FitsGerould and I in a bad bad box.

Friday, October 8, 1858: Sam and Barney went out with the herd. I spent most of the day in the corral and at Smith's room. Read an address to the Santa Fe Literary Club. the boys returned quite early.

Saturday, October 9, 1858: Sam and I take out the herd. Met some Mexicans coming to the settlement with their

herd and advised us to come back.

Sunday, October 10, 1858: The California outfit in town, the Col on hand also. Pat in a great stew. Peter and the Col on a straightening trip. All hands want money, but the dimes come slow.

Monday, October 11, 1858: All bustle in the shanty in preparation for a start to the states. Evident signs of change in Pat. Scott is appointed conductor. Called me to his room and gave me conductors paper. Started for the states 11 a.m.

Tuesday, October 12, 1858: Stopped for breakfast at San Miguel, dinner at Tuckalota [Tecolote] and camped for the night at the Shappas [Sapello?]. The day was pleasant and evening quite cool.

Wednesday, October 13, 1858: Reached Ft. Union at 8 a.m. took breakfast and rigged up for start. Stock hard, provisions scarce and no money. Started at 1 p.m. Suppered at Burquinn [Burgwin] Valley, camped near Milligan. Apache spring.

Thursday, October 14, 1858: Did not get hands from Milligan's train as I expected. Pat and Sam still go on. Breakfast at Ohata [Ocate Creek], dined at Red River, suppered at Mud Creek and camped for night in the Breaks. One big mule Charlie lame.

Friday, October 15, 1858: Started early and went to Willow Creek for breakfast. Here Chinworth came to us in great sweat. Pat and Sam took his mail on with one of my teams and I started with single coach.

Saturday, October 16, 1858: From Round Mound six miles below Rabbit Ear for breakfast. At Rabbit Ear take on another hand. Dinner at slough above McNices [McNees] Creek, suppered at Cedar Creek, camped four miles below. Wind very high all day.

Sunday, October 17, 1858: Rolled out of camp about daylight, breakfasted at Cold Springs, dined at Holes in the Rock, suppered at the Upper Crossing. Met Joe Little at the middle crossing with the mail.

Monday, October 18, 1858: Breakfasted above the 8 mile ridge, dined at Mid Spring, suppered at the head of 18 mile ridge, camped in [illegible word] ravine for the night. The day was quite pleasant, the night cool.

Tuesday, October 19, 1858: Breakfasted at foot of 18 mile ridge, dined at Lower Cimmaron Spring, visited by Lahassen, suppered at Sand Creek camped near the bone yard.³⁰ Lop Ear quite lame, an application of mustang linament does her good.

Wednesday, October 20, 1858: Breakfasted near the battle ground,³¹ suppered at the sand hills. Ran into an

Apache company on the Arkansas at 9 p.m. gave them some sugar and took a chat after which we rolled on and camped within two miles of them.

Thursday, October 21, 1858: We saw a similar company of Indians at the crossing, saw several companies for Pikes Peak. Met Denton below the crossing and Raiker at the head of the dry route in the Arkansas. We camped at Little Coon Creek.

Friday, October 22, 1858: Left camp early and breakfasted at buffalo wallow west of Big Coon, suppered near Jones Point. The weather indicative of coming storm. Camped for night between Pawnee Fork and Ash Creek. Saw quite a number of geese during the day.

Saturday, October 23, 1858: Breakfasted below Pawnee Rock, dined at Allison's, suppered at the Big Bend, camped near Plumb Butte. Saw one Chienne [Cheyenne] at Allison's, others at the bend and a couple of Arapahoes at night before we camped. The storm commenced with all its fury today.

Sunday, October 24, 1858: Left camp quite early, boys alarmed by buffalo. Passed one of Russel's trains, storming severely. Breakfasted at Big Cow, dined east of Chavis Creek, camped early west of Little Arkansas. The storm heavy all day and the roads heavy.

Monday, October 25, 1858: With an early start we crossed the Little Arkansas long before daylight. Met Pratt and Chavis three miles below – halted on the prairie above running turkey again below big turkey. No cooking done today, drove on till stopped by darkness.

Tuesday, October 26, 1858: Having travelled nearly all the night previous we reached Cottonwood at daylight. Here we found Gen McKees surveying party, breakfasted with them. Met Lee near Lost Spring, camped near and then drove into Diamond Spring.

Wednesday, October 27, 1858: Rained all night and all day. Left Diamond Spring in a heavy rainstorm 8 a.m. and reached the Grove at 3 p.m. Four feet of water in the street and the Neosho River rapidly rising. The protection afforded by rig highly beneficial.

Thursday, October 28, 1858: The Neosho out of its banks and consequently impassable. The weather still cloudy and threatening a continuance of inclemencies. Spent the day very agreeably with Mrs. Robbins and partake of some good apples, etc.

Friday, October 29, 1858: The river yet too deep to ford. The mail arrived on the east side at 9 a.m. tossed both mails in canoe and with [illegible word] I started for Independence. Reached Putts 10 p.m. stayed till after 12 M. the

roads in wonderful condition.

Saturday, October 30, 1858: At or near daylight we were at Gilbys breakfasted here and took a new team. Fed at 110 [Mile Creek] and dined at Walters. Took supper at Mr. Barracles and rested until after 12.

Sunday, October 31, 1858: Found ourselves at Bull Creek at daybreak, breakfasted at the station, took a fresh team and rolled into Alexanders for dinner, left there at 3 p.m. and through [illegible word] and a heavy rain reached Independence.

Monday, November 1, 1858: The mail started in a heavy rain, McKinsry conductor. I took lodgings with Mrs. Ruffner, received letters from home from Lissie, Meyer, Gernard, Sadler,³² McKelvy,³³ Swisher and from others.

Tuesday, November 2, 1858: The effect of one good nights rest quite observable. The most of the day I devoted to reading and writing letters. Wrote to Lissie, McKelvey's letter quite a puzzle. No money for us.

Wednesday, November 3, 1858: Still feel better as I recover from the fatigues of the trip. Wrote Jerry [Gernard] and to some others. Oscar's letter still on hand. Judge Porter no returned, but still no money in the bank for others.

Thursday, November 4, 1858: Leisure becomes unsatisfactory and time wears slowly away. Wrote some, read more, and walked the streets considerably. Yesterday was at Kansas City, noticed vast improvements since the spring of '57.

Friday, November 5, 1858: The weather has been exceedingly bad all week, rain falling constantly rendering the roads impassable. Business very dull and no prospects of a change. New home very agreeable, Maggie by my side.

Saturday, November 6, 1858: The Luminary article under consideration, ready for transcription. Mr Pratt often the subject of remark during the whole week. Judge Porter returned but in a poverty stricken condition. Says Hall has all the money. Hibbert in a bad box.

Sunday, November 7, 1858: No duds seemed suitable for Sunday apparel, I concluded to stay within doors. Devoted the entire day to reading and in writing to Mother. The evening was spent with my old comrade Hibbert in the office. The mail not yet in.

Monday, November 8, 1858: Great anxiety manifested at the office on account of the mail's failing to get in on time. A diversity of opinions expressed as to the cause of the failure. It came at one and two p.m., travelled all night, the roads miserable.

Tuesday, November 9, 1858: At 3 a.m.

arrived at Alexanders, rested till after sunrise, breakfasted and drove on to Bull Creek, took dinner and hooked on a new team, drove to Barracles which we reached at 9 p.m. suppered and rested.

Wednesday, November 10, 1858: Left Barracles at one a.m. was lost near Willow Spring till nearly daylight. Went to Walters for breakfast and supper at McGee's [at 110 Mile Creek]. Snow commenced falling upon us above 110 and continued to fall all night. Stopped at Dragoon.

Thursday, November 11, 1858: Left Gilby's at sunrise and dined with Putnam, from thence we drove to Bakers where we met Peter, Matt, etc. None of them willing to go back but to go on to the Grove. Found Mrs. Robbins in good health and Pat in good spirits.

Friday, November 12, 1858: The weather cold and stormy. Pat is to take the mail but has no hands, wanted me to go with him, hired two yahoos and got started about 2 p.m. Mrs. Robbins and I take charge of the kitchen.

Saturday, November 13, 1858: Early in the morning Robbins started for the Col, did not get him down till 9 p.m. The old fellow in good humor. The kitchen's well conducted and the table today was graced with boiled turnips.

Sunday, November 14, 1858: The air was raw and cold and toward night the snow began to fall. We had a fine dinner. Harwood came down and at night Peter the Great was performed.

Monday, November 15, 1858: On motion of several we tried mule breaking, succeeding partially in breaking a pair of white mice[?] and entirely succeeded in Hibbard. The night was spent in feasting and singing.

Tuesday, November 16, 1858: The rats again on the track. The boys chopped wood and I walked. Col. Hall still improving in health. He gave us another feast. Sang "The Prairie Bird" and other favorite songs and we again took Peter the Great.

Wednesday, November 17, 1858: On the lookout for Dentons. Mail does not get in till night, brings two passengers McKetchum and Smith, the latter driver back on his way to California by the Mojaves and Celerotoes[?] and Clunnmahs[?].

Thursday, November 18, 1858: A sharp lookout for the lower mail, does not arrive till after dark and brings four passengers. We are ready to start as they came in, halted and assisted in getting supper after which we hitched up another team and started at 10 p.m.

Friday, November 19, 1858: Arrived at Putnams before daybreak, breakfasted at sunrise, drove to Gilby's for

dinner. Commenced snowing on us here and snowed till after 12 M. Suppered at 110 Creek and drove on to Walters where we took midnight dinner.

Saturday, November 20, 1858: Morning found us at Marion. Took breakfast and dinners together at Barracles, took on a lady passenger at Hickory Point which get a wild mice[?] which acts wonderfully.

Sunday, November 21, 1858: Morning dawned upon us while resting at Alexanders, breakfasted about sunrise and rolled out soon after. Reached West Port about 10 a.m. Left our passengers and reached Independence at 4 p.m.

Monday, November 22, 1858: The weather still bad. Mat Kelly started with the mail, snow falling rapidly. The boys all at the office for the purpose of settling up with the company but no signs of getting any money. The old fellows discuss matters in general.

Tuesday, November 23, 1858: Went to the office early and poor prospects for getting money. The accounts finally made out and mine, with several others, were paid off. I then took boarding again with Mrs. Ruffner.

Wednesday, November 24, 1858: On applying to hire a [horse?] I found them scarce. Saw Mr. Konn. Went to West Port, saw Mr. McKetchum and got Col. Hall's coat, went to Kansas City, purchased some goods and lost gum shoes and gaters.

Thursday, November 25, 1858: This was Thanksgiving Day. Delivered the Col's coat and bought a pair of boots. Nothing of importance occurred during the day. Saw the Sages who were going to West Port. No chance for getting a school.

Friday, November 26, 1858: The [day?] passed off rather agreeably by reading, walking about town and talking to the ladies. I noticed that by a straightforward way of proceeding, a man can gain friends.

Saturday, November 27, 1858: I started south with a view of taking a school if one suitable could be found, but the rain setting in, I returned to town. Mrs. Ruffner informs me that she has a young lady picked out for me to marry.

Sunday, November 28, 1858: Went to church in the morning and heard a part of a sermon from Mr. Simington. Pratt came in with the mail, went down to see him, found him in bed, returning called upon Mrs. Adkins. Saw her young daughter.

Monday, November 29, 1858: With carpet sack in hand I sought the north side of the Missouri River.³⁴ Within two miles of Liberty I heard of a vacant school. Heard also that it was about to be en-

gaged. Stayed all night in the rig.

Tuesday, November 30, 1858: I made my 1st entry into Liberty about 10 a.m. Stopped at the "Arthur House" and took dinner. Found out the whereabouts of Mr. George Hughes and heard of Hickory Grove. Started westward, stopped at Mr. Hughes.

(This concludes the diary. The letters will appear in the next issue.)

NOTES

1. H. C. Moyer, "Colonel Charles W. Fibley," *The Now and Then*, II (Mar.-April 1890): 157.
2. Judge James Porter of Independence, MO, was Jacob Hall's partner in the contract to provide weekly mail service between Independence and Santa Fe, beginning July 1, 1858.
3. Henry C. Moyer was a close friend and fellow school teacher from Williamsport, PA. J. M. M. (Jerry) Gernard, 1836-1910, was a contemporary of Charlie from Muncy. His name appears often in the diaries. When Fibley returned to Pennsylvania in 1859, he and Gernard continued their friendship.
4. Probably a boarding house debt.
5. Jacob Hall was a Santa Fe trader, licensed Indian trader, government freighter, and a mail contractor for the Santa Fe route. He and partners David Waldo and William McCoy, with the firm name of Waldo, Hall & Co., received the first government contract to provide monthly mail service between Independence and Santa Fe in 1850, and that service began July 1 of that year and operated until the contract expired in 1854. In 1854 Hall and a new partner, John M. Hockaday, won the four-year contract for the Santa Fe road. In 1857 they accepted a revised contract which established semimonthly service. Hall and Porter won the contract in 1858 which required weekly departures from each end of the Trail. For a history of mail service on the Santa Fe Trail, see Morris F. Taylor, *First Mail West: Stagecoach Lines on the Santa Fe Trail* (Albuquerque: University of New Mexico Press, 1971). Hall's farm was on the edge of Independence. W. W. H. Davis provided a detailed description of his trip as a passenger on the Hall and Porter "mail-wagon" from Independence to Santa Fe in November 1857, including a stop at Hall's farm: *El Gringo: New Mexico and Her People* (1857; reprint, Lincoln: University of Nebraska Press, 1982), 13-56.
6. Charles's brother John (1836-1910) was then living at Lecompton, Kansas Territory. His father, also named John, resided on the family farm near Muncy. Lizzie (also Lissie) was his sister.
7. Shawnee Baptist Mission, established in 1831, was located in present Johnson County, Kansas. The mission closed in 1855, but the site was used as an overnight stop for the mail coaches in 1858.
8. Hickory Point in present Douglas County, KS, was a campsite on the Trail. Located on the Narrows (narrow divide between the drainage to the Kansas River to the north and the Marais de Cygne River to the south), about midway between

Palmyra and Willow Springs, Hickory Point offered a well, blacksmith shop, and general store. A post office was established there in May 1857, named McKinney (the first postmaster was William McKinney).

One of the first incidents of violence in Kansas Territory occurred here between a freestate settler, Charles Dow, and a proslavery settler, Franklin Coleman. They were neighbors, and their dispute was over a land claim rather than the issue of slavery. On Nov. 21, 1855, Coleman killed Dow, whose body lay on the Trail until claimed and buried by his friend, Jacob Branson. This murder was the beginning of a violent era known as "Bleeding Kansas."

9. Dagoon Creek is about three miles west of present Burlingame.
10. Council Grove, the popular rendezvous point and common site of caravan organization and preparation for crossing the plains, was located at the crossing of the Neosho River in present Morris County, KS.
11. Big Bend was where the Trail connected with the Arkansas River, at present Ellinwood, KS.
12. William Allison had worked for the mail company on the Santa Fe Trail, as had his partner Francis Boothe. They established a trading ranch at the crossing of Walnut Creek, east of present Great Bend, KS, in 1855. Boothe was murdered in 1857. Thus, in 1858, it was commonly called Allison's Rancho or, as Fibley wrote, Allison's.
13. The mail coaches followed the Cimarron Route, crossed the Arkansas at one of several possible crossings (often in the vicinity of present Cimarron or Ingalls, KS) and headed for the Cimarron River.
14. The road between the Arkansas and Cimarron rivers, approximately 60 miles of what Trail travelers called a "desert" or "waterscape" because of the deficiency of surface water in most years (although not in 1858), was commonly known by the Spanish term "Jornada" (journey) or sometimes Jornada del Muerto (journey of death). Many Anglo travelers misunderstood this term and wrote it as "Horn Alley" or, as Fibley called it, "Honally."
15. Middle Spring of the Cimarron, north of present Elkhart, KS, in the Cimarron National Grassland, near a formation called Point of Rocks overlooking the Cimarron River. There were several rock outcroppings along the Trail referred to as Point of Rocks.
16. John M. Hockaday, as noted above, had been Jacob Hall's partner in the mail contract, 1854-1858, and he was still on the Trail even though the new contract with Hall and Porter began in July 1858.
17. The typical crossing of the Cimarron River was at a place called Willow Bar in present Cimarron County, OK.
18. Although Fibley called this "Point of Rocks," he likely was referring to the rocky hill beside Upper Cimarron Spring or Flag Spring in present Cimarron County, OK.
19. Although Texas had claimed the area, it

was not a part of any state or territory at the time (known later as "No Man's Land"). It is now part of the Oklahoma panhandle.

20. The firm of Russell, Majors and Waddell held government freighting contracts over several trails, including the Santa Fe Trail, at the time.
21. Murrain is an infectious disease of cattle, carried by parasites.
22. The party traversed Glorieta Pass where Charles's brother John later fought the Rebels in 1862 as a member of the First Colorado Volunteer Cavalry.
23. Edward Wanshear Wynkoop, 1836-1891, had also emigrated from Pennsylvania to Kansas in 1858 and, apparently, was a friend of the Fibley brothers, Charles and John. Wynkoop also went to the gold fields, served as sheriff in a county in what became Colorado Territory, served as a lieutenant in the First Colorado Volunteer Cavalry (in which John Fibley also served), served as major in the Second Colorado Volunteer Cavalry, and commanded Fort Lyon prior to the Sand Creek Massacre. He helped situate the Cheyennes and Arapahoes at Sand Creek where they were attacked by Colonel John M. Chivington on November 29, 1864, a few days after Wynkoop was relieved of command at the post. He was involved in the investigation of Chivington. Wynkoop commanded the escort for the commissioners who negotiated the treaties of the Little Arkansas at present Wichita, KS, in 1865. The following year he resigned his commission and was appointed agent for the Cheyennes and Arapahoes, with his agency at Fort Larned. He opposed General W. S. Hancock's destruction of the Cheyenne and Sioux village on Pawnee Fork in April 1867, and he resigned in protest over the Battle of the Washita in November 1868. He later served as adjutant general of New Mexico Territory and as warden of the territorial penitentiary.
24. La Fonda hotel on the plaza in Santa Fe.
25. This astonishing term, "Bull Whackers Delight," appears in no other known source. Given the approximate location of the camp, the name apparently refers to one of several places more commonly known as the "bone yard" where a number of draft animals had perished in a blizzard. One of these sites, the result of a blizzard which caught Albert Speyer's wagon train in 1844 not far from Willow Bar (crossing of the Cimarron River), resulting in the loss of nearly all the mules, was located in the vicinity of where Fibley's party camped for the night. Several travelers noted that teamsters who camped where these bones were abundant frequently amused themselves by rearranging the bones in a variety of designs on the prairie. Possibly this amusement was the source of the term, "Bull Whackers Delight."
26. His brother John was a harness maker, hence the interest in prices.
27. Colonel Edwin Vose Sumner, 1797-1863, spent most of his adult life in the army. He served on the frontier before and after the Mexican War, during which he led troops over the Santa Fe Trail. He se-

lected the sites for Fort Atkinson, KS, and Fort Union, NM. He led troops against the Cheyennes in 1857 and engaged them on the South Solomon River in western Kansas Territory, where he ordered a saber charge. In 1858 Sumner led troops along the Santa Fe Trail at least as far as the site of Fort Atkinson. Fribley met Sumner on his return to Fort Leavenworth.

28. Fort Atkinson, 1851-1854, was located just west of present Dodge City, KS.
29. General John Garland, 1792-1861, was appointed first lieutenant during the War of 1812 and was awarded the rank of brevet brigadier general for service during the Mexican War. From 1853-1858 he commanded the Department of New Mexico. He was returning from that assignment when Fribley met him along the Trail.
30. This bone yard near Sand Creek resulted from a blizzard that killed many draft animals. There were two such losses in the area. On October 12, 1844, most of the mules of a wagon train belonging to Edward Glasgow and Henry Connelly froze to death during a blizzard. Another storm in October 1850 caught a wagon train belonging to Brown, Russell & Co., and some 200-300 mules froze to death. These bones were also reported to be rearranged by teamsters, providing entertainment while they were camped nearby.
31. The battle ground referred to the location of an engagement between New Mexican troops and Texan raiders in 1843. It was mentioned by a number of Trail travelers.
32. Probably John D. Sadler, who later served in the Union army and was killed in battle at South Mountain, MD, on September 14, 1862. He may have been a classmate of Charlie's at Dickinson Seminary.
33. Oscar McKelvy was mentioned in other entries, but his connection with Charles is unknown.
34. Charles began a 20-day wandering through three Missouri counties (Platte, Clay, and Ray) looking for a teaching position. He eventually found one near Richmond, MO, where he began his duties on Jan. 3, 1859. He expressed an interest in going "overland" again as late as July 30, 1859, but nothing came of it.



HOOF PRINTS

—TRAIL TIDBITS—

SFTA President Margaret Sears reluctantly has joined the computer generation and is now cruising on the information superhighway. Her e-mail address is <margsears@roadrunner.com>. You can too teach a bulldog new tricks!

Thomas Chávez, director of the

Palace of the Governors Museum, Santa Fe, for the past fifteen years, announced plans to leave the position early next year. Dr. Tom gave outstanding presentations at the last two symposiums. It will be difficult to replace him.

The Santa Fe Trail Museum, Springer, NM, formally opened for the season on Memorial Day. Aerial photos by Paul Logston, on loan from the Corazon de los Caminos Chapter and the NPS Santa Fe Trail exhibit are featured. The museum is open Monday through Saturday from 9 am to 4 pm. Admission fees are \$2.00 for adults, \$1.50 for seniors, \$1.00 for juniors, and children 12 years and under are free.

The Santa Fe Trail Museum, Springer, NM, received a grant of \$24,000 from the Scenic Byway Program to produce a new educational video about the SFT Scenic Byway in New Mexico. The project will be headed SFTA member Mike Taylor and produced by the New Mexico Educational Institute. For additional information call Taylor at (505) 483-0477.

Congratulations to the Olathe Gardeners of America for winning the Gardeners of America President's Environment and Conservation Award for preservation and demonstration of historical gardening at the Mahaffie Historic Site on the Santa Fe Trail. The Mahaffie farmstead garden contains vegetable, flower, and berry patches with plants authentic to 1860s Kansas.

The Western Historic Trails Center in Council Bluffs, Iowa, opened in October 1997. It is designed as "an educational reminder of those who pioneered the west and how the westward trails they traversed relate to travel today." The center is operated by the State Historical Society of Iowa and is located at 3434 S 34th St., just off I-80. Hours are 9 am to 5 pm daily. Free admission. For information call (712) 366-4900.

SFTA member Mark L. Gardner, musician and historian, performed at the National Frontier Trails Center, Independence, MO, recently. His program included authentic music from the 1840s played completely on

reproduction instruments.

The PBS documentary, "The U.S.-Mexican War, 1846-1848," is scheduled to air nationally on September 13 and 14, 1998. It is composed of four one-hour segments (two segments will air each night). Check your local listing for the time.

David Dary is reportedly writing a history of the Santa Fe Trail for Knopf. One hopes he has done some serious research since his specious, inaccurate presentation at the SFT Rendezvous a few years ago.

At the annual Fort Larned volunteer recognition dinner, SFTA Board Member Dave Webb received a National Park Service award for his work as editor of *OUTPOST*, newsletter of the Fort Larned Old Guard. National Park Service Director Robert Stanton presented the award. A number of other SFTA members received volunteer awards, too.

Shirley Stein, Wet/Dry Routes Chapter member, has been selected as one of the 1998 Kansas Master Teachers by Emporia State University. The recipient of numerous honors and awards, Ms. Stein resides in Ulysses, KS, and teaches fifth grade at Sullivan Elementary School. Congratulations Shirley!

The No Man's Land Historical Society, the support group for the No Man's Land Museum, has published *Recollections of No Man's Land from the Memoirs of Fred Carter Tracy*, a founding member of the society. To purchase the book or become a member of the society contact No Man's Land Historical Society, PO Box 278, Goodwell OK 73939.

Recently a 120-foot-long Santa Fe and Oregon trails swale on property owned by the Blue Ridge Bible Church was bulldozed to level the area for another soccer field for the Blue Ridge Christian School, 8524 Blue Ridge, Kansas City. School officials denied they had earlier promised not to destroy the ruts, and they did so without obtaining a proper permit from the city.

Seaboard Corp., based in Shawnee Mission, KS, which has expanded pork production into south-

west Kansas and northwest Oklahoma, with a processing plant in Guymon, OK, hopes to become the country's second largest pork processor by building a second plant near Great Bend, KS. Organized resistance is working to keep the plant out of the area.

A citizen group has formed in Great Bend, KS, to oppose corporate hog farming. POWER (Protect Our Water and Environmental Resources) is concerned about the resignation of a recently-elected anti-hog-farming Great Bend city commissioner because of harassment by pro-pig citizens. For more information contact POWER, PO Box 623, Great Bend KS 67530.

A short article about Fort Union, NM, with color photographs appeared in the Jan/Feb 1998 issue of AAA's *New Mexico Journey*. The July 1998 issue of *New Mexico Magazine* carried a full-page ad for the Santa Fe Trail, showing ox-drawn wagons. The ad instructs readers to request the Santa Fe Trail brochure created by the New Mexico Department of Tourism last year and plugs the SFTA.

On July 16, 1998, a quarter-section of unbroken Hodgeman County, KS, land containing approximately $\frac{1}{3}$ -mile of visible segments of the Fort Hays/Fort Dodge Trail was sold at public auction. We hope the new owner will appreciate the historic value of this property.

In April and May, tourists from England, Canada, Germany, and many of the states signed the guest book at Charlie's Ruts near Deerfield, KS. SFTA Ambassador Paul Bentrup, who donated the ruts to the Kearny County Historical Society, keeps a supply of Trail information available at the site.

Connie Wright, co-owner of the Santa Fe Trail Depot and Inn, West Santa Fe Trail Blvd, Lakin, KS, recently purchased an old green and white Santa Fe Trail member sign at an antique auction. It is now displayed in the front window of the establishment.

The Kearny County Historical Museum, Lakin, KS, has erected

new 8' x 4' signs on the four roads approaching Lakin, which should catch the passing motorists' eye. The museum features Trail as well as county history, under the capable direction of SFTA Ambassador Pat Heath.

SFTA member Linda Peters, Lakin, KS, who serves on the Fort Larned Old Guard board of directors, wrote an article about the Indian Village on Pawnee Fork for the July 1998 *Kearny County Courier* published by the Kearny County Historical Society.

After many years of debate and planning, a large statue of a Kaw Indian will be placed atop the Kansas state capitol building in Topeka as soon as funds are raised and the statue is ready. The state was named for the Kaw (or Kansa) tribe, and tribal members had a long association with the Santa Fe Trail, especially at Council Grove. Tribal leaders have approved the design of the statue.

SFTA member Gregory Franzwa, Tucson, AZ, now has a webpage on the Internet for his Patrice Press: <<http://patricepress.com>>. Check it out. Franzwa, in his quarterly publication *folio*, kindly plugged the Fort Larned Old Guard and its project to purchase the Indian village on Pawnee Fork. Thanks Greg.

David Sandoval included Hispanic music produced by Smithsonian Folkways in his presentation at the Wet/Dry Routes seminar in June. Those interested in obtaining the CD "Music of New Mexico: Hispanic Traditions" (#40409) should contact Smithsonian Folkways Recordings, 955 L'Enfant Plaza SW Suite 7300, MRC 953, Washington DC 20560. Two other CDs of interest are "Music of New Mexico: Native American Traditions" (#40408) and "Spanish and Mexican Folk Music of New Mexico" (#04426). The cost of each CD is listed as \$14.00. Phone orders to (800) 410-9815.

SFTA member Pat Northup wants everyone to know that her business, Pardners & Co., 972 Old Santa Fe Trail, Santa Fe NM 87501 (800) 688-4212, still has the CD-ROM *The Santa Fe Trail* available for \$29.95 plus \$2.95 shipping. For more infor-

mation look at their webpage: <www.pardners.com>.

The New Mexico DAR Madonna of the Trail statue in Albuquerque was taken down some time ago to allow for construction. It now has a temporary home at the ¡Explora! Science Center and Children's Museum, 800 Rio Grande NW, and is being renovated by an art restoration specialist.

A new marker erected in Las Cruces, NM, honors Susan Shelby Magoffin, 1827-1855, who is credited with naming the town. It includes a portrait of Susan and the following text: "The first woman to write of traveling the Santa Fe Trail and El Camino Real, Passed near here February 11, 1847. She noted a 'rude cross' marking the graves of earlier travelers. This would eventually give a new town the name LAS CRUCES."

Highways following the Santa Fe Trail in Colorado and New Mexico have been designated "National Scenic Byways." Federal funds are available for scenic pullovers, signs, and highway improvements. One purpose is to promote tourism.

COUNCIL TROVE

—DOCUMENTS—

SIDNEY GARDINER, MEXICAN TRADER, 1827

What was Sidney Gardiner doing in Vera Cruz in 1827? Trading with the Mexicans, it turned out. But not via the Santa Fe Trail. SFTA Ambassador Jesse Scott, Garden City, KS, found the following two paragraphs in *Man at Arms*, XX (March/April 1998): 30, 35 (the second paragraph is a footnote to the first):

... Another rival importer/manufacture was the well known jewelry importing and manufacturing house of Fletcher & Gardiner, located first in Boston and later in Philadelphia. This firm was responsible for many of the finest War of 1812-period presentation swords. Fletcher & Gardiner continued to advertise swords among its line of jewelry for sale until the death of Sidney Gardiner at Vera Cruz on May 11, 1827.

The *Philadelphia Gazette and Daily Advertiser*, June 14, 1827, p. 2, col. 3. His obituary notes that Gardiner was a "... skillful mechanic, and an enterprising

merchant . . . he was among the first to engage in the Mexican trade, and had three times visited the capital of Mexico; but whom on the eve of his embarking for his native land, he fell victim to the fatal disease of Vera Cruz. . . ." The *Gazette* of September 1, 1827, p. 3, col. 1 carries an advertisement of what amounts to a dissolution sale by Thomas Fletcher including ". . . Gold and Gilt Epauettes, Silver and Plated do./Swords and Dirks for the Army and Navy/Percussion Caps for fowling pieces . . ." Amid a general line of "clocks, vases, rings and tea sets."

THE WIND WAGON

There are many references to William Thomas and his wind wagon project to carry freight on the Santa Fe Trail. Marc Simmons sent the following item from the Springfield, MA, *Tri-Weekly Post*, December 19, 1846:

We learn, from the *Independence Expositor*, that Mr. Thomas, who has been at work on a wind-wagon, has got the machine completed, and has given it such a trial as to make its success certain. He ran up and down across the plains, found that he could overcome a steep with a gentle ascent without difficulty, and that the mole-hills, so numerous on the plains, were no bar to his progress.

The construction of the wagon is very simple. It is a frame made of plank, well braced, and placed edgewise on four axle trees—four wheels to each side—these wheels to be twelve feet or more in diameter and one foot broad—the forward axles, which can be turned just as the forward axle of any wagon with a tongue, by their movement turns the course of the whole concern—two tongues are joined together forward of the wagon and by ropes coming to a wheel similar to the pilot wheel of a steamboat—the wagon is steered by a pilot.

The sails are like the sails and rigging of a ship, each wagon carries its own supply of sail—underneath, a foot or so from the deck of each wagon, the cast iron boxes, &c., will be suspended as ballast.

Mr. Thomas expects to convey freight and passengers, and will now engage and bind himself to take freight to Brent's [Bent's] Fort or to Santa Fe, in a reasonable time, at \$6 per hundred lbs.

He is to have a depot at Brent's Fort, and thence across the other side of the Arkansas he will run another car within 60 miles of Santa Fe. A gentleman who rode on the wagon says that, with only one sail and a light breeze, it went at

the rate of 8 miles an hour. Properly rigged, its speed will be about 20 miles an hour.

INDIAN VILLAGE ON PAWNEE FORK

Cheyenne Indian Agent E. W. Wynkoop wrote the following letter to Gen. W. S. Hancock, April 13, 1867:

For a long time I have made the Indian character my chief study. I regard the late movement of the Cheyennes of my Agency as caused by fear alone, so far as I am able to judge. They met us at first with a determination to have a peaceful talk, at such a distance from their village as would make their women and children satisfied that no danger need be apprehended by them. Your movement toward the village terrified the squaws and children, who left with such movable property as they could gather.

I learn that you propose destroying the lodges and other property now remaining in the village. I would most respectfully request you not to do so.

I am fully convinced that the result would be an Indian outbreak of the most serious nature, while at the same time there is no evidence, in my judgment, that this band of Cheyennes are deserving this severe punishment. I am influenced alone in thus communicating with you by what I consider a strict sense of duty.

CAMP TALES

—CHAPTER REPORTS—

Cimarron Cutoff

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

Mary and Leo Gamble led a tour on June 27 to SFT sites in Colorado. Members met at the Longhorn Cafe in Springfield for a short business meeting preceding the tour. The fall meeting will be Oct. 24 in Elkhart.

The following were recently appointed to the chapter board of directors: Oklahoma—Lloyd Fansher and David Lawson; Kansas—Gene Higgins and Edgar White; Colorado—Leo Gamble and Jamie Kingsbury; and New Mexico—Betty Sayre and Pam Brown.

Texas Panhandle

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

The May 3 program by SFTA President Margaret Sears was at-

tended by 24 people. Sears discussed the vision and purpose of the SFTA, noting that "where there is no vision, the people perish." The vision of the chapter is to see the Fort Smith-Santa Fe Trail recognized as a vital segment of the Santa Fe trade and perhaps on the national trails list. Vice-president Sam Arnold was unable to attend the meeting, but sent a video on "The Fort" restaurant which was enjoyed by those present. The meeting netted several new members and three volunteers for the mapping committee.

The next meeting is October 3 with the Corazon Chapter in Tucumcari. The presenters will be Len Sleick and Alvin Lynn. The meeting with Clint Chambers at the Southwest Collection at Texas Tech in Lubbock will be scheduled sometime next winter.

Wagonbed Springs

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

The quarterly meeting was held June 19 in Ulysses. The agenda included discussion on the three days of field tours for the Grant County Recreation "Kids Klub," chapter booths at the Stevens and Grant county fairs and parade, and an update on the erosion project at the Wagonbed Spring site.

SFTA Vice-President Sam Arnold presented a program on "food and drink" on the Santa Fe Trail.

Heart of the Flint Hills

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

The chapter hosted the first SFTA Mapping and Marking Workshop on May 30. Missouri River Outfitters paid for the meeting room. Twenty chapter representatives from Cottonwood Crossing, Missouri River Outfitters, Quivira, and Heart of the Flint Hills chapters learned mapping techniques and discussed ideas for marking the Trail.

Phil Petersen and Roger Slusher conducted the training. The workshop received high marks on the evaluation sheets. The group spent part of the afternoon examining Trail ruts leading into Council Grove from the east; some participants also

examined Trail ruts to the west of Council Grove.

A total of 75 people enjoyed the chapters Trail Ride, June 6-13. They began at the Maxwell Wildlife Refuge north of Canton. They entered pastures west of Council Grove on June 12 and followed Trail ruts into town. On June 13 they participated in the Wah-Shun-Gah Days parade.

Meetings continue to plan for the 1999 Symposium in Council Grove. The next steering committee meeting will be September 14 at 8:00 a.m. in the courthouse meeting room. Don and Doris Cress are taking local people on bus trips on the Trail. This is helping to get more people in town involved in the symposium.

The next chapter meeting will be October 8, 7:50 p.m., at the Burlingame Saddle Club building.

End of the Trail

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

Louann Jordan, museum curator and chapter member, treated the chapter to a well researched interpretation of her exhibit, "Don Juan in the Kingdom of New Mexico: A Cuartocentenario Exhibit" at El Rancho de las Golondrinas, on July 11. Her lecture and the exhibit gave us a wonderful feel for the first colonizers to enter New Mexico, Don Juan Oñate's search for minerals that followed "our" Santa Fe Trail into Kansas, and his quest to reach the Pacific Ocean. There were many deserters when they realized that colonization was not in direct correlation with getting rich. Some persevered and their surnames abound at the End of the Trail in New Mexico today.

A brief business meeting was held after the tour. Margaret Sears reported that the markers at Trail crossings at throughfares in Santa Fe well become a reality by September. The next project will be marking crossings in Santa Fe County.

An alliance of interested individuals and entities is being formed to assist those eligible to develop proposals to preserve, promote, and build appreciation of the Santa Fe Trail. The group named itself the "New Mexico Santa Fe Trail National Scenic Byways Alliance." This alliance

includes SFTA chapters in New Mexico, representatives of the National Park Service, community history museums, chambers of commerce, and private individuals with historic sites in their jurisdiction. The Alliance is designed to be advisory only in helping members in obtaining grants from the federal government through the state highway and transportation department.

Our chapter is not prepared to submit grant applications as the deadline is August 3, 1998. However, we will work on proposals for the coming years. The federal grant allocation covers a six-year period.

Meredith Mayo has accepted the position of La Alcaldesa Segunda and is the chairman of the program committee. Thanks to Nancy Nickerson, former La Alcaldesa Segunda, for her excellent work.

The next meeting is Sept. 19, featuring a visit to Dorsey Mansion, Point of Rocks, and the Santa Fe Trail Museum in Springer.

Corazon de los Caminos

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

The May meeting at the Daniels Ranch in Wagon Mound was a glorious event, a good crowd, a great meal, in a great place. The Daniels family went all-out for us, setting up a tent-shelter, tables and chairs. They had a pit-barbecue dug with camp-coffee available, and nearby a large warming oven kept the meat, potatoes, and onions warm. All this was located where Trail ruts come across the prairie. Lee Daniels gave a short talk about his family's connection with the land.

His parents moved there in 1920, coming by emigrant train, and bought 160 acres, adding to it over the years. Darwin Daniel, Harold and Lee's father, wrote a short book on the homesteaders, *If the West Wind Could Speak*. Their land is crossed by the Cimarron Route. From our location we could see Spanish Peaks and Point of Rocks.

As a thank you for the free roast buffalo, beans, baked onions, potatoes, cole slaw, tortillas, and homemade ice cream, we voted to make the Daniels family members of the chapter.

The votes are in. "All's Set!" for Symposium 2001 in Las Vegas. Stephen Witmore will serve as coordinator. Planning has begun. The theme for the symposium is "Caminos y Comerciantes: Trails and Traders in New Mexico."

It was warm for our June 21 meeting, but hosts at Doggett's Corral, Linda and Les Davis, thoughtfully provided a big shade tree at a picturesque and historic spot where Ponil Creek meets in Cimarron River. Gen. S. W. Kearny's Army of the West camped there in 1846, with Susan Magoffin close behind. We had a surprise visit from diplomat and merchant James Magoffin (a look-alike for Jack Urban) who kept us spellbound with tales of his life and career.

The Santa Fe Trail Scenic Byway has been designated a National Scenic Byway, one of about 50 in the nation. Many Corazon members have been involved in planning for the Byway.

The mapping committee scheduled several events in July. Contingent of permission, the Fort Union Ranch or Dogie Jones ranch was mapped on July 17. Phil Peterson's SFTA mapping class was scheduled for July 18 at the Plaza Hotel in Las Vegas. Chapter members mapped the Kiowa Grasslands area on July 20 and 21.

On July 19 chapter members met at Clayton Lake Park after lunch. A three-hour tour of the Kiowa Grassland was conducted by Superintendent Pan Brown and Ranger Jim Hall. We saw great Trail ruts and campgrounds as well as vivid autograph inscriptions from the 1860's. The staff has done an excellent job of preserving and marking the Trail.

August 16 is our work day at Fort Union. We will meet there at 9 a.m. Harry Myers will arrange projects which should last until 1:30 p.m., after which Harry will treat us to lunch. The Corazon Board will meet for business after the lunch at Fort Union. All chapter members are invited to attend.

Wet/Dry Routes

President Rusti Gardner
801 Vernon Dr
Larned KS 67550

The summer meeting was scheduled at the Quivira National Wildlife

Refuge Visitors Center on August 16, 1998. The business session was to be followed by a program presented by Joel Walker of the Kansas State Historical Society.

Dodge City/Fort Dodge

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

The chapter was pleased and honored to have SFTA Vice-President Samuel P. Arnold as a special guest on June 17, 1998. The membership was updated on SFTA happenings and future activities. Arnold gave a fascinating program on foods of the Santa Fe Trail and the Southwest. His good humor, wit, and vast knowledge of foods and cooking made for a delightful evening.

DC/FD participated in the Second Annual Fort Dodge 4th of July celebration. The chapter sponsored an event at Fort Dodge. Ken and Meg Weidner presented a demonstration of Plains Indian dress, tools, and bow and arrow skills on the back of a pony at full gallop. Over a hundred visitors observed the program in the comfort of their lawn chairs under the shade of the parade ground trees.

The next meeting, Sept. 19, 2 pm, Dodge City Public Library, will feature Donald J. Blakeslee who will speak about "Sacred Places: Indian Shrines on the Great Plains."

Missouri River Outfitters

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

At the April 26 meeting the following new officers were elected: President Roger Slusher, Secretary Sandy Slusher, Treasurer Glenda Sours, Historian Jane Mallinson, and board members, Nancy Lewis, Linda Grantham, Diane Fishel, and John Atkinson.

On June 14 the chapter met jointly with members of the Lexington Historical Society for a dinner at the Log Cabin Museum in Lexington, MO. SFTA Vice-President Sam Arnold presented an interesting program about food on the Santa Fe Trail and the history of his restaurant, The Fort. He then met with the MRO board and discussed upcoming projects. Thanks to Sam for his encouragement and timely informa-

tion.

The next meeting will be Thursday, September 17, at the National Frontier Trails Center in Independence, MO. Mary Conrad will talk on "Archaeology Revealed: More History of the Mahaffie Farmstead."

Quivira

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

No report.

Cottonwood Crossing

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

No report.

Bent's Fort Chapter

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

On June 20 the chapter hosted members of the Baca County Historical Society on their second tour along the Granada-Fort Union Military Road this summer. They followed the Trail through the canyon country of western Baca County. Tour leader Lolly Ming read from the "Diary of Lucinda Wiseman Trieloff," which appeared in the February 1997 issue of *Wagon Tracks*, and matched it to places along the tour. The group also stopped at the sites of two towns platted in 1887 and heard their history. Shortly after noon a picnic was held under the cottonwoods in Freeze Out Canyon on the Ming ranch, followed by an informal talk by SFTA Vice-President Sam Arnold. One more stop was made to view ruts on the Trail and a collection of Indian artifacts.

Both this and the April tour were well attended. The chapter thanks all landowners who allowed them to visit these sites, as all stops were on private property. The next tour will be a members-only tour of the Trinidad, CO, area. A September 19 tour will finish the season.

HELP WANTED

I am seeking information about an ancestor, John (Juan) Samuel Patton, who arrived in Santa Fe in 1828, traveling from Missouri. He was born in Virginia or Tennessee and

was single when he went to New Mexico. If anyone can help, I will be grateful. Thank you.

Jo Bennett Mitchell
1061 Lyons Rd
Ellensburg WA 98926

NEW SFTA MEMBERS

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

FAMILY MEMBERSHIPS

Mike & Kathie Bell, 812 Mary, Dodge City KS 67801
Jerold & Vera Browne, 1515 Fairview, Liberal KS 67901
Les & Linda Davis, CS Ranch, Cimarron NM 87714
Harold Daniels & Family, PO Box 125, Wagon Mound NM 87752
Ann & Steve Nordheim, 2151 Old Oakland Rd Sp 201, San Jose CA 95131
Bill Lawrence & Diane Schaller, 9300 Dana Ct NE, Albuquerque NM 87122

INDIVIDUAL MEMBERSHIPS

Henry B. Crawford, PO Box 43191, Lubbock TX 79409
Dr. James E. Hamilton, Asbury College, 1 Macklem Dr, Wilmore KY 40390
Loretta Keyser, PO Box 1, Council Grove KS 66846
Steve Mahfood, 7311 N Shore Dr, Hartsburg MO 65039
Barbara Main, 5916 End O Trail St, Fort Worth TX 76112
Chuck Oldaker, 507 N. Simpson St, Ulysses KS 67880
Paul H. Rauscher, 7 Alcalde Loop, Santa Fe NM 87505
Bill Ripple, 1906 La Mesa Dr, Dodge City KS 67801
Jamie Sheerin, 6840 Maurer, Shawnee KS 66217
Robert A. Strong, PO Box 850, Dighton KS 67839

TRAIL CALENDAR

Everyone is invited to send notices for this section; provide location, date, time, and activity. This is a quarterly. The next issue should appear in November, so send information for December and later to arrive by October 20, 1998. Thank you.

Sept. 5-7, 1998: Military living-history programs, Fort Larned NHS.

Sept. 13-14, 1998: PBS 4-hour TV special, "The U.S. Mexican War,"

check local station for time.

Sept. 13-Oct. 2, 1998: Ninth annual SFT bicycle trek (505) 982-1282.

Sept. 17, 1998: 7:30 pm, Missouri River Outfitters Chapter meeting, National Frontier Trails Center, Independence MO, Mary Conrad will speak on "Archaeology Revealed: More History of the Mahaffie Farmstead."

Sept. 19, 1998: Santa Fe Trail Festival, Overbrook KS (785) 665-7215.

Sept. 19, 1998: End of the Trail Chapter meeting, field trip to Dorsey Mansion, Point of Rocks, and Santa Fe Trail Museum in Springer NM. Contact Meredith Mayo (505) 983-7874.

Sept. 19, 1998: Dodge City/Fort Dodge Chapter meeting, 2 pm, Dodge City Public Library, Donald J. Blakeslee will speak on "Sacred Places: Indian Shrines on the Great Plains."

Sept. 19, 1998: Bent's Fort Chapter field trip, contact Lolly Ming (719) 523-6968.

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

Sept. 25, 1998: Living-history day at Cimarron Heritage Center, Boise City OK (580) 544-3479.

Oct. 3, 1998: Texas Panhandle and Corazon chapters joint meeting, Tucumcari NM.

Oct. 3, 1998: Trail tour, Cimarron County, OK, start 7:30 am, contact Phyllis Randolph (580) 544-3479.

Oct. 8, 1998: Heart of the Flint Hills Chapter meeting, 7:50 pm, at the Burlingame Saddle Club building.

Oct. 10, 1998: Fort Larned NHS candlelight tour, reservations required (reservations accepted starting Sept. 22), (316) 285-6911.

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

Oct. 24, 1998: Cimarron Cutoff Chapter meeting, Elkhart KS.

Nov. 19, 1998: 7:30 p.m., National Frontier Trails Center, Independence MO, Katie Armitage will speak on "Julia Louisa Lovejoy: Early Settler of the Midwest."

Nov. 21, 1998: End of the Trail Chapter meeting, program by Louann Jordan on "Moorish Influence in New Mexico." Contact Meredith Mayo (505) 983-7874.

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

OCTOBER TRAIL TOUR, CIMARRON COUNTY, OK

ON Saturday, October 3, the Cimarron Heritage Center, Boise City, will host the 9th Annual Santa Fe Trail Tour of sites in Cimarron County. Meet at 7:30 am at the Cimarron Heritage Center (Hwy 287 North or 1300 N Cimarron). The tour will begin promptly at 8:00. This is an opportunity to view Trail sites not usually open to the public.

You may either bring your own lunch or order a prepaid box lunch for \$5.00. Drinks will be provided. For more information, call Phyllis Randolph at (580) 544-3479. Send lunch money to Cimarron Heritage Center, PO Box 214, Boise City OK 73933.

FROM THE EDITOR

This issue marks the completion of 12 years of *Wagon Tracks*. Thanks to everyone who contributed to make this a worthy publication. The core has been documents and historical articles, and the activities of SFTA and Trail events have been promoted and reported. Significant contributions to Trail history have been exceptional and sometimes bedazzling. No one writing about the Trail today can ignore the invaluable material that has been presented in *WT*.

Some people have suggested that it may be time to appoint a new editor. Since the editor serves at the pleasure of the president, this can be done any time.

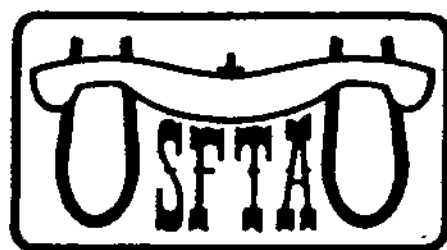
The recent purchase agreement signed by the Fort Larned Old Guard to acquire the site of the Cheyenne and Sioux village on Pawnee Fork, destroyed by General Winfield S. Hancock in April 1867, is a major step in historic preservation. It was an important event in Trail history as well as Indian-white relations on the plains. When this site is acquired and interpreted for public visitation, it will enhance the story of the Trail, the Indians, the army, and the tragedy of the clash of cultures.

The Old Guard is soliciting donations to pay for, install interpretive signs, and maintain this site. Those attending the Rendezvous will have an opportunity to visit this historic place and gain a better understanding of how Hancock's blunder affected relations on the plains. See you at the Rendezvous in September.

Happy Trails!

—Leo E. Oliva

Santa Fe Trail Association
PO Box 31
Woodston, KS 67675



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