

Wagon Tracks

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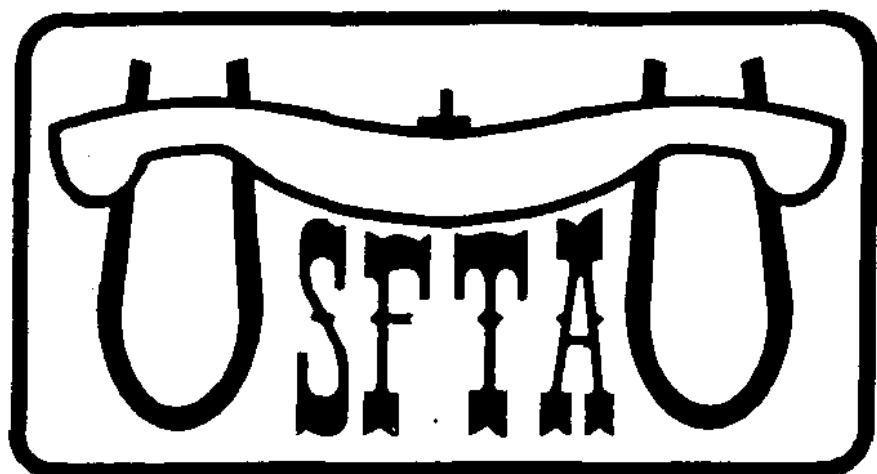


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WAGON TRACKS

VOLUME 11

FEBRUARY 1997

NUMBER 2

ENTRADA CAPSTONE OF 175th CELEBRATIONS

by Margaret Sears



Becknell party entrada, Santa Fe, November 16, 1997 (photo courtesy of Annie Sahlin).

(Margaret Sears is a member of the SFTA board of directors and served as chairman of the End of the Trail Chapter Entrada committee.)

SHORTLY after noon on November 16, 1996, amid heavy clouds and snow flurries, "William Becknell" and his five Missouri companions entered the Santa Fe Plaza, and the Santa Fe Trail was open once again for business—at least for a day. The reenactment of the 1821 event was staged by the End of the Trail Chapter to commemorate the 175th anniversary.

The 1st New Mexico Volunteers, a military reenactor unit from Albuquerque, escorted the Entrada, which also included local mounted groups and two covered wagons. Becknell, portrayed by local Jeff Hengesbaugh, who is well known in the mountain man rendezvous society, was greeted on the Plaza by "Gov. Facundo Melgares," a/k/a Thomas Chavez, director of the New

Mexico Palace of the Governors museum, and other dignitaries. These included Jack Barnes, End of the Trail president; Frank Montano and Larry Delgado, Santa Fe city council members; Ellen R. Farrell, Daughters of the American Revolution New Mexico State Regent; David Gaines, National Park Service Long Distance Trails superintendent; Betty Platts, Santa Fe County commissioner; Ross Marshall, Santa Fe Trail Association president; Marc Simmons, SFTA past-president and eminent Trail historian; and George P. Becknell, Jr., descendant of William.

A weary and grimy Becknell drawled his delight to be in Santa Fe. Backing up a bit, the Governor responded, "we *think* we're happy to have you here, but you need a bath." The governor introduced Becknell to the dignitaries on stage. Mary Lovin, Arrow Rock, MO, and Jane Mallinson, Independence, MO, read procla-

(continued on page 4)

**SEMINAR: MURDER ON THE
SANTA FE TRAIL, LARNED, KS
JUNE 14, 1997**

**1997 SYMPOSIUM
CIMARRON CUTOFF CHAPTER
SEPTEMBER 24-28, 1997**

SYMPOSIUM PLANS

DAVID Hutchison, coordinator for the 1997 symposium reports that plans are nearly completed for the September 24-28 program. Information and registration materials will be mailed to all SFTA members in April.

Hutchison is seeking reenactors of all types to assist with a wagon train that will operate between Cold Spring and McNees Crossing during the symposium. Please contact him at HCR 1 Box 35, Boise City OK 73933 (405) 426-2457.

NATIONAL TRAILS DAY JUNE 7, 1997

EVERYONE is encouraged to plan something special for National Trails Day on June 7, sponsored by the American Hiking Society and a number of other groups. Events scheduled should be registered by contacting NTD Events, 1422 Fenwick Lane, Silver Spring MD 20190. A planning kit and manual may be obtained for \$1.00 for postage.



George P. Becknell, Jr., descendant of William Becknell (photo by Bonita M. Oliva).

PRESIDENT'S COLUMN

1997 is going to be a super year for SFTA! I look forward with great anticipation to the symposium in September as the Cimarron Cutoff Chapter under the leadership of coordinator Dave Hutchison complete the final arrangements. This will be the first symposium hosted by a chapter, and it will be exciting and very successful. We will be able to see some sites that are not normally accessible. Registration packets will be out soon.

As a part of the symposium, Adrian Bustamante and his committee are planning a delightful SFTA 10th Anniversary ceremony to honor our founders and our history. Marc Simmons has compiled our ten years of history and that will be available to all attendees.

I appreciated very much the invitation to be on the agenda at the recent Santa Fe Trail Advisory Council meeting in Santa Fe November 15. This was an opportunity to communicate with the Council and inform them of all that is happening with the Association these days. I very much appreciated the enthusiastic response and the many expressions of individual support at the conclusion of my remarks.

The above meeting was held in conjunction with other events in New Mexico that week that Jana and I were able to attend. The new DAR marker dedication on the 13th commemorating Becknell's chance meeting with Gallego in 1821 near Las Vegas, NM, was a delightful event! It was attended by a large group made up of DAR and SFTA members and others from all over the nation. We are reminded again of the significant work of trail marking and preservation that the DAR has done over the past ninety years.

In addition, the *Entrada* on the 16th as sponsored by the End of the Trail Chapter, the City of Santa Fe, and others, and coordinated by Margaret Sears was absolutely splendid! The scene of William Becknell and his riders entering the Plaza just as they did 175 years ago was unforgettable. Along with the other activities of the day, it was truly a superb event. Congratulations to the End of the Trail Chapter.

I appreciated the opportunity to

make a few remarks on behalf of the Association at both events.

Elsewhere in this issue will be detailed the need for nominations for the elections and various awards that are a part of this symposium year. Please take these opportunities to submit ideas to the various committees whether you are an individual member or a chapter.

The 175th Anniversary of the Santa Fe Trail continues, climaxed by our symposium and my hope is that each chapter will be promoting events and activities in their area this year as in 1996. The various state tourism bureaus are again running ad campaigns in magazines and other media. Harry Myers continues as our coordinator.

What a delight to receive all the letters of support from people as they renew their dues. One couple said the recent increase was still not enough and they sent an extra \$10! Thanks to all of you for your encouragement.

Ramon Powers, our new vice-president and I have had a chance to meet together and discuss future plans. We look forward to our next board meeting which will be at 8:30 am Saturday April 5 at the Trail Center in Larned. As always, all members are not only invited, but encouraged to attend if possible.

Thanks to all of you for your volunteer efforts on behalf of the Santa Fe Trail.

—Ross Marshall

CALL FOR NOMINATIONS

DEANNE Wright, chairman of the nominating committee (including Harry Myers and Jane Mallinson) has issued a call for members and chapters to submit names of candidates to be considered for nomination to fill the positions of officers and directors whose terms expire at the end of the 1997 symposium. This includes the president, vice-president, secretary-treasurer, and six directors (one at large and one from each of the five Trail states).

The bylaws specify that members of the board of directors may not serve more than two consecutive four-year terms. Of the six directors whose terms expire in 1997, three are ineligible for reelection because they have completed two consecutive

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

Telephone: (913) 425-7312

FAX: (913) 425-6865

Headquarters of the Santa Fe Trail Association are located at the office of Secretary-Treasurer Ruth Olson Peters, Santa Fe Trail Center, RR 3, Larned KS 67550.

Telephone: (316) 285-2054

FAX: (316) 285-7491

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Membership Categories

Benefactor	\$1,000
Patron	\$100/year
Institutional	\$40/year
Family	\$30/year
Individual	\$25/year
Youth (18 & under)	\$15/year

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Publicity Coordinator: Michael E. Pitel, New Mexico Dept of Tourism, PO Box 20003, Santa Fe NM 87503 (800) 545-2070

Directors:

Earl Casteel, Colorado
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Virginia Lee Fisher, Missouri
Pauline Fowler, Missouri
Faye Gaines, New Mexico
David Hutchison, Oklahoma
Phil Petersen, Colorado
Joy Poole, At Large
Margaret Sears, New Mexico
Dave Webb, At Large
Deanne Wright, Kansas
Timothy A. Zwink, Oklahoma

terms: Bill Chalfant of Kansas, Virginia Fisher of Missouri, and Joy Poole, at-large. Three are eligible for reelection: Earl Casteel of Colorado, Margaret Sears of New Mexico, and Tim Zwink of Oklahoma.

The president and vice-president serve two-year terms. The secretary-treasurer serves a four-year term. The current office holders are President Ross Marshall, Vice-President Ramon Powers, and Secretary-Treasurer Ruth Olson Peters.

All current members of SFTA (except the three noted above) are eligible to be nominated and/or to submit candidates for nomination. Chapters are also urged to submit nominations, especially for the board position in their state.

To be considered, each candidate must be a member in good standing, agree in writing to serve if elected, and provide a brief (one paragraph) biography (including Trail qualifications and experiences) and statement (one paragraph) of his or her objectives for SFTA. This information will be used by the nominating committee in selecting candidates, and the biography and statement of objectives for each nominee will accompany the ballot sent to the membership with the May issue of *Wagon Tracks*.

The deadline for receiving suggested names for candidates, including supporting documents, is March 30, 1997. These should be mailed to Deanne Wright, PO Box 226, Council Grove KS 66846.

AWARD NOMINATIONS NEEDED SOON

A highlight of each SFTA Symposium is the presentation of Awards of Merit to individuals and organizations who are singled out for exceptional service and outstanding contributions to the Santa Fe Trail. In the past, some of the most energetic and dedicated members of the Association (along with nonmembers) have been recipients of this honor.

The Jack D. Rittenhouse Memorial Stagecoach Award is given for extraordinary lifetime achievements in research and writing about the Santa Fe Trail. The 1995 recipient was Polly Fowler. The award consists of a cash prize of \$250, a plaque, and a handsome Santa Fe Trail blan-

ket from the Southwest Trails Blanket Series, designed by Hopi weaver Ramona Sakiestewa, woven by the Pendleton Woolen Mills of Oregon, and produced and donated by the Dewey Trading Co. of Santa Fe. The SFTA is grateful to Ray Dewey, the only benefactor member of SFTA, for initiating and supporting this special award. It commemorates the work of the late Jack D. Rittenhouse, the chief bibliographer of the Trail. Current officers of the SFTA, as well as members of the Awards Committee, are ineligible for this honor.

Awards Committee Chair Joy Poole is issuing a call to the general membership for nominations for Awards of Merit and for the Rittenhouse Award. The deadline is May 15, 1997. Please submit a summary of your nominee's qualifications. All nominations should be sent to Joy Poole, 137 N Roosevelt, Fort Collins CO 80521. From the submissions, winners will be selected and recommended to the SFTA governing board for approval, as provided by bylaws. The presentation ceremony will occur during the SFTA's general business meeting at Elkhart, KS.

Another honor authorized by the bylaws is that of Santa Fe Trail Association Ambassador, an honorary, lifetime designation. According to the bylaws, nominations for this award (including a "brief resume of the person's activities which support the nomination") must be submitted to President Ross Marshall or Secretary Ruth Peters no later than June 27, 1997. The president and secretary will forward all nominations to the awards committee for selection and recommendation to the governing board for approval.

Ambassadors will be "appropriately invested" at the awards ceremony during the symposium. Nominations may be sent to either President Ross Marshall, 6624 Craig Road, Merriam KS 66202 or Secretary Ruth Peters, Santa Fe Trail Center, RR 3, Larned KS 67550 prior to the deadline.

There will be two new awards presented in 1997: a landowner's award to recognize preservation efforts on private property, details in the following article, and a teacher's award to honor outstanding classroom activities related to the Trail, information in the Fort Larned column.

LANDOWNER'S AWARD

In recognition of the contributions that local landowners have made toward Trail preservation, SFTA will, at the next symposium, give awards to one or more landowners who have over the years helped to preserve Trail sites and segments on their property and at the same time have allowed people to visit these sites. Nomination forms will be in the hands of SFTA chapter presidents explaining the criteria in detail. These should be submitted to the Landowner's Committee Chair Britt Colle, PO Box 1105, McPherson KS 67460 before May 15, 1997.

TRAIL CENTER HAS NEW COLLECTIONS CURATOR

BETSY Crawford-Gore is the new collections curator at the Santa Fe Trail Center at Larned, KS. She replaces Irene Blackwell who has retired after 22 years of service.

Some of you may remember Betsy from her 1984-1988 stint as the archivist/education director at the SF Trail Center. From 1988 until 1991 she worked for the Dubuque County Historical Society and the University of Dubuque, both in Iowa.

After returning to Kansas, she earned an MA degree in history at Fort Hays State University, Hays. Recently she has been working as an intermittent park ranger at Fort Larned National Historic Site and as the part-time gift shop assistant at the Trail Center. She will continue in those capacities.

Her duties as collections curator include new exhibit development, collection conservation, cataloging, and grant writing. She is enjoying the challenges of her new position. Congratulations Betsy!

175th ANNIVERSARY NEWSPAPER

HAWK Publications, Angel Fire, NM, issued a special edition newspaper, *The Santa Fe Trail Wagon Master*, as part of the 175th celebration. It is filled with many excellent articles about the Trail. A second edition is planned for 1997.

Joe Haukebo is publisher, and Jack C. Urban is editor. For more information or to obtain a copy, contact Hawk Publications (505)-377-2429.



The First New Mexico Volunteers lead Becknell's company past the La Fonda into the Plaza (photo by Mike Pitel).



Jeff Hengesbaugh, Glorieta, NM, a descendant of Z. M. Pike, portrayed William Becknell (photo by Larry Lyons).



Margaret Sears presided over the Entrada for the End of the Trail Chapter (photo by Larry Lyons).



Thomas Chávez as Governor Facundo Melgares (photo by Larry Lyons).



Harry C. Myers lectures on Trail history (photo by Larry Lyons).

ENTRADA

(continued from page 1)

mations to the City of Santa Fe from their respective communities. Mrs. Lovin then gave Becknell and dignitaries small vials of water from famous Santa Fe Spring at Arrow Rock, and Mrs. Mallinson presented a copy of Jami Parkison's book, *Path of Glory*, to the City.

Having endured the bitter cold for well over an hour, at the conclusion of the Plaza ceremony the crowd quickly dispersed to the warmth and sustenance of nearby restaurants. The Becknell troop headed directly for historic La Fonda's watering hole, where they were requested to leave their firearms at the door!

The afternoon program at St. Francis Auditorium commenced with a concert by the Santa Fe Concert Band. The band was organized in 1865 by a Confederate veteran of the Civil War battle at Glorieta, New Mexico, which was fought in the ruts of the Trail. Then followed Harry Myers's keynote address, "The Start of the Santa Fe Trail: A Trail of Adventure, a Trail of Tomorrow." Through a condensed time travelogue he recounted the numerous trading expeditions which led up to the events of November 16, 1821.

The day ended with an upbeat reception at the Palace of Governors—the very building where the real Governor Melgares received Becknell on November 17, 1821—where entertainment, conversation, and food were in abundance. Guests were greeted by Governor and "La Doña Tules," a/k/a VanAnn Moore, arguably the most colorful figure offered up by the Trail. A guitar and violin duo played Hispanic period music. As guests moved from one gallery to another, they were treated to Indian dancing, traditional folk music, a storyteller, a Doña Tules performance, and Santa Fe Trail and New Mexico historical exhibits.

At 6 p.m. the doors officially closed on the *Entrada* celebration, but for the over one thousand persons who were present, it is not forgotten. A number of people have sent words of thanks and appreciation.

"The whole day was very impressive," wrote Mike Olsen, SFTA and Corazon de los Caminos member who "especially enjoyed, of course,



Melgares (Chávez) and Becknell (Hengesbaugh) listen to remarks by End of the Trail Chapter President John Barnes on the Plaza (photo by Bonita M. Oliva).

the reenactment on the plaza The swirling snow, the dark clouds, the sun on the snow-covered mountains . . . —it was charming in the best sense of the word. . . . [T]he memory of that day will be one that . . . I will treasure—and hope reminisce about on the 200th anniversary!”

Bent's Fort Chapter President Earl Casteel and his wife Connie wrote, “We're still talking about the great time we had with you and the Entrada. We had a Bent's Fort Chapter meeting Saturday and had to share our wonderful experience with everyone.”

SFTA President Ross Marshall expressed “congratulations . . . to all who took part in this superb event. . . . [H]ow much a commemoration like this means to the total success of the 175th Anniversary. . . . It was perhaps the largest single event for the year and was a very appropriate concluding . . . event . . . an unforgettable experience.”

DAR MARKER DEDICATED AT KEARNY GAP, NM

ON Nov. 13, 1996, the 175th anniversary of the meeting of William Becknell and Captain Pedro Ignacio Gallego south of present Las Vegas, NM, at a place now known as Kearny Gap, was celebrated with the dedication of a new DAR stone marker and a state highway historic sign.

A number of dignitaries were present, as were nearly 100 interested onlookers. New Mexico DAR Regent Ellen Farrell presided over the dedication. Other speakers in-



Harry Myers and Margaret Sears celebrate after the successful Entrada program.



Attending the dedication of the DAR marker at Kearny Gap on November 13 were approximately 100 people, over a dozen horses and mules, and two Bulldogs—Sir Lancelot and Peter the Great. The odds of two Bulldogs, a relatively uncommon breed, attending a DAR/SFT event must be astronomical. The owners of these “sour-mugs” are Margaret Sears, Santa Fe, and Janis McCoid, DAR Regent from Salt Lake City, UT.

cluded Marc Simmons, Mike Olsen, and Harry Myers.

The meeting of Gallego and Becknell was reenacted, with the Las Vegas Caballeros portraying the Spanish militia and Mike Simon as William Becknell.

TRAIL EXHIBIT AVAILABLE

A traveling Santa Fe Trail exhibit is now available from the office of Long Distance Trails, National Park Service, Santa Fe, NM. It will be loaned to museums, civic groups, organizations, and others for display at public sites on a first-come, first-served basis.

It must be kept out of the elements and should be located where it can be secured when the facility is closed. Hotel lobbies, banks, airports, malls, etc. are some of the places that can meet these criteria.

Transportation is the responsibility of the receiving entity. For more information or to make a reservation to display this exhibit, call (505) 988-6888.

AUTO-TOUR GUIDE AVAILABLE FOR LEXINGTON, MO

ROGER Slusher, charter member of SFTA and the Missouri River Outfitters Chapter, has prepared an auto-tour guide of Santa Fe Trail sites in the Lexington, MO, area. There are 15 stops on the tour, with accurate details about each location.

There are homes built by money made in the trade with New Mexico, sites of important enterprises (including the Aull Brothers and the firm of Russell, Majors and Waddell), the Lexington Historical Museum, the Battle of Lexington State Historical Site, and monuments (including the DAR Madonna Statue).

Anyone may obtain a copy by contacting Marilou Edwards, executive director of the Lexington Tourism Bureau at PO Box 132, Lexington MO 64067 (816) 259-4711. Group tours may also be arranged with Marilou, and Roger has offered to serve as a step-on guide for tour groups visiting the area.

GREER GARSON AND THE SANTA FE TRAIL

By Malcolm Disimone

(Greer Garson Fogelson died April 19, 1996. She was a member of the Santa Fe National Historic Trail Advisory Council. Malcolm Disimone was business manager for the Fogelsons and prepared the following at the request of Jane Mallinson.)

ONE would wonder how a beautiful and talented actress from England would have anything to do with the Santa Fe Trail. Greer Garson was the number one star at MGM in the 1940s and 1950s and the favorite of Louis B. Mayer. He saw her in a play on the London stage in 1936 and after much cajoling persuaded her to come to Hollywood.

She was nominated for several Oscars and won an Oscar for best actress in 1942 in *Mrs. Miniver*. In 1956 she made a picture called *Strange Lady in Town* with Dana Andrews. Although it was filmed in Arizona, the story was about a woman doctor who traveled to Santa Fe in 1870.

Greer Garson married E. E. "Buddy" Fogelson, an oil man and rancher from Dallas, in Santa Fe in 1949. Little did she know at the time how much she would get involved in Santa Fe and the surrounding country.

Fogelson owned the Forked Lightning Ranch at Pecos, NM, and the Pecos Valley is the gateway to Santa Fe through Apache Canyon. The Santa Fe Trail runs right through the ranch, and today the wagon ruts are still visible through the pastures. The Fogelsons never allowed any hunting on the ranch, and the ruts were preserved and protected from the public.

Greer loved the ranch, and the Fogelsons became benefactors of The College of Santa Fe, contributing money to build the Greer Garson Theatre, the Fogelson Library, and the Garson Communications Center. The ruins of the Pecos Pueblo and the second Spanish church are on the ranch, and Greer and Buddy contributed \$500,000 to the U.S. Government to build a museum and visitors' center there, gave 50 acres to the federal government around the ruins, which was declared a national monu-

ment by Congress.

After his death the Mellon Foundation bought the ranch and donated it to the National Park Service. Today it is a national park. Through the efforts of Greer Garson and Buddy Fogelson the history of Pecos and the Santa Fe Trail will be preserved for the public to enjoy.



A BOARD BIO

EARL CASTEEL

EARL Casteel, Alamosa, CO, was recently appointed to the SFTA board to fill an unexpired term. He is a member of several local, state, and national historic trail, rock art, and archeology associations. He helped found Bent's Fort Chapter and has been president since the beginning.

Earl had attended many historical conferences, training sessions conducted by the National Park Service and the Colorado Archeological Society, and the first World Anza Conference in Arezpa, Mexico. He collects books, maps, and other historical materials. He owns land crossed by the Santa Fe and Granada/Fort Union trails.

His father's family moved from Tennessee in the early 1900s and homesteaded in southeastern Colorado. Earl was born and grew up in the Amity community four miles west of Holly, CO, and has farmed and ranched there all his life. He is an active member of local service clubs and has served on community boards and committees.

His wife, Connie, works in the San Luis Valley, so his commute between Holly and Alamosa, CO, allows him to be involved in the history of both regions and surrounding areas.

Earl says, "One of the major bene-

fits of my involvement in associations is the interesting and knowledgeable people I've met and the friendships that have developed. I am committed to preserve, maintain, and plan for the preservation of our history, especially that of the Santa Fe Trail."

FORT LEARNED

—TEACHERS' TRADING POST—

Patti Olsen, Editor

IN just the past few months there have been three new developments of special interest to teachers and others involved with promoting the Santa Fe Trail in our schools. A new book of particular use for teachers has appeared, the education committee of SFTA is announcing a new award for teachers, and a "round table" discussion on "Teaching the Santa Fe Trail" is scheduled for the symposium next September.

Dave Webb's new book:

SFTA board member Dave Webb, associate director of the Kansas Heritage Center in Dodge City, is well known for his thorough and useful *Adventures With The Santa Fe Trail: An Activity Book for Kids & Teachers*. Now he has authored a companion volume, *Fort Larned Adventures: An Activity Book*, 96 pages of information and projects. The art work is by Phillip R. Buntin. Published by Comanche Press, Protection, KS, it may be ordered for \$11.50 postpaid from the publisher or the SFTA Last Chance Store.

Though this new publication contains material that is specific to Fort Larned and its natural environment, there is information which can be adapted by teachers everywhere. Military and civilian life at a frontier army post is clearly depicted. Fort Larned's role and importance during Santa Fe Trail days makes this volume valuable to all teachers in the five Trail states. The book even includes question sheets which students can use while touring the museum at Fort Larned National Historic Site.

What makes the book of special interest to me is the use of primary sources. Excerpts from actual letters and diaries of people who lived at the fort or visited there are included throughout the book. These make

great nonfiction reading for English classes as well as being a social studies activity.

Math story problems, such as those in the "Sutler's Goods" and "Payday" activities, are perfect for teaching the Santa Fe Trail across the curriculum at the mid-school level or in a major theme unit with upper elementary students. Both assignments lend themselves to making comparisons with prices and salaries today.

Stress is also placed on traditional social studies skills such as map-reading, graphing, use of time lines, etc. My favorite activity is the use of the 1870 census figures to study Fort Larned's "Real People." Also, Webb has been careful to point out the cultural differences among Indian tribes and between all tribes and the Americans moving into and through central Kansas.

Fort Larned Adventures can stand alone or serve as an in-depth companion to Webb's previous activity book, *Adventures with the Santa Fe Trail*. As with that publication, purchasers of *Fort Larned Adventures* may reproduce materials for their personal or classroom use, though not on a district- or system-wide basis.

Education Award

The education committee of the SFTA is announcing the introduction of a new award to be given by the Association for excellence in teaching Santa Fe Trail history and lore at the elementary or secondary level. This award will be made at the symposium in September, 1997. It will include \$100 provided by the SFTA Last Chance Store.

Letters nominating candidates should be addressed to Education Committee Chair Patti Olsen, 1729 Eighth Street, Las Vegas, New Mexico, 87701. The letters should be no longer than one page and include the name, address, school, and teaching level of the nominated teacher. A description of that teacher's project, lesson, or unit plan, materials development, curricular innovation, etc. should then follow. The education committee will evaluate all entries, paying particular attention to the objectives, methods, depth of exposure to the Santa Fe Trail and its history and lore, and originality in each

nomination. Nominations are encouraged from anyone who knows of a teacher with a love of the trail--colleagues, friends, parents, or even students. The deadline for nominations is July 1, 1997.

Symposium Round Table

Mark your calendars for September 27, 1997, the third day of the next symposium being sponsored by the Cimarron Cutoff Chapter in Elkhart, KS, Boise City, OK and Clayton, NM. That Saturday, and the Saturday scheduling has been made especially with teachers in mind, I will chair an open discussion among teachers and anyone else interested in how we can increase awareness and knowledge of the Santa Fe Trail in our schools.

If you teach Santa Fe Trail history and lore or know someone who does, come and tell us about it; if you have some ideas along these lines and just want to try them out, show up. This will be an opportunity to find out what is going on all along the Trail and to make contacts with other teachers, parents, and students.

So, a lot is happening with education and the Santa Fe Trail. But don't just wait for the symposium to share your ideas and experiences. Let me know what you are doing now so I can include it in the next issue of *Wagon Tracks*.

SCHUMACHERS RECEIVE NSDAR AWARD

by Jane Mallinson

(Jane Mallinson is the leading authority on DAR markers along the Santa Fe Trail. She has received the SFTA Award of Merit, as have the Schumachers, also SFTA members. Mrs. Mallinson and Lou Schmacher were recipients of the 1996 Santa Fe National Historic Trail Gold Awards presented by the National Park Service.)

LOUIS and Topper Schumacher, Kansas City, MO, were presented with an Award of Appreciation for their work to preserve the Santa Fe National Historic Trail by National Society Daughters of the American Revolution Historian General, Mrs. Robert Rehl, at the rededication of the DAR marker on September 15, 1996.

The marker was originally dedi-

cated on May 15, 1913, at the north side of Bryant's Farm Road (now 87th) and Santa Fe Road. Road widening moved the marker to the south side, and interference from utility lines and further road development made it necessary to move the marker to nearby Benjamin Ranch in 1970. This area will soon be developed for business.

Schumacher Park was officially certified by the National Park Service on November 3, 1991, as a Santa Fe Trail segment. This one and one-half acre site was donated by Mr. and Mrs. Schumacher to be developed as an outdoor historic park by the Kansas City Parks and Recreation Department, the National Park Service, and the Schumacher family.

The DAR was invited to move the marker to be included in the planned historic park, and after approval from Missouri and National DAR it was moved to Schumacher Park in November 1991.

The Schumachers said "there is more to life than paving every square foot for monetary gain. We are so pleased and fortunate to be a part of preserving our history and our heritage." The DAR presented the award to acknowledge the generosity of the Schumachers for providing a beautiful location for this marker.

The DAR placed 29 markers in the State of Missouri, using maps commissioned and approved by the State. They were funded by the State of Missouri and Missouri State Society DAR.



NSDAR Historian General Jane Rehl presenting plaque of appreciation to Louis and Topper Schumacher.

EARLY JACKSON COUNTY, MISSOURI, AND THE SANTA FE TRAIL

by Pauline S. Fowler and Eric Fowler

Editor's Note: The map accompanying this article is a loose insert.

(Pauline Fowler, Independence, MO, is a charter member of the SFTA, a member of the board of directors, and the recipient of an SFTA Award of Merit and the Rittenhouse Stagecoach Award for lifetime achievement in research and writing about the Trail. Her son Eric has joined her in this research, and they have both contributed articles for WT. The following material was first presented to a tour group they led to historic sites on October 12, 1996, sponsored by the Missouri River Outfitters Chapter.)

The following items about early Jackson County, the Santa Fe Trail in the area, information about county road crossings of the Big Blue River as recorded in the county clerk's office, and our interpretations are humbly offered. We would appreciate hearing from anyone who has additional information about these topics.

In 1825, by treaty, various Indian tribes gave up their claims to land in Missouri south of the Missouri River and west of a line drawn due south from Fort Osage in return for annuities, trade goods, and land in Kansas. These treaties opened up land located generally west and southwest of Fort Osage for legal settlement by white Americans for the first time. Some settlers may have already been in what became Jackson County prior to 1825, but for the most part they were there illegally. In December 1826 Jackson County was officially created from the western part of Lafayette County, MO. In March 1827 the site for Independence, the future county seat of Jackson, was selected by three state-appointed commissioners for the following reasons: (1) people had already settled in the immediate area and had established a small community; (2) the site was well-timbered and well-watered; (3) the site was high on a ridge and almost exactly in the center of the best part of the new county (meaning the well-timbered northern third of the county); and (4)

the site was at a fork (located near the present Harry Truman statue near Main Street and Maple Avenue on the Square in Independence) of still-in-use Indian traces which were already part of the Santa Fe Trail and were to become part of some of the earliest Jackson County roads. The selection of this site for Independence meant some of the 1825 (or earlier) settlers who were already living on the town site had to give up their claims to the land, abandon their improvements and move to different sites, or buy their improvements back in July of 1827.

On May 21, 1827, the Jackson County court (mainly an administrative court) held its first session, but not in Independence. That afternoon they moved the session to Independence, perhaps to Joseph Roi's tavern. Since people (especially men on the frontier in 1827) never drank alcoholic beverages in the morning, it seems only fitting to us that the afternoon session was held in a tavern.

In July 1827 the first town lots in Independence were sold at auction. Some of the 1825 (or earlier) settlers (such as Joseph Roi, the Adairs, and the Flournoys) bought some of the town lots, which leads us to believe there may have been pre-1827 improvements already on some of the lots these people bought.

In September 1827 as the result of a petition presented by Lewis Jones to the county court at their August session, the three-member Jackson County administrative court approved a commissioners' report and ordered a road to be built and maintained—all to be done according to state law—from Independence west to the state line near present 40th Street, which is the best we can as of now place the road's western termination. The road crossed the Big Blue River near present 27th and Topping. It was the first official Jackson County road to leave Independence and cross the Big Blue, and in general followed the right-hand fork of the Indian traces mentioned above.

Travelers on their way to Santa Fe in the 1820s could use this road,

but in our opinion this route was never more than an extremely minor segment of the Santa Fe Trail network because of the difficulty of the Big Blue crossing and the very steep hill up (or down, depending on one's direction of travel) the west bank. This road was known in 1827 as the "Road to Intersect the Road from the New Garrison" (Fort Leavenworth) and by the early 1830s (with some court-approved changes) was known as the Lower Agency Road, meaning it was the road with the Big Blue crossing farthest downstream (lowest) on the river which went to the Shawnee Indian Agency in present Johnson County, KS. The agency was established by the federal government in 1828, as best we can determine, just west of present 59th Street and State Line Road, about where the backyard barbecue pit of Ewing Kauffman's Mission Hills, KS, mansion is located.

The Big Blue crossing of the Lower Agency Road was known in the 1830s and for several years thereafter as Rockwell's Ferry (not to be confused with Rothwell's Ferry on the Missouri River). Orrin P. Rockwell, an early Latter-Day Saint, operated a ferry there in the early 1830s. By 1835 there was a bridge across this crossing, the only bridge across the Big Blue for more than ten years according to county records.

On May 3, 1830, as the result of a petition presented to the Jackson County court signed by "sundry inhabitants" of the county, the court approved a three-member road-reviewers' report and ordered a road to be built and maintained—all to be done according to Missouri state law—from Independence to the new Shawnee Indian Agency near present 59th Street and State Line Road. This official county road took the left-hand fork of the Indian trace, noted above, from Independence to the west side of Byram's Ford on the Big Blue River. It was the second official county road to leave independence to the southwest and west, and the second official county road to cross the Big Blue. We believe it followed the Santa Fe Trail, which was also part of William Becknell's 1821

route and part of George C. Sibley's Santa Fe Trail route and part of George C. Sibley's 1825-1827 survey of a proposed road to Santa Fe.

Because of this new county road, which apparently followed a road already in existence—the Santa Fe Trail as it left Independence, there was now a fork in the road just west of Byram's Ford. The new county road of 1830 went west and slightly north of west (the right-hand fork) to about present 56th Street and State Line Road rather than west and slightly south of west (the left-hand fork, which was the Santa Fe Trail but not an official county road) to near today's 75th Street and State Line Road, which is where we think Becknell, in 1821, crossed the state line and where George C. Sibley began his 1827 resurvey of the eastern part of the federally-sponsored survey of a proposed road to Santa Fe.

Byram's Ford on the Big Blue River was originally known as Aikman's Fish Trap Ford or the Fish Dam Ford (Alexander Aikman operated the fish trap in the 1820s and 1830s). The county road was known locally as the Upper Agency Road, meaning it was the road with the river crossing farthest upstream on the Big Blue which would lead to the Indian Agency.

This official county road (with a few minor changes), until it took the right-hand fork just west of Aikman's, was THE (we are emphatic and positive about this) Santa Fe Trail from Independence from 1827 (when Independence was officially founded) until the late 1830s and early 1840s, when a road from Independence to the southwest corner of the county was established by court order (the first official county road established to that part of the county). These two roads (the Upper and Lower Agency roads) were the only official county roads in the 1830s leading west or southwest from Independence (or from anywhere else in the county) which crossed the Big Blue River and went on to the state line.

In addition Byram's Ford was and remained a ford. It was never bridged, probably because of a relatively low volume of water when compared to the crossing near 27th and Topping, and perhaps because the Big Blue at Byram's Ford has

changed course at least once. Early maps in the Jackson County Public Works Department in Independence show the Big Blue River in the 1830s at least two hundred yards farther west than it is now. The ford where it is now is not on land once owned by the Byrams, but the 1830s maps show the ford on land which was later owned by the Byrams.

What we have written here is in no way intended to mean there were no other crossings of the Big Blue River in Jackson County in the 1820s and 1830s. Indeed, there were several others. This means that the county, from 1827 until the late 1830s and early 1840s, maintained only two roads from Independence (or from anywhere else in the county) which went to the state line and which also crossed the Big Blue River. In other words, overland travelers from the eastern two-thirds of Jackson County who wanted to cross the state line and who wanted the convenience of traveling on a publicly-maintained road had to use a road (west of Independence) which left Independence and which also crossed the Big Blue River.

This means the Red Bridge crossing, the Blue Spring/Santa Fe Trail crossing, the much later Swope Park/Gregory Boulevard crossing, the Watts Mill crossing, and any other Big Blue River crossings (as well as their attendant roads) were not publicly-established by court order and were not publicly-maintained, by county officials and court-appointed district road overseers who supervised road work being done by all able-bodied local male residents, until the late 1830s or early 1840s at the earliest. It also means that the 1.5-mile-long official road from Westport to near 55th Street and Wornall Road, where this road joined the Upper Agency Road from Independence, was not a part of the Santa Fe Trail system in the 1830s and early 1840s.

As an interesting side note, in the late 1820s and even into the early 1830s we believe most Independence merchants had concluded more money could be made selling goods to the Indians than by selling goods in Santa Fe. This is why the roads leading west and southwest from Independence during this period of time are known as the Agency roads

rather than the Santa Fe Trail. It is also one reason why the county maintained the road which went to the Agency (the right-hand fork just west of Aikman's) and not the Santa Fe Trail (the left-hand fork just west of Aikman's) which went near present 75th Street and State Line Road.

To put it another way, after 1830, because of the establishment of the Upper Agency Road (which was the best and by far the easiest way to reach the Agency from Independence), there was a fork in the road from Independence on the west side of Aikman's Fish Trap. The official county road took the right-fork and went west and slightly north of west to near present 56th Street and State Line Road. The Santa Fe Trail (which predates the Upper Agency Road and from Independence to Aikman's Fish Trap parallels the Upper Agency Road) took the left-hand fork just west of Aikman's.

Since the Santa Fe Trail west of Aikman's was not an official county road, this also leads to another interesting and important side note. In Jackson County, Missouri, there are at least three roads (and all three are frequently mentioned in county records and county histories) which do not show up as official county roads in the early county court records. There is no question in our minds that these three are real roads, but for whatever the reason, they never made it into the official county road system.

These three roads are the Blue Spring (or south) segment of the Santa Fe Trail (about which more research needs to be done); the Missionary Road (which in some places apparently parallels the Blue Spring segment of the Santa Fe Trail); and that part of the north (or Becknell) segment of the Santa Fe Trail which just west of Byram's Ford goes west and a little south from the Upper Agency Road.

We will not attempt here to try to answer why none of the three non-official roads made it into the county road system, but only give our reasons why we believe the Santa Fe Trail west of Aikman's never became an official county road. When this left fork west of Aikman's was in use from 1821 to the late 1830s and early 1840s by Becknell, Sibley, and the early Santa Fe Trail traders leaving

Independence, there were extremely few settlers south of Brush Creek, so the traders and their wagons could travel through that area without causing problems to the crops, fences, and livestock of any land owners.

By the late 1830s and early 1840s, when the land south of Brush Creek and east and west of present Main Street in today's Kansas City was for the most part claimed, patented, settled, and improved, the Santa Fe traders from Independence began to go in a different way, a way that was easier in part because of fewer settlers. In Raytown, just west of present 63rd Street and Raytown Road, the traders took a new left-hand fork (which became a new county road in 1839) toward and then around the Rice-Tremonti home rather than the old right-hand fork west of 63rd and Raytown Road (which went west and slightly north—the Upper Agency Road—until the road was on the high ground on present 58th Street east of and above Manchester Trafficway and Byram's Ford. We believe this part of 58th Street is the 1821 Santa Fe Trail.

Eventually, by the mid-1840s, nearly all traffic from Raytown to Byram's Ford on this right-hand fork out of Raytown ceased and most (but not all—remember 58th Street) of that segment of the original Santa Fe Trail vanished. The same thing happened on the west side of Byram's Ford. By the mid-1840s the left-hand fork there vanished (and is today, so far as we can determine, completely gone) because of the new segment of the Santa Fe Trail which went around the Rice-Tremonti home. As a result, the right hand-fork west of Byram's Ford (which was still the official county road) became the road to use.

This right-hand fork at Byram's Ford, however, also became less used by Santa Fe traders. By the late 1830s and into the 1840s and beyond we begin to see in the county road records references to the Santa Fe Trail as it went south and west from Independence and from Raytown. The Upper Agency Road in these years was not, for the most part, referred to in the county road records. By this time (the late 1830s and probably even earlier), Independence merchants and outfitters were

of the opinion the real money to be made from commerce was in Santa Fe and in Chihuahua (shades of NAFTA), not in Kansas with the Indian trade. By this time, nearly all use of the name "Upper Agency Road" from Independence had ended; the Santa Fe Trail from Independence still used the same road bed as the Upper Agency Road, but went southwest from Raytown; and this new part of the Santa Fe Trail (which went around the Rice-Tremonti home) is the first segment of the Santa Fe Trail in Jackson County which, in our opinion, probably did not follow an earlier Indian trace.

BIBLIOGRAPHIC NOTES

The road records and court records of Lillard and Lafayette counties, located in the courthouse in Lexington, MO, contain some information about pre-1827 settlers in the Jackson County area. For additional information on the early history of Independence and Jackson County, see W. L. Webb, *The Centennial History of Independence*; Pearl Wilcox's books on Independence; W. Z. Hickman, *History of Jackson County, Missouri* (reprint edition with added index); and *History of Jackson County, Missouri* (no author, reprint of 1881 edition with added index).

Becknell's life story is in *William Becknell, Father of the Santa Fe Trade*, by Larry M. Beachum. Kate L. Gregg's *The Road to Santa Fe* is a good overview of before, during, and after the 1825-1827 Sibley survey of a proposed road to Santa Fe. Some information about people living in Jackson County in 1825 is included in her book. Sibley's biography is *George Champlin Sibley: The Prairie Puritan, 1772-1863* by Charles T. Jones, Jr. It was privately published and is available at the Jackson County Historical Society Archives in the Truman Courthouse on the Square in Independence, MO.

The oldest maps based on official Jackson County road orders are in the Jackson County Public Works office on the first floor of the old Bundschu Building near the corner of Main Street and Lexington Avenue on the Square in Independence, MO. Unfortunately, the maps as far as we can determine only date back to the late 1860s. Some of the roads

changed before the maps were drawn, and the changes have to be determined by studying the records of the 1820s, 1830s, and 1840s found in the county clerk's office in the courthouse in Kansas City, MO. We cannot emphasize enough the importance of using these original primary sources. In our opinion, these are the main primary sources which indicate where the early roads ran in Jackson County, MO.

The above-named Public Works Office also has hand-drawn maps (drawn in the 1860s or thereabouts) based on 1810s and later land surveys in the Jackson County area. The original survey notes and field notes of these surveys are in the Missouri Land Survey Depository at Rolla, MO. Different copies of the notes are available from several sources, but there is no substitute for the originals.

The original land-ownership records of Jackson County, MO, are in the recorder's office in the courthouse in Independence. JoAnne Eakin and Francis Vineyard have compiled excellent abstracts based on the earliest county land-ownership records. The earliest settlers in Jackson County lived near roads and the earliest roads were located near the earliest settlers. This should be obvious, but some historians have roads going to places in Jackson County where no one lived at the time they say a road was going there.

PAPER TRAILS

By Mike Olsen

HERE are four more titles that just popped up in the last few days. I thought I had corralled most of them, but they keep appearing. *The Valley Men* is excellent. If anyone runs across any more titles, please let me know at 1729 Eighth St, Las Vegas NM 87701.

Foreman, L. L. *Don Desperado*. New York, E.P. Dutton, 1941.

Fraser, George MacDonald. *Flashman and the Redskins*. New York, Penguin Books USA, 1982.

Jackson, Donald. *Valley Men, A Speculative Account of the Arkansas Expedition of 1807*. New Haven and New York, Ticknor and Fields, 1983.

Wheeler, Richard S. *Skye's West: Santa Fe*. New York, Tom Doherty Associates, 1994.

LAST LADY OF THE SANTA FE TRAIL? THE DIARY OF LUCINDA WISEMAN TRIELOFF

edited by Michael L. Olsen and Frank C. Wimberly

(Mike Olsen is professor of history at New Mexico Highlands University in Las Vegas, NM. He is a frequent contributor to Wagon Tracks. Frank C. Wimberly is a great-grandson of Lucinda Wiseman Trieloff Kayser. Special thanks are extended to the editors and Francis Adele Kayser Wimberly who possesses the original diary of her grandmother.)

In recent years there has been some debate over who was the first woman to traverse the Santa Fe Trail. More to the point, although it is hardly ever acknowledged, the question involves the name of the first white woman who was a United States citizen and who followed the Trail from Missouri to New Mexico. Until recently Susan Shelby Magoffin held the title of "First Lady of the Santa Fe Trail," but she has now been displaced by Mary Donoho.¹

If there was a "first lady," could there be a "last lady"? Lucinda Wiseman Trieloff, whose diary is edited here, might qualify.² She, with her family, certainly made one of the final wagon trips along a great portion of the Santa Fe Trail, emigrating as they did from Kansas to New Mexico in 1877.

They began their trek near Manhattan and joined the Trail at Walnut Creek, just east of Great Bend. Though they eventually settled in La Joya, New Mexico, Lucinda's diary ends during a short stay they made at Watrous, New Mexico.

For most of their journey, at least until they reached southeastern Colorado, they followed alongside the westward-moving tracks of various railroad lines, including the Atchison, Topeka and Santa Fe. Within three years after their trip, in 1880, the AT&SF heralded the end of the old Santa Fe Trail by completing its tracks to the city of Santa Fe.

Little is known about Lucinda's life before her trip from Kansas to New Mexico. She was born in Kalamazoo, Michigan, in 1856, and moved with her family to northeastern Kansas, near Manhattan, at an early age. She attended school and became a school teacher. A few months prior

to embarking on the Santa Fe Trail she married a German immigrant named Carl F. Trieloff. He was a widower with a daughter, Emma, who was about ten years old when the trip began.

Carl had been to New Mexico earlier, at which time he took an option to purchase a wagon yard and mercantile business in La Joya, a few miles north of Socorro. The option was time-limited and, as the diary notes, he left Lucinda and Emma at Watrous to go to La Joya on horseback in order to buy the business before the deadline.

After establishing a home in La Joya, the Trieloffs had a son, Frederick. Then, in 1884, Carl became ill and died. Lucinda attempted to operate the business but found it difficult. She appealed to Belen banker and merchant John Becker, who sent one of his employees, Paul F. A. Kayser, to assist her.

August Kayser, as he was known, also was a German immigrant. He had been en route to California in the early 1870s but was forced to halt his journey in New Mexico. He eventually became a trusted resident of Isleta Pueblo, married an Isleta woman in 1879, and developed a written version of the language spoken at the pueblo. The marriage was expressly temporary as permitted by territorial law at the time and formally ended in five years. After leaving Isleta, August worked for Becker as a bookkeeper and secretary.

Kayser moved to La Joya to help the widowed Lucinda and apparently they got along remarkably well. They were married in Socorro in October 1886. Sometime around 1890 Kayser was offered employment by Joseph Lackey, a prominent Estancia Valley sheep rancher. Lackey and Kayser had met on board the ship that had brought them both to the United States years earlier.

Lucinda, August, Emma, Frederick, and at least two children of August and Lucinda left La Joya to settle on a ranch near Tajique. But upon their arrival, they discovered that Joseph Lackey had been murdered

and there was no job for August. Rather than return to the Rio Grande Valley, the Kayser family settled on the eastern slopes of the Manzano Mountains.

August took a homestead and operated a sawmill. He and Lucinda also taught school in the small villages in the area, including Manzano, Tajique, Chilili, and Punta de Agua. They had a total of seven children of their own. Lucinda died on the homestead near Eastview, New Mexico, in 1929 at the age of 73. She has many descendants from both marriages, many of whom live in or near Mountainair, New Mexico, just a few miles from the old homestead.

The Diary of Lucinda Wiseman Trieloff Kayser

July 3 -77

Started from home at about Two O'clock and cried most of the way to Manhattan.³ Stopped there about an hour and a half, drove about 2 miles this side and camped. Ate supper and went to bed. I had a headache; didn't eat any supper as I had a headache.

July 4 -77

Got up before sunrise & started without getting any breakfast. Felt better this morning. We had to go round by way of Wild Cat Creek⁴ on account of a bridge being washed away somewhere on the other road. Travelled about 5 or 6 miles and got stuck in the mud on account of one of the horses not wishing to pull. Had to go at last and get a farmer that lived nearby and he pulled us out. Paid him .50 and drove on and found good roads only somewhat hilly. Passed through Ogden.⁵ Bought a bushel of corn there. Paid .40 for it and not shelled either. Carl stopped at the brewery and got a couple of glasses of beer. Drove on about 2 miles and stopped for breakfast or dinner for it was Twelve O'clock when we sat down to eat it under the wagon on a buffalo robe. While here we heard the guns at Fort Riley.⁶ They fired at least 20 times. Started on again at 3. Drove on to the Ft. They have very fine buildings here, nearly all stone. It is finely situated on a hill with a splendid view of the whole surrounding country. As we passed through we saw the guard

at his post in front of the guard-house. They have a small flag hoisted but there was little stir considering the day but we found out the reason as we came on toward Junction City⁷ for we met many of the soldiers returning to the Ft. Three miles from the Ft. we came to Junction City. It is quite a pretty town but the houses are not as fine nor is the town as compact as Manhattan as far as I could judge from my standpoint in the wagon. We stopped here about an hour or so. We drove on through and camped about 3 miles out of town. After sundown, got supper and retired.

July 5 -77

Got up just about sunrise and started on at 6 O'clock. We now go up the Smoky Hill River.⁸ We are now in Davis Co.⁹ where the herd law¹⁰ is in force. How strange it does look to see the fields all without any sign of a fence. I noticed in Junction that the gardens were all open as it would seem to the street. The houses here, and more especially in the country, have a sort of broken down neglected air on account of not having any fences around them. You can see all along here fields of wheat, corn or potatoes lying out on the prairie far from any house without any sign of a fence. The land here is all more or less sandy. Here you can see hundreds and thousands of acres of wheat, some of it harvested, some of it just ready to harvest and in many places they are just at work at it. There saw I two kinds of flowers that were new, both belonging to the order of Compositae¹¹ and both somewhat resembling an aster. The Spiderwort¹² grows at least 2 ft. high here and the flowers are all of a light blue color. Twelve miles from Junction we crossed Chapman creek.¹³ Drove on beyond a couple of miles and stopped for breakfast and dinner together at 10. Now we go straight with the railroad.¹⁴ We pass a station and leave a small town at our left by the name of Detroit.¹⁵ We come now to the famous farm of Mr. Harvey, the great wheat grower.¹⁶ He has 1300 acres to wheat alone. Some of the fields he is not going to harvest on account of rust. He uses the Self-binders, for altogether he had at least half a dozen at work when we passed.¹⁷ Two miles on from there we came to Abilene.¹⁸ Carl is getting the horses shod. I am sitting in the wagon writing now. The church bell rings out so clear and sweet on the evening breeze. How cheering to know that if I am far away from my loved ones at home that there are those here that

are my brothers and sisters in Christ. Here is Carl with a bottle of Ale and wishes me to taste it. Well, I thought I should touch and handle it. I think there is no danger of my tasting it again. It took till nearly dark to have the horses shod and then we started out of town. Got a little way and thought we had got on the wrong road but we drove on hoping to find water, but at last we gave up and drove up on a hill near the road and camped. We had but about half a cup of water and about as much coffee but we had a can of peaches so we ate them and then prepared to go to bed. But before we got ready there was a young man came up and wanted to know which way was north. Said he lived somewhere out that way but had got lost and had lost the direction. Carl told him which way was north and he went away again. I guess he had had a little too much to drink. We soon after lay down to sleep.

July 6 -77

We got up about 5 and just as we got ready to start we saw a man passing and asked him if we were on the right road. He said we must go back about half a mile to where another road turned off. We did and afterward a little way found we were right and had to go about 3 or 4 miles and about 2 miles over sand hills for here all the hills are sandy and as soon as the road has been travelled a little bit it is very hard pulling for the horses. We then came on to the same road we left before. Came on to Solomon City¹⁹ and had a hard time to find main street. Passed on through without stopping and we crossed the Solomon River²⁰ and stopped about 2 miles out for dinner (we don't eat breakfast) on the bank of the river. Went out in the river on a log and washed our feet. Started on again in the afternoon & came on toward Salina²¹ and was overtaken by a man with only one eye who drove just behind our wagon for a long way. After a while we stopped for water and as the man was watering his horses Fisher thought he was a little too near our wagon and as we had forgotten about his being loos[e] he flew at the man and bit him on the leg which nearly frightened the old fellow out of his wits and made him very angry. He said he would shoot the dog but I guess he has changed his mind by this time. We came on through Salina but stopped and got some corn, \$.50 a bushel. We camped about 2½ miles this side, after passing over a very rough road.

July 7 -77

Got up at half past Three on account of the mosquitoes for they were so thick as to sound nearly like a swarm of bees.²² We started on and traveled till about 8 and stopped to refresh and get something to eat. Started on again after noon. We passed through a town called Brooklin [Brookville].²³ Bought Sugar, coffee and oats. Came on along the railroad to within about 7 miles of Elsworth [Ellsworth]²⁴ and camped.

July 8 -77

Started on again even if it was Sunday. Drove through Elsworth. Came about 2 miles and stopped to stay till evening. It is now 4 O'clock and we are on a little creek where we have been since 8 this morning. It is thundering now & I fear it is going to rain. Expect to start on in a couple of hours. Want to write a letter home. Started on at 5½. Got in a hurry on account of an approaching storm. We now drove off from the river onto the hills. Hardly know whether it is going to rain much or not, but soon find out as the wind shifts to the north. We now drive as fast as possible to find a suitable place to stop and camp but before we can find any sort of a shelter the storm is upon us and it seems to me I hardly ever saw such lightening in my life. As we did not have the cover stretched²⁵ it rained through a little. After a while it ceased a little and Carl went and unharnessed and picketed the horses while I endeavor to make arrangements for bed for all three of us in the wagon. Shortly after we have lain down it commenced to rain again, if rain you might call it, but it seemed to me it hardly stopped to rain but just poured down. It rained a good deal, but had nearly ceased when we awoke in the morning.

July 9 -77

Had a refreshing [rest], not withstanding its being rather crowded. Got up at half past five and started on as soon as we could arrange things so we could. Drove about twelve miles. Stopped to cook breakfast and dry out a little. We are here yet on a creek I don't know the name of. We are going to start as soon as we can pack up for we have nearly everything out of the wagon so as to let the box dry. We started on again in the afternoon. The land here is nearly level here, that is it is not hilly but somewhat rolling. There is no timber at all, not even along the creeks. It looks very strange to me. We saw several houses made of turf or sod, & wall, roof and all. They looked

very queer although those that are well put up looked quite well, but I don't think I should fancy living in one of them. We camped on the prairie near a sort of ravine (but could hardly be called a ravine either, it was so shallow.) Ate our suppers and went to bed.

July 10 -77

Got up and was on the road before sunrise. Our road is still across the almost level prairie or what was once called the plains. Eight years ago there could hardly a house be found along the road. Only once in a while a stock ranch. Now it is settled all along. I don't think we traveled more than a mile anywhere without passing a house. It seems to be good rich ground for they have a good crop of wheat, barley or rye, and the corn is looking finely. Saw some out in tassle. The land is somewhat sandy all along. The road where we pass seems this morning to be lined with little toads, and hundreds of them are crushed by the wagon wheels, every mile we travel. At eight we stop for dinner. We are now in sight of the Arkansas river,²⁶ that is we can see the timber along its banks. At two we start on again toward Great Bend.²⁷ The country is still level. About five miles from Great Bend we come onto the bottoms of the Arkansas R. The bottoms is as nearly level as land can be, not even a ravine cuts through it. We travel on toward the R. About four we cross Walnut Creek, the first stream with timber I had seen for 45 miles.²⁸ About 3 miles farther on we came to Great Bend. After stopping there an hour and a half or two hours we drove on and camped a couple of miles beyond.

July 11 -77

While in Great Bend Carl saw a man who told him there was a little town down below, about 10 miles, that had just started up and he thought it would make a big place yet so Carl concluded to go and see it and, if it suited him, he thought to buy a house lot, build a house and go to work. So in the morning we came back across Walnut creek and stop for dinner. Now I guess he has concluded to go on again. I wish he knew what he was going to do. Anyway it would be a relief to know once more where I was going to and what I were going to do. Suspense is something I very much dislike, to say the least. O Carl, it seems to me you do not think how much you dislike to wait when you are ready to go. He has gone off and it is at least 2 O'clock and I see nothing of him yet.

So to have something to occupy my mind I write. I can see Great Bend from here. It is on a very light raise and is a nice town, almost as large as Manhattan. It has a splendid court house made of brick, the cornerstones of stone. I think it will some time be quite a place. At Four O'clock we turn round and face again toward the west, pass through Great Bend and go about 5 miles beyond and camp near a Russian settlement.²⁹ Stopped at one of the houses to water the horses and fill the keg for cooking. When Carl commenced talking dutch to the man he was very much surprised. They had quite a talk together after that.

July 12 -77

We got up late this morning. It was so cool through the night that the mosquitoes didn't trouble us much and so we slept late. It was 6 $\frac{1}{2}$ when we started on the road. We traveled 10 miles before we stopped for dinner. Crossed [word indistinct] Ash Creek³⁰ but it is only a name as there is no water at all in it where we crossed. Go all the way along the railroad. At [word indistinct] noon we passed through a place, for you couldn't call it a town. We couldn't see it because there was no town there, the name of which was Point the rocks from the rocks on the point of a hill nearby.³¹ About four miles beyond we stop for dinner. Can see Larned City³² from here. Drove into Larned City about 5 O'clock. Bought some corn here, paid \$.50 for it and we paid \$.60 for corn at Elsworth. Also bought flower, a tin pail, two bottles of pickles and a dollars worth of coffee (4 lbs). After watering, drove a little beyond town and camped. Carl here confiscated a pine board from the railroad fence that was loose and a Cedar post from where there had been a fence untill after the herd law was passed. Larned City seems to be a very busy little town but is quite a town too. There are several buildings going up, one is splendid large brick intended for a business house. There were several new buildings already done that had been built not long since. It is a very pretty town and promises sometime to be quite a large city. It was cool last night and the mosquitoes did not trouble us. Traveled 18 miles.

July 13 -77

Arose and was on the road at Twenty minutes past Five. We travel along the railroad yet. Pass through a place composed of a few houses that is called Garfield.³³ There are two churches here which are the greater

part of the town. A short distance this side we crossed Little Coosi creek³⁴ which is quite a creek but looks very strange from the absence of timber and on account of its low bank. A few miles beyond we strike the Arkansas again and stop for dinner nearly on its bank. There is not a particle of timber along the river here. On the north side of the river the land is perfectly level. On the south side there are little sand hills almost covered with sand plumb bushes.³⁵ Back from the river a little way the land is level on this side also. The river is all along broad and shallow. About 4 or 5 O'clock we came to a town called Kinsley.³⁶ Stopped and filled our keg and camped about 7 O'clock. Days travel 28 miles.

July 14 -77

Started at 5 O'clock. Traveled 12 miles and stopped for dinner. Tried to cook some pancakes, but when they were done they could not eat them. It is so annoying when one tries so hard to have anything good and then it is not fit to eat. Couldn't eat any dinner, although I was very hungry when I commenced it. In the afternoon we again travel on and camp just about a mile from Dodge City.³⁷ Drove off from the road down to the river & have to use river water. Altogether days travel 30 miles.

July 15 -77

Intend to stay here nearly all day. Carl goes up to town right away after breakfast and leaves Emma, Fisher and me to watch the horses and wagon. While we were at our getting breakfast a young man came to us and wanted to trade Carl a revolver for provisions. He said he and two others had come from Texas hoping to find work along the road out to Colorado, but could get nothing whatever to do. I felt very sorry for them if this really were true. When we get ready to eat Carl of course asked him to sit down with us. He gladly accepted the offer and ate with us. I had to make biscuits for breakfast this morning and as they were the first one I ever made outdoors the[y] consequently were poor. I made an excuse for myself when he stopped me with "this is the best meals (victuals) I have had since I started from home." When we had finished he asked if he might carry some of what was left to his companions. I gladly gave him all I had cooked. Carl stayed in Dodge until after Two O'clock. While he was gone we cooked beans, baked bread and parched coffee and were combing our hair when we saw him coming. After eating some dinner we drove

through town and about two miles beyond to a shoe-makers where Carl and Emma stopped a day or so when they came in last fall. The man knew him as soon as he stepped to the door. They welcomed him and Emma as old friends, and myself as a new one. This is the first house I had been in since I left Manhattan. We had thought of settling in Dodge until Carl went up there. He found every or nearly so store in town open just the same as if it were a week day. They have 16 saloons, and two houses of ill fame so we thought it best to find some other place for a home as we were bad enough without getting into any worse company and to bring Emma up with such people would be a shame indeed. Days travel 4 miles.

July 16 -77 Monday

Started on again at about 6 O'clock. Passed a station called Simshone [Simarone?] Station³⁸ and stopped for dinner 21 miles from where we started in the morning. As we were coming along I said to Carl "There is a calf tied to the fence" (it was near a hearder's camp.) It turned out to be a buffalo calf. Looks very much like any other calf. We had a good time in the afternoon, Emma and I, while Carl was hitching up, wading in the river. At Six O'clock we started on again and camped at about Eight for the night. Today we saw hundreds & thousands of cattle. There are a great many in the vicinity of Dodge City. We are still traveling along the railroad and the river (the AT&SF).³⁹ It is built along the river bottom on account of the hills. We came over the hills part of the way. The roads were as solid as a stone. Indeed some of them were stone some places. The hills were rather steep. Otherwise the roads were good and along the bottoms also. Camped near a heard of cattle. Days travel Twenty miles.

July 17 -77 Tuesday

Started at half past 6 this morning. Drove to Tierceville [Pierceville] Station.⁴⁰ Stopped and watered the horses and filled the keg for dinner. The man that we found here was very kind and obliging. Very much of a gentleman. Drove on 4 or 5 miles and stopped for dinner on the bank of the river. Started on after dinner. Drove nearly to the next station and was overtaken by a friendly little shower for it kindly laid the dust for us. Stopped at the station after the rain. Watered the horse, filled the keg, drove two miles beyond and camped at the Station. The men all came out to talk. We

heard of a Mormon Emigrant train going either to Arizona or New Mexico.⁴¹ At this station they told us they were [there] the night before. It was Ten O'clock when we went to camp and after Eleven when we went to bed. At dinner time today I found some very pretty wild flowers. Wrote a letter home and sent some of them along. Today our day's travel was I believe Twenty six miles.

July 18 -77 Wednesday

Started late today. After sunrise when we got up. Had not hardly seen a house since starting from Dodge excepting at the stations along the road until we came to a station the name of which I do not know.⁴² Here was a store built under the ground and Three or Four other houses among which was a hotel. We bought some whiskey and some other things. The only store between Dodge & Granad[a].⁴³ Stopped for dinner on the river bank as usual and went in swimming. Started on at Five O'clock and didn't go very far. Camped on the river and was nearly eaten up with the mosquitoes. Went to pick up buffalo chips after we had gone to bed to keep off [f] the little pests. We got terribly frightened at a little animal. Suppose it was a badger. Didn't hunt many more chips. 22 miles.

July 19, -77 Thursday

Started at Five O'clock. Had some hilly roads to travel. When we had gone about six miles we came in sight of the Mormon Emigrant expedition about two or three miles off. They were just starting out from camp. There are 27 wagons of these people and beside these there were I think 7 or 8 other teams that had just caught up with them and they all camped together. Drove past them all and camped again on the river. Soon we are going to grease the wagon and I must quit my writing and help. While at dinner those Mormons passed us again. Along in the evening we passed them and camped about a mile beyond them. This afternoon passed a place with 7 or 8 houses called Syracuse.⁴⁴ Camped on the river. Days travel 26 miles.

July 20 -77 Friday

Started at half past five this morning. It is very cool for this time of year it seems to me. It is cloudy and I am cold riding with my shawl around me. About Eight O'clock we come to a place or rather a station called Sargent.⁴⁵ There is only one house here in which resid[es] an old couple all alone. They have quite a nice looking

house made of Dobies. This is the first one of these houses I have seen to be near by it. Watered the horses, filled our keg. Stopped for dinner a few miles beyond near a kind of a little lake or a big mud puddle. Carl saw some ducks on the water and tried to shoot them but they were very shy and he had to desist. Started on at [unclear] and arrived at Granada in the evening. Camped about a mile out of town.

July 21 -77 Saturday

Went back to Granada and did some trading. After breakfast at Twelve we again started on again and overtook five wagons that started in the morning who were nearly discouraged on account of not finding water. Carl told the man in the back wagon in answer to his question that he had been along the road before and that it was only a couple of miles to water. It was about 5 when we came to these wagons. The man said he would go with us. The other teams were cattle excepting one and they also had cattle to drive. Carl knew of a little creek where he had camped on before and thought only a few miles distant when we overtook these wagons. We drove till Eleven and then gave up finding it that night. We found water near the road in a pond. The man who said he would go with us turns out to be a Methodist Preacher and they all seem like nice people.

July 22 -77 Sunday

Got up and started out to find our creek. Found it about six or eight miles from where we camped. Stopped of course and about an hour after the Preacher came up and stopped too. We intend to stay here over Monday. After dinner the gentleman invited me over to have a little chat with his wife. I went and found her a very pleasant woman. Stayed here over night. . . .

July 23 -77 Monday

Monday morning drove on a few miles and found one of the nicest camping places I ever saw. Here we stopped and I washed and baked and my bread was not so bad either. I finished my washing just about dark and my baking after dark. The gentleman from the other wagon had a chill. In the evening he and his wife both came over and we had quite a pleasant talk together.

July 24 -77 Tuesday

Started as soon as we could get the things picked up. The other wagon ate breakfast first and then got ready as soon as we did. Drove about Ten miles till after ten. We stopped for din-

ner. We were afraid we would have some trouble to find water but on account of recent heavy rains we have experienced no difficulty as yet. The wind blew so hard that when we were prepared to start in the afternoon we took the wagon cover off and laid it over the wagon. Along toward evening the country began to be somewhat rough and rocky. We saw stone coal in the banks of the ravines in several places. Saw wild herbines⁴⁶ growing along the road. The little beauties, they are a bright purple color and grew in large bunches. Saw a blue flower like a Flax flower and the plant and seed are alike also, only they do not grow high up but are a sort of trailing little plant growing close to the ground.⁴⁷ Camped in the evening in a canyon. It was a pretty place, high and rocky banks on each side. It seemed shut out from the rest of the world. In one place along the bank there were great sand stone rocks which seemed to have been broken off from the bank. They looked like some great ruins for on account of the iron in them. They looked as though they had been burned until they were all blackened.

July 25 -77 Wednesday

Started going as soon as ready in the morning and pulled out of the canyon. We all walked up the hill for it was steep & rocky. We saw many Antelope⁴⁸ along the road. One drove had 11 in it. The[y] ran across the road a short distance in front of us. The[y] ran from a ravine where they had been to get water. Saw another drove of 9, and 1 and 2 in several other places. The drove of 11 had 5 little ones in it. Camped for dinner on a little creek but the water only stood in pools along it. Got water from a pond on the rocks. Started on in the afternoon. All along the road grows a species of Cactus which farther south grows to the height of at least 10 or 12 feet high. But here it only grows about 5 ft. In the afternoon along toward evening we saw what we at first supposed to be Pike's Peak⁴⁹ but it afterwards turned out to be the Spanish Peaks.⁵⁰ About this time there came up a little shower and we hurried to get to camp. Just before we got to camp we saw the foot mountains [foothills] in front of us, at the foot of the mountains we are going to cross all day. We could not see the real mountains as yet. We camp on a canyon near the head. In the evening we went down it, Carl and I, a short distance, as far as we could go down it in, for we came to a place where there was a jumpoff of about 10 feet

perpendicular, and a little way on another one about as high. Here the sides of the canyon was at least 30 ft. high and of overhanging rocks. When we came back to camp it was dark and the moon was up.

July 26 and July 27 -77 Thursday and Friday⁵¹

Started at about a quarter of 6. Soon came in sight of the Spanish Peaks, Pike's Peak and far away in the distance Long's Peak.⁵² Now we can see the whole range and some of them in the Spanish Range are snow-capped. Camp at noon near the foot hills, or table mountains, which we saw last evening. I thought we were near, but when we came to travel it, we found it to be at least six miles and not only more distant but high at the base and part of the way up the sides were Cedar and Pinyon,⁵³ a kind of tree which bears a sort of nut much resembling Hazelnuts. We do not here enter the mountains, but travel around the foot of them. We had some trouble to find water but did find plenty such as it was for we have not had real good water since leaving Granada six days ago. In the evening Mr. Winger⁵⁴ shot a rabbit and Carl thought he would try too & he succeeded pretty well for he killed one also. A Negro man and his family camped with us.⁵⁵

July 28 -77 [Saturday]

Started quite early this morning. Drove till 9½ and stopped for dinner just before entering the mountains. After dinner passed down a canyon with steep rocky banks on either side but the road was not a bad one however, only a little steep in some places. Came to a tollgate about half way down.⁵⁶ Paid .75 toll for each wagon. Two miles farther on came to a store and several other houses clustered together. Stopped here a short time. This is Colfax Co.⁵⁷ and I guess Mr. Colfax would not feel very much honored to know what kind of a Co. it was. It is considered the worst Co. in the Ter. From here we drove up another Canyon. In about 4 miles we came to another store where, by the bottles that were piled up one would suppose liquor was the only thing sold here. Bought corn here for three cts. a pound. Then drove on and camped a few miles beyond. While at supper, two Mexican herder boys came along riding donkeys. We met them going the other way before we camped. They each had a bottle of whiskey. At least I took it to be such. It was something of the sort. They offered Carl a drink but I am happy to say he refused it. We were somewhat

uneasy about the horses as something disturbed them.

July 29 -77 [Sunday]

Started quite early this morning. Our road today is on the prairie again along the foot of the mountains. Passed one that looked exactly like a huge haystack. We camped at noon near several little lakes or perhaps, more properly speaking, large ponds. After dinner a man came & talked to Carl a while and he told me afterwards something he told him which I pray God may not be so after all. It may be true and still not be my fault but had I thought so I should never had married him from very love to him. O! Carl there is naught on earth that I love as I love you. At Two we drove on a few miles to a ranch where Mr. Winger awaited us. The people of the house were very friendly and wished us to stay there over Sunday but we thought it best to go a little farther so we drove on 5 or 6 miles farther and camped in a canyon at the foot of a mountain.

July 30 -77 [Monday]

We arose very late this morning as Carl was awake a great deal to watch the horses. Right away after breakfast we all started to climb the mountain excepting Francis.⁵⁸ He stayed to take care of the wagons. We all reached the top except Mrs. Winger and the little girl. She gave out and drew dizzy so she went down again. Coming back it seemed steeper than when we ascended. Two men who were German ranchers also went up and one kindly offered me his donkey to ride back on from where he left him part of the way up. This is the first time I ever rode a donkey. They use no bridle but guide them with a stick by hitting them on the side of the neck. When we got to camp we were tired enough that I prepared dinner right away and cooked some beans after dinner. Mr. Winger came and asked us over to have a sing with them. We went and had a pleasant time but Carl would not sing a single song but set on the wagon tongue and listened.

July 31 -77 [Tuesday]

Drove about six miles to another ranch. Bought some butter here, the first on the road. Paid \$.40 per lb. for it and it was not at all good. About 5 or 6 miles farther on we camped for dinner. Here Mr. Winger drove ahead & we did not see him until evening. Camped on Red River.⁵⁹ The water was muddy on account of rains but it is generally clear. The bottom is rock.

Here is where Carl told me what that man said. O! may God forgive him for it has cost me a great many moments of pain already.

August 1 -77 [Wednesday]

Didn't start till late this morning on account of being up so late the night before. Mr. Winger started long before we got up. We didn't overtake them that whole day. We camped near a sort of a Mexican town. As we drove along in the afternoon we came in sight of a mountain covered with timber to the very summit. The first one I have seen so. The name is Turkey Mountain.⁶⁰ Saw one mountain the top of which was a hugh rock or mass of rocks but it looked like one huge solid rock from my point of view.⁶¹

August 2 -77 [Thursday]

Started tolerable early this morning and soon came in sight of Mr. Winger's wagon but did not catch up for quite a while. Came through a little strip of timber and camped at noon near timber, in fact under a tree. The other wagon again drove ahead and we overtook them where two roads meet. They stopped not knowing just which to take till told. But here our road parted for they went to La Junta⁶² and we went another road and came out beyond to one of Carl's friends, a Mr. Cronig.⁶³ He lives on the Moro River⁶⁴ which we crossed before we came to his place. It is a beautiful place. In front of the house is a little lake and all around are trees and although they are only cottonwood trees, as most of them are, still they look very pretty indeed. His house is made of adobe but is plastered outside of this so it is a nice looking house. It has a porch all around it. We camped by the lake.

August 3 -77 [Friday]

Emma got up and made a fire but it soon commenced raining & we made her come in the wagon. After a little I arose and went out against Carl's wishes and after a while completed breakfast just as it commenced raining hard. After a while, Carl went up to see Mr. Cronig. He wanted us to stay here while he went down to Socorro⁶⁵ to settle his business there. He said we could stay. It rained all day and all the night but cleared away in the morning.

August 4 -77 [Saturday]

Got up & got breakfast and after a while went up to a little house where we are to cook in until Carl returns. He went after a load of wood while Emma & I moved in. Had our dinner after he returned. Washed dishes and

retired in an hour & a half or two hours while Carl went to carry Mr. Cronig a book and some papers. He came back at ten O'clock and also went to bed, the last night he will be here for two weeks.

August 5 -77 [Sunday]

Arose quite late and Emma made the fire while I prepared Carl's clothes for his journey. After breakfast he started off as soon as he could. He borrowed a horse from a Mexican. The parting (O may I never have to part from him again) was to me so sad he said "now don't cry will you" but it was as hard a struggle as I ever had to keep from it till he should have gone & then Emma must not see me cry. I watched him out of sight with the tears in my eyes.

August 6 -77 [Monday]

I have been somewhat lonesome today. Wrote a letter to Mother. Slept a while. Sent Emma to Mr. Cronig for something to read. He sent me some papers and in the evening Miss Fannie⁶⁶ came and brought me some more and stayed and talked a little while. Went to bed early.

August 7 -77 [Tuesday]

Today I sewed a little, knit a little & slept a little. In the evening Miss Fannie and her friend wanted me to go down to the old fort⁶⁷ with them on a visit. I went & it was after sundown when I returned.

August 8 -77 [Wednesday]

Washed today and was somewhat tired when night came. Went to bed as usual very early.

August 9 -77 [Thursday]

Baked light bread today and before I had finished was obliged to go and lie down in the wagon and have a good cry. O! Carl, it seems an age since I saw you & it has not been a week. How shall I live through the intervening days till your return? I am indeed homesick away out here with no friends to comfort me. I retire early to dream of thee, Carl.

August 10 -77 [Friday]

I sewed some in the morning & could hardly keep the tears out of my eyes all the forenoon. I was so lonely in the afternoon I went for the first time to Mr. Cronig's. They are all nice pleasant people. Felt better for my visit.

August 11 -77 [Saturday]

Sewed in the forenoon and went again to Mr. Cronig's in the afternoon in answer to Miss Fannie's invitation and again in the evening was invited upstairs to see the scenery. Had a

pleasant time. Felt much better for it.

August 12 -77 [Sunday]

Arose & dressed myself & now write in my diary. It is a beautiful morning as this is a beautiful place but I cannot enjoy its beauties although I mean to try harder in future to be more cheerful than I have been since Carl's departure. But it will be hard work for it is so lonesome here alone. Went to Mr. Kronig's after breakfast and stayed untill nearly noon. Came home, ate dinner and sewed the rest of the afternoon.

August 13 -77 [Monday]

Arose at our usual time, half past six and by the time we had prepared our breakfast and eaten it, it was nearly noon. Afternoon I read, slept and wrote a letter to Sarah.⁶⁸

August 14 -77 [Tuesday]

Did about the same as usual this morning. In the afternoon there came up a shower of rain & hail & it did rain hard to[o] although it does not generally rain so hard here as at home. It made the wagon cover leak a little from the hard beating on it.

August 14 -77 [Wednesday]

Received a letter from Carl today saying he thought to start back on the 12th. Was much cheered by this news.

August 15 -77 [Thursday]

Looked for Carl today but he did not come and I felt a little sad in consequence of it.

August 16 -77 [Friday]

Received another letter from Carl today saying he hoped to be home the 17 or 18.

August 17 -77 [Saturday]

Looked again for Carl but did not see him. Went to bed and cried. I received the letter today and this time was not disappointed, for in the afternoon I saw a horseman away up to the post office and when he was come near it turned out to be him. Emma danced with delight and had it not been for dignity's sake, I don't know but I should have done as badly as she did. Carl was very tired & near worn out. He traveled nearly all night & day having been only four days on the rode. And it is about Two hundred miles and his horse nearly gave out.

August 18 -77 [Sunday]

Did nothing but cook & eat & wash dishes and talk with Carl.

August 19 -77 [Monday]

Mr. Kronig went away today to court but hopes to be excused from

the jury and be able to return in a few days. Did nothing at all today you might say.

August 20 -77 [Tuesday]

Don't know what I did more than talk to Carl.

August 21 -77 [Wednesday]

Miss Fannie brought me a letter from home and Carl one from Chick & Brown.⁶⁹ They wrote in regard to the box saying it was there and all right.

August 22 -77 [Thursday]

Wrote a letter home and Carl wrote one to Messrs. Chick and Brown and sent the money to them to pay for the box.

August 23, 1877 [Friday]

Washed today and was tired but not so tired but that I went with Carl to walk in the garden.

August 24 -77 [Saturday]

Before we were up this morning we saw the cows coming. I ironed & baked for the man that brought the cows.

August 25 -77 [Sunday]

Carl went to Fort Union⁷⁰ on business and did not return until near evening. In his business he was not very successful. He received an order of for \$10.00 on the store for about \$2,700.00.⁷¹

August 26 -77 [Monday]

The forenoon did nothing of any consequence & as I jumped from the wagon in the afternoon to go & prepare dinner I jumped on my foot so as to strain it considerable and in a few minutes after had company come. A Mr. Berk⁷² and his daughter from Fort Union. He was drunk and made a perfect fool of himself. His daughter seemed to be a very nice woman. Along toward evening she & I took the horse & buggy & went after Emma who had gone to Mr. Greggs.⁷³ Mr. Berk is an old acquaintance of Carl's. They went back to the Ft in the evening.

NOTES

1. See Stella M. Drumm, ed., *Down the Santa Fe Trail and into Mexico, The Diary of Susan Shelby Magoffin, 1846-1847* (New Haven: Yale University Press, 1926). There are various subsequent editions. Also, Marian Meyer, *Mary Donoho, New First Lady of the Santa Fe Trail* (Santa Fe: Ancient City Press, 1991). Donoho came to New Mexico in 1833.
2. The manuscript of this diary belongs to Mrs. Francis Adele Kayser Wimberly, a grand-daughter of Lucinda. Her son, Frank Wimberly, wrote the background information presented here based on family memories, published interviews

with his grandfather, one of Lucinda's sons, and letters retained by the family. Michael Olsen revised a typescript of the diary by comparing it with a photocopy of the original and provided the annotations.

In this transcription Lucinda's original spelling has been retained. Where clarification is needed it is added in brackets. Punctuation and capitalization have been liberally supplied since she rarely indicated the end of a sentence or the beginning of a new one. Words which she wrote and then crossed out have been dropped. The divisions by dates are Lucinda's except in some instances where there is some confusion. At these points divisions are made as suggested by the diary entries. Beginning on July 28 Lucinda was one day of the week off; the correct day has been listed in brackets.

3. Established in 1855 at the confluence of the Blue and Kansas rivers. Population in 1880 was 2105. See Sondra Van Meter McCoy and Jan Hults, *1001 Kansas Place Names* (Lawrence: University Press of Kansas, 1989), 121-122, and *Statistics of the Population of the United States at the Tenth Census, June 1, 1880* (Washington: Government Printing Office, 1883), 182 (hereafter *Tenth Census*).
4. There are a number of "Wildcat" creeks in Kansas. This one flows into the Kaw at Manhattan. Its name was used for an area post office and township. See John Rydjord, *Kansas Place Names* (Norman: University of Oklahoma Press, 1972), 69.
5. Granted a post office in 1856, Ogden was named after Major Edmund Ogden, who built nearby Fort Riley in 1853. It was the site of a brewery, established in 1858 by Theodore Weichselbaum, which distributed beer throughout northeastern Kansas and along the Santa Fe Trail. Weichselbaum was a partner in post-trader stores at several Kansas forts. The population of Ogden Township in 1880 was 182. McCoy & Hults, *1001 Kansas Place Names*, 147; Rydjord, *Kansas Place Names*, 380; *Tenth Census*, 182.
6. Originally named Camp Center when established in 1853, Fort Riley was renamed after General Bennet C. Riley, who led the first military escort along the Santa Fe Trail in 1829. The firing was probably to celebrate Independence Day.
7. At the junction of the Republican and Smoky Hill rivers. Post office established in 1858; population in 1880 was 2684. At Junction City, Lucinda and her family joined a trail from Fort Leavenworth to Fort Larned via Topeka, Junction City, Salina and Ellsworth, which had been opened in 1862. McCoy & Hults, *1001 Kansas Place Names*, 100; *Tenth Census*, 176; William Zornow, *Kansas, A History of the Jayhawk State* (Norman: University of Oklahoma Press, 1957), 60.
8. Rising in Colorado, the Smoky Hill joins the Republican River in Geary County to form the Kansas or Kaw. The name reflects the view of the river and regional hills when seen through a typical summer heat haze. McCoy & Hults, *1001 Kansas Place Names*, 184, 185.
9. Name changed to Geary County in 1889. See Homer E. Socolofsky and Hu-

ber Self, *Historical Atlas of Kansas* (Norman: University of Oklahoma Press, 1972), 38.

10. With the advance of farming onto the Great Plains, farmers and cattlemen came into conflict over whether farmers should fence range cattle out of their fields, or cattlemen should fence their cattle in. The laws changed frequently in the plains states, and even went so far as to define legally what constituted a fence. In some states barbed wire fences had to have three strands and a top pole, in other states four strands and no top pole. See Fred A. Shannon, *The Farmer's Last Frontier: Agriculture, 1860-1897* (New York: Harper and Row, 1968), 238-240. Lucinda's comments in the diary seem to indicate that Kansas law at that point did not require farmers to fence cattle out and that in some cases fences built to do so were now abandoned and falling down.
11. Probably of the species *éigeron*. There is one variety that blooms in late spring and early summer which resembles the common aster. Or this could be *chrysopsis villosa*, the golden aster. See George J. Goodman and Cheryl A. Lawson, *Retracing Major Stephen H. Long's 1820 Expedition, The Itinerary and Botany* (Norman: University of Oklahoma, 1995), 162, 163, 165. Thanks to Mary Whitmore of Las Vegas, New Mexico, for aid in identifying the plants mentioned by Lucinda.
12. Probably *tradescantia virginiana*, which grows in clumps 1½ to 3 feet tall and has three-petaled flowers seldom out of bloom during the summer in shades of blue, lavender, purple, pink to near red, and white. *Sunset Western Garden Book* (Menlo Park: California, Sunset Publishing Corporation, 1995), 510.
13. Flows from the north into the Smoky Hill River. Origin of the name is disputed. McCoy & Hults, *1001 Kansas Place Names*, 35; Rydjord, *Kansas Place Names*, 422.
14. From this point Lucinda and her family followed railroad lines almost all the way to Pueblo, Colorado. The Union Pacific, Eastern Division (later Kansas Pacific) built west to Junction City in 1866 and Salina in 1867. The Atchison, Topeka and Santa Fe (AT&SF), from Newton, reached Great Bend, Dodge City and the Kansas-Colorado border in 1872 and Pueblo in 1876. There was no rail line from Ellsworth to Great Bend in 1877. See Zornow, *Kansas*, 137, and Robert W. Richmond, *Kansas, Land of Contrasts* (St. Charles, Missouri: Forum Press, 1974), 106.
15. East of Abilene, originally known as Lamb's Point. Rydjord, *Kansas Place Names*, 107.
16. James Madison Harvey was Republican governor of Kansas from 1869 to 1873. Starting on a preemption claim in Riley County, he became a major landholder. He served as U.S. senator from Kansas from 1874 to 1877. See Homer E. Socolofsky, *Kansas Governors*, (Lawrence: University Press of Kansas, 1990), 96-97.
17. While reapers had been available since the 1830s, machinery for binding wheat into sheaves was not developed until the early 1870s. It used wire, which labo-

riously had to be cut by hand before threshing and which could get into the wheat and wreck milling machinery or into straw, where it injured cattle which might accidentally eat it. Various inventors introduced twine binders beginning in the late 1870s. Shannon, *The Farmer's Last Frontier*, 134-135.

18. One of the famous Kansas cattle towns. Post office established in 1860; population in 1880 was 2360. Its heyday as a cattle town passed by 1871. McCoy & Hults, *1001 Kansas Place Names*, 3; *Tenth Census*, 176; Richmond, Kansas, 118.
19. At the junction of the Solomon and Smoky Hill rivers. Post office established in 1894, but it was near large deposits of salt which were being extensively worked by the 1870s. Population in 1880 was 618. McCoy & Hults, *1001 Kansas Place Names*, 185; *Tenth Census*, 176.
20. Named by French fur traders, perhaps the Mallet brothers on their expedition in 1739, in honor of an intendant of Louisiana. McCoy & Hults, *1001 Kansas Place Names*, 185; Rydjord, *Kansas Place Names*, 109.
21. Founded by William A. Phillips in 1858 as "Saliena." Post office established 1861; population in 1880 was 3111. McCoy & Hults, *1001 Kansas Place Names*, 176.
22. Many prairie travelers complained about these pests. Matt Field, on the trail in 1839, turned to satirical poetry to vent his aggravation, writing,

**We question not the great design,
Or aught that touches things divine,
But still should really like to find
For what musquitos were designed.
This hungry, bloody little creatures [sic]--
They've no respect for limbs or features.
And with their pointed needle noses,
They bite us in our evening dozes,
And such a buzzing round us keep
We can as easy fly, as Sleep.
Our blood to them I think is Brandy
They suck it in like sugar candy
And they are quick as they are thick,
You may kill a hundred at a lick.**

John D. Sunder ed., Clyde and Mae Reed Porter, comps., *Matt Field on the Santa Fe Trail* (Norman: University of Oklahoma Press, 1995), 18.

23. Platted and surveyed by the Kansas Pacific railroad in 1870. Population in 1880 was 511. McCoy & Hults, *1001 Kansas Place Names*, 25; *Tenth Census*, 182.
24. Another Kansas cattle town, its fame had passed by 1873. It was surveyed by the Union Pacific, Eastern Division (later Kansas Pacific) in 1867 near the site of the previous Fort Ellsworth (1864-1866), which had been established by Second Lieutenant Allen Ellsworth. Population in 1880 was 929. McCoy & Hults, *1001 Kansas Place Names*, 59; Zornow, Kansas, 152, 153; *Tenth Census*, 177.
25. This comment may mean they did not have a cover over the wagon bows but that just the contents of the wagon were covered, or that the cover was only partially over the wagon bows.
26. One of the great river highways to the west, the Arkansas rises in the Colorado Rockies. It has had many names. Before

the nineteenth century it was known to American Indians and the Spanish as the *Ne Shuta* or *Rio Napeste*. McCoy & Hults, *1001 Kansas Place Names*, 9.

27. Named for the great arc taken by the Arkansas River as it flows east in central Kansas. Post office established in 1872; population in 1880 was 1071. McCoy & Hults, *1001 Kansas Place Names*, 79; *Tenth Census*, 174.
28. An often noted campsite and crossing on the Santa Fe Trail, it is here that Lucinda and her family join the actual trail. The site is about two miles east of present Great Bend.
29. A party of two hundred Mennonites from Russia arrived in Great Bend in 1875 and took up railroad land west of the town. They were part of the general migration of Mennonites to Kansas at this time. The settlement was probably Dundee, a small Mennonite town patterned after the villages they left in Russia, where the settlers lived and went out to their farms to work each day. Zornow, Kansas, 184; *The WPA Guide to 1930s Kansas* (1939; reprint, Lawrence: University Press of Kansas, 1984), 383-384.
30. One of several crossings of this creek, a feature well-known to trail travelers, between the present towns of Pawnee Rock and Larned. See Marc Simmons, *Following the Santa Fe Trail, A Guide for Modern Travelers* (Santa Fe: Ancient City Press, 1986), 100-102.
31. The reference is to Pawnee Rock, "the most famous natural landmark along the Santa Fe Trail in Kansas." The "place, for you couldn't call it a town" is the present community of Pawnee Rock. Population in 1880 was 84. Simmons, *Following the Santa Fe Trail*, 98; *Tenth Census*, 185.
32. Larned takes its name from Fort Larned, established in 1859 as Camp on Pawnee Fork, changed to Camp Alert in early 1860, and renamed later the same year to honor Colonel Benjamin F. Larned, paymaster general of the U.S. Army. Post office established in 1872; population in 1880 was 1066. McCoy & Hults, *1001 Kansas Place Names*, 66, 109; *Tenth Census*, 181.
33. Named for President James A. Garfield, elected in 1880 and assassinated in 1881. The town was founded by a group of colonists from Ohio, one of a number of such groups from that state which came to Kansas beginning in the 1870s. Population in 1880 was 100. McCoy & Hults, *1001 Kansas Place Names*, 73; Zornow, Kansas, 188; *Tenth Census*, 184.
34. Little Coon Creek, which the Wet Route of the Santa Fe Trail crossed just west of Garfield. Simmons, *Following the Santa Fe Trail*, 110.
35. Probably *prunus angustifolia*, or the wild American plum. It grows profusely along the banks of the Arkansas and was described by Edwin James, M.D., botanist with Major Stephen Long's expedition in 1820. Goodman & Lawson, *Retracing Major Stephen H. Long's 1820 Expedition*, 294.
36. Established as a farming colony in 1873 by an emigrant company from Massachusetts and named after one of the company's benefactors. It previously

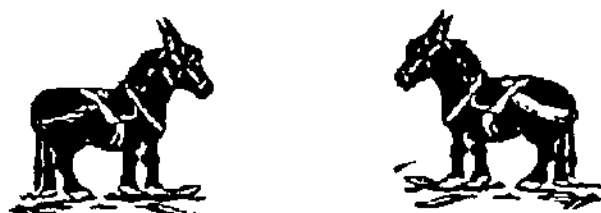
had been selected as a colony for working men from Chicago and named Petersburg, though there is confusion about its origins. Population of Kinsley Township in 1880 was 1032. McCoy & Hults, *1001 Kansas Place Names*, 104; Zornow, Kansas, 188; *Tenth Census*, 177.

37. Named for Fort Dodge, which honored General Grenville M. Dodge, commander of the Department of the Missouri when Fort Dodge was established in 1865. Dodge City was founded in 1872 when the AT&SF reached that point. It was initially a center for buffalo hunters. Post office designation in 1872; population in 1880 was 996. McCoy & Hults, *1001 Kansas Place Names*, 51; *Tenth Census*, 177. Dodge City was perhaps the most famous of the Kansas cattle towns. "By 1875 the cattle market for the entire Southwest was at Dodge City. That year saw the beginnings of the great drives to Dodge and these continued for the next ten years. . . . By May 1877 Dodge City had 1,200 people, seven general stores, ten saloons, and the customary complement of rowdies." Zornow, Kansas, 155.
38. This was probably Cimarron Station on the railroad, located near the old Cimarron Crossing of the Arkansas River, which became the town of Cimarron. After a long struggle with Ingalls over the county seat, Cimarron became the seat of Gray County. *The WPA Guide to 1930s Kansas*, 398-399.
39. The Atchison, Topeka and Santa Fe Railroad was chartered in 1859 and granted two million acres by the United States government in 1863, with the proviso that it extend its tracks across the entire state of Kansas to the border with Colorado by March 3, 1873. Construction began west from Topeka in 1868 and reached the Colorado state line on December 28, 1872. The line was completed to Pueblo, Colorado in 1876, crossed Raton Pass into New Mexico in 1878, and entered Las Vegas, New Mexico in 1879 and Santa Fe in 1880. Richmond, Kansas, 104-106.
40. First post office established in 1873. Named for two officials of the AT&SF, the town was burned in an Indian raid in 1874. McCoy & Hults, *1001 Kansas Place Names*, 158. Rydjord, *Kansas Place Names*, 447, says it was abandoned between 1874-1878, but the station at least was open when Lucinda and her family passed through in 1877. The post office was reestablished in 1878. *The WPA Guide to 1930s Kansas*, 400.
41. For background on Mormons in Arizona and New Mexico, albeit somewhat sketchy, see Thomas G. Alexander, *Mormonism in Transition, A History of the Latter-Day Saints, 1890-1930* (Urbana and Chicago: University of Illinois Press, 1986), 180-211.
42. This was probably the town of Lakin, KS, founded by John O'Loughlin in 1872 when he built a dugout store there. O'Loughlin had operated a trading ranch at the Pawnee Fork crossing on the Fort Hays-Fort Dodge Trail, which served for a time as the main route for Santa Fe Trail wagon trains after the Union Pacific, Eastern Division (later Kansas

- Pacific), reached Hays in 1867. O'Loughlin sold that business to George Duncan in 1872 and established his new business at the site of present Lakin. "Fort Hays-Fort Dodge Trail Revival," *Wagon Tracks*, III (May 1989), 3.
43. Platted in 1872 by the mercantile firm of Chick, Browne & Co., Granada, CO, was the freight terminus of the AT&SF from 1873-1875. Population in 1880 was 121. Simmons, *Following the Santa Fe Trail*, 122; Hobart E. Stocking, *The Road to Santa Fe* (New York: Hastings House, 1971), 239; *Tenth Census*, 113.
 44. Post office established in 1887. Founded by a colony of settlers from Syracuse, New York. Originally named (1875) Holliday after Cyrus K. Holliday, first president of the AT&SF. McCoy & Hults, 1001 *Kansas Place Names*, 191; Zornow, *Kansas*, 188.
 45. Established by the AT&SF on the Kansas-Colorado line in late December 1872 to signify that the railroad had completed its contract to build across Kansas by March 3, 1877. Named after M. L. Sargent, a freight agent. The station was later absorbed by the town of Coolidge. Rydjord, *Kansas Place Names*, 440-441.
 46. The verbena family, species *verbenaceae*, which are native from the western Great Plains to Mexico. There are a number of varieties; Goodman & Lawson, *Retracing Major Stephen H. Long's 1820 Expedition*, list eight. See also *Sunset Western Garden Book*, 517.
 47. Perhaps *linum lewisii*, or blue flax, although it may be too tall for Lucinda's description. In dry years it would be shorter than normal. It might also be *linum rigidum*, which Edwin James, botanist with Stephen Long's expedition described on July 24, 1820—the same day of the year that Lucinda was seeing her "blue flower"—as the expedition crossed the Arkansas River and headed for Timpas Creek, in the same vicinity where Lucinda was that day. Goodman & Lawson, *Retracing Major Stephen H. Long's 1820 Expedition*, 242.
 48. Even today travelers on the high plains get a thrill when sighting antelope. Miguel Otero recalled hunting antelope near Granada, Colorado, in the early 1870s: "Antelope were numerous in that section, and we had much sport hunting them on horseback with greyhounds. With a gun they are hard to get, but when we used greyhounds it was not so difficult. The antelope are timid and easily frightened; one bite of a dog seems to kill them easily." Miguel Otero, *My Life on the Frontier* (Albuquerque: University of New Mexico Press, 1987), 75.
 49. Named for Zebulon Montgomery Pike, whose controversial expedition to the Southwest in 1806 resulted in his arrest and subsequent imprisonment. After his release he published a report in 1811 which noted the possibility of favorable trade with New Mexico.
 50. These startling twin peaks float on the horizon over the route of the Santa Fe Trail in southern Colorado. Known as *Wah-to-yah* to the regional Indian peoples, Lewis Garrard described them in his classic account of his journey to New Mexico in 1846-1847: "Far off to the northeast was the well-known Pike's Peak, connected toward the south by a low range to the Wet Mountain, . . . and, still further to the south, the White Mountain, out-topping them all; and yet below it, the twin *Wah-to-yah*, one beyond the other, rising until the furthest floated as clouds, their white crests apparently touching the sky—the whole view including a stretch of 150 miles. From my position to the nearest was 90 miles or more; yet, such was the extreme purity of the atmosphere, any one peak seemed attainable by a few hours' ride. How simple, how imposingly great are these distant works of Nature!" Lewis Garrard, *Wah-to-yah and the Taos Trail* (Norman: University of Oklahoma Press, 1987), 129-130.
 51. There is some confusion in the diary here. Two days are compressed into one entry.
 52. Named for Major Stephen H. Long, who led an expedition in 1820 up the Platte and South Platte rivers, along the front range of the Rockies in Colorado, then down to the Canadian River in the Texas Panhandle and back to the eastern prairies.
 53. There are four varieties of piñon in the pine family *Pinaceae*. All have cones bearing edible nuts, known as pine nuts. The piñon is the state tree of New Mexico.
 54. Unidentified outside of the context of the diary.
 55. Some African-Americans emigrated to the Colorado gold fields beginning in 1857. "[Blacks] managed to find jobs around the camps and the emerging towns, and the black population in Colorado increased from only 48 in 1850 to 8,570 in 1900." Sherman W. Savage, *Blacks in the West* (Westport, Conn.: Greenwood Press, 1976), 19.
 56. Richens Lacy "Uncle Dick" Wootton built a toll road through part of Raton Pass in the late 1860s, having secured charters from the territorial legislatures of Colorado and New Mexico. For an entertaining if not accurate account of his life see Howard Louis Conard, "Uncle Dick" Wootton, the Pioneer Frontiersman of the Rocky Mountain Region (Chicago: Dibble & Co., 1890).
 57. Created January 25, 1869, and named for Schuyler Colfax, vice-president of the United States from 1868-1872. T. M. Pearce, ed., *New Mexico Place Names: A Geographical Dictionary* (Albuquerque: University of New Mexico Press, 1965), 38.
 58. Unidentified, as are Mrs. Winger and her daughters.
 59. Known today as the Canadian, this river flows into the Arkansas in Oklahoma. At times it was called by its Spanish names, Rio Colorado or Rio Rojo, for its coloration by red salts in the water. Pearce, *New Mexico Place Names*, 24-25.
 60. Turkey Mountains are west-southwest of Wagon Mound, New Mexico, and immediately north-northeast of Fort Union National Monument. They are known for their population of wild turkeys. Pearce, *New Mexico Place Names*, 172.
 61. This description would fit Wagon Mound, one of the important trail landmarks in New Mexico.
 62. Spanish for "union" or "junction," in this case the confluence of the Mora and Sapello rivers. La Junta was a well-known camping area on the Santa Fe Trail, with good grass and trees. It was there that Samuel B. Watrous established his famous trading store in 1849. The La Junta post office was established in 1868. The name was changed to Watrous by the railroad in 1879. Population in 1880 was 100. Robert Julyan, *The Place Names of New Mexico* (Albuquerque: University of New Mexico Press, 1996), 376-377; *Tenth Census*, 263.
 63. William Krönig (1827-1896) had a checkered career in the retail trade and mining in New Mexico and Colorado. He bought land at La Junta (Watrous) in 1856, where he raised wheat which he ground into flour and sold to the U.S. Army. Lucinda eventually corrects the spelling of his name. See Charles Irving Jones, "William Krönig: New Mexico Pioneer," *New Mexico Historical Review* 29:3 (July 1944), 185-224, 29:4 (October 1944), 271-311.
 64. The Mora River joins the Canadian River at Conchas Lake, New Mexico.
 65. Socorro was settled as a Spanish land grant in the early nineteenth century. It was the center of a rich mining region from 1867 to 1890. Post office established in 1851. Population in 1880 was 1272. Pearce, *New Mexico Place Names*, 157; *Tenth Census*, 263.
 66. Fanny Krönig, daughter of William Krönig, was twenty-one in 1877, having been listed in the 1860 federal census of New Mexico as age four. See Harry C. Myers, trans. and ed., *La Junta Precinct No. 11 and the Area Surrounding Fort Union; Mora and San Miguel Counties, New Mexico, 1860, 1870, 1880, Federal Census Enumeration* (Albuquerque: New Mexico Genealogical Society, 1993), 18.
 67. Barclay's Fort was built on the Mora River just upstream from La Junta by Alexander Barclay and Joseph Doyle in 1849. Later abandoned, its ruins were washed away in a flood in 1904. Simmons, *Following the Santa Fe Trail*, 164; Stocking, *The Road to Santa Fe*, 292.
 68. Unidentified outside of the diary.
 69. The freighting and commission house of Chick, Browne and Company was established in 1857 by W. H. Chick and Lawrence P. Browne. This firm had stores all along the Santa Fe Trail as the railroad moved west, with Las Vegas, New Mexico, as its final headquarters. Ralph E. Twitchell, *Leading Facts of New Mexican History* (Cedar Rapids, Iowa: Torch Press, 1912), II, 488.
 70. Fort Union was established in 1851 and abandoned in 1891. In August 1877 the garrison was comprised of 257 men, though only 94 were present for duty. Leo E. Oliva, *Fort Union and the Frontier Army in the Southwest* (Santa Fe: National Park Service, 1993), 687, 695.
 71. The meaning of this passage is unclear.
 72. There are two possibilities in the 1880 manuscript census records for Mora County for identifying this individual. There was an E. Burch, age 57 with occu-

pation listed as minister. He had a twelve-year-old daughter, I. F. Burch. There also was a P. I. Burke listed and, while he was married to Manuela Burke, no daughter was mentioned. His occupation was "teamster," which would fit in with Lucinda's comment that "Mr. Berk is an old wagon friend of Carl's." Neither of these men was listed among individuals living at Fort Union. See the manuscript enumeration rolls, Tenth Census of the United States, 1880, Precinct 11, Mora County, New Mexico, Microfilm, Donnelly Library, New Mexico Highlands University.

73. George W. Gregg operated a stage station near the crossing of the Sapello on the Barlow-Sanderson line in the 1860s and 1870s. His stage stop was popularly known as "Gregg's Tavern." See Myers, *La Junta Precinct No. 11 and the Area Surrounding Fort Union*, 63, 83; Morris F. Taylor, *First Mail West, Stagecoach Lines on the Santa Fe Trail* (Albuquerque: University of New Mexico Press, 1971), 135, 148, 168.



HOOF PRINTS

—TRAIL TIDBITS—

The *Boston Sunday Globe*, Nov. 17, 1996, had a feature article about the Santa Fe *Entrada*. Mike Pitel reports that there have been more than 75 magazine and newspaper articles promoting the 175th anniversary.

The sign directing people to Duncan's Crossing on the Fort Hays-Fort Dodge Trail was recently vandalized. It was a project of Eagle Scout Scott Divis, Lewis, KS. Repairs are being made.

The National Parks and Conservation Association has published a brochure on the U.S.-Mexican War, a guide for visiting battlefields and sites in Mexico as well as the U.S.

The City of Lakin, KS, has named U.S. Highway 50 through the town to be Santa Fe Trail Blvd. New signs were erected last November.

SFTA member Bruce Peters, Lakin, KS, is reported to be recovering well from his heart attack and quadruple bypass surgery last November.

SFTA Ambassador Paul Bentrup had surgery in November and is feel-

ing better. He turned 80 on Feb. 19.

Gregory Franzwa is cranking out new books in the Lincoln Highway series at record pace. Now that he got out of the ruts and onto a paved road, he is moving on.

The New Mexico Heritage Preservation Alliance toured Trail sites and other places near Springer last fall. Speakers at the program included SFTA board member, Faye Gaines, Point of Rocks Ranch.

The Santa Fe Trail traveling exhibit, an eight-panel display prepared by the National Park Service, was at the Silver City, NM, Public Library, Jan. 15-Feb. 15, 1997.

SFTA President Ross Marshall publishes the Kansas City Area Historic Trails Association's quarterly, *Trail Marker*. It looks good..

The January issue of *The Pelican Press*, published at Larned, KS, includes features on historic Dodge City. This monthly paper is available for \$7.50 per year from Pelican Press, RR 1 Box 49B, Larned, KS 67550-9783.

The Winter/Spring 1996-1997 issue of *El Palacio*, the magazine of the Museum of New Mexico, includes an article by Marc Simmons on the new Fray Angélico Chávez History Library at the Palace of the Governors.

The February 1997 issue of *New Mexico Magazine* presents two articles about the Trail: Elmo Baca's "Hitting the Trail," and Mark L. Gardner's "Romancing the Trail."

SFTA board member Dave Webb publishes *Outpost: Newsletter of the Fort Larned Old Guard*. The Winter 1997 issue includes letters written by a Wisconsin volunteer, John Morrill, from Fort Larned in 1865. Membership in the Old Guard is \$15 a year for individuals, \$25 for families.

The Winter 1996-1997 issue of *Kansas History* is devoted to the Santa Fe Trail. There is an introduc-

tion by Thomas E. Chávez and articles by four SFTA members: Michael L. Olsen, Sterling Evans, Leo E. Oliva, and Harry C. Myers. Issues are available for \$6 each from the Kansas State Historical Society, 6425 SW Sixth Ave, Topeka KS 66615.

A feature article on SFTA board member Bill Chalfant and his outstanding books on frontier military history appeared in the *Hutchinson News* on February 2, 1997.

David Roybal, reporter for the Santa Fe *New Mexican*, prepared a series of five articles about the Trail, which appeared just before the *Entrada*. He traveled the Trail and interviewed folks along the way.

TRAIL TROUBADOUR

—TRAFFIC IN VERSE—

Sandra M. Doe, Editor

I'm pleased to continue providing poetry as guest editor for this column which seeks to publish the poetry and song of the Santa Fe Trail. This editor seeks quality poetry in open or traditional form which addresses the history, realism, romance, and diversity of the Trail, poetry that demonstrates authentic emotion, original images, and skill in craftsmanship.

I solicited the following poem from Mary Johnson Hendricks after she told me the story of "Lizzie's Music." I hope that readers will enjoy this prose poem.

Mary Johnson Hendricks studied poetry as a youngster under the tutelage of her grandmother; they would memorize poems and recite them to each other. She studied English at the University of Iowa and now lives in Clear Lake, Iowa. She has taught advanced composition, world literature, and humanities to high school juniors and seniors in Iowa City, North Springs, and Garner, Iowa.

She practiced poetry writing under the tutelage of Mary Swander at Iowa State University and has continued her poetry studies at the University of Iowa Summer Writing Festival. This is her first publication.

In "Lizzie's Music" Mary retells the family history of her mother-in-law, Sophia Floyd Hendricks. The narrative addresses the story of So-

phia's mother, Elizabeth English, who was born in 1880 in Green County, Iowa, near Churdan. Elizabeth English died in Montezuma, Kansas in 1945, not far from the Santa Fe Trail that she traveled when she was fourteen years old.

When her father contracted tuberculosis and was advised to go to a drier climate, Elizabeth and her family went on the Trail to Santa Fe. Later Elizabeth married John Floyd whose home county in Wales was just one county away from her Welsh kin. His people had entered the United States from Australia as gold miners. Her people had come as farmers.

Determined to improve her circumstance, Elizabeth went to Normal School to become a teacher. She "farmed out" the children to accomplish the feat, and her child Sophia Floyd Hendricks, remembers weeping in the night because of the unfamiliar circumstances and the dire poverty. Still, Elizabeth English succeeded, raised her children, and taught in New Mexico and Kansas.

Trail buffs know that historians count the Trail's ending in the 1870s with the coming of the railroads. Yet "the Santa Fe Trail lives on" in the narrative of "Lizzie's Music."

LIZZIE'S MUSIC

by Mary Johnson Hendricks

Lizzie was fourteen the spring her pa's consumption got so bad the family had to leave their Iowa farm and head for New Mexico where, Doc Lohr said, Pa's lungs would stand a better chance.

Ma packed a trunk with things they couldn't do without, pots, pans, bedding. Neighbors helped to load the covered wagon while Lizzie wandered through the only home she'd ever known to say goodbye.

Tears threatened when she touched her loved piano for the final time. She had played since she was four and music was her joy. She was so good by now she played the old pump organ for services at the country church her family went to every Sunday. But Lizzie knew the piano could not go; she firmed her

back, turned, walked out and climbed into the wagon.

The wagon creaked, the horses' feet plopped steady on the trail, miles of prairie sameness passed, days blurred into days.

Pastures of Greene County fell away to slow south Iowa hills, Missouri woods, then dusty Kansas plains and finally to the Santa Fe, the trail that led them west.

Sun, heat and dust filled every day.

Lizzie hummed to herself and dreamed of pasture creeks back home where she had waded.

Were there ever any creeks along the Santa Fe? When she had almost given up hope of ever seeing water, Lizzie heard Pa say

one morning as he hitched the team,

"By nightfall we should camp along the Cimarron." Lizzie liked the music of the name.

All day she watched to see the line of trees that signaled them the river lay ahead.

As day drew down she finally spied the winding fringe of green.

A cabin stood nearby. When they passed it breezes told them fresh bread had been baked there just that day. Parched as they were, each mouth watered. Not since leaving home had they stopped long enough for Ma to make anything but biscuits.

Bread thoughts teased their minds so that, soon as Pa called

"Whoa!" he asked Lizzie to walk back and see if she might buy

a loaf for supper. Her cramped legs stretched gladly up the trail to the cabin door. She knocked and when the rough door opened Lizzie's eyes swept the small, neat room inside.

"Oh, you have an organ!" Lizzie gasped, then blushed because the words popped out before she'd even said hello. "We do, indeed," the woman laughed, "but no one here can play."

"I can play some," Lizzie murmured, not daring to look up.

"Pa sent to ask if we might buy some bread." "Indeed you may,"

the woman said. She chatted as she wrapped the fragrant loaf in cloth and sent Lizzie on her way.

Toward sunset when suppertime was over and the bread had been enjoyed, Ma got up to redd the dishes. Her eyes caught something on the trail. "Look comin'," she said. Toward them came the

family from the cabin in a buckboard—and in the bed of it the organ stood! Lizzie's family rose to meet their guests, shook hands and introduced themselves. Then the woman from the cabin asked Lizzie if she'd play. It had been months, she said, since they'd had music. Lizzie's heart thumped joyfully as she climbed into the wagon, settled on the bench and began to pump and then to play and play—every song she could remember. Voices joined in hymns and folk tunes, verse upon verse, one after another far into the night. Music floated out beyond the Cimarron, softening the strangeness, filling up the dark, sounding some like home.

POST OFFICE OAK

—LETTERS—

Editor:

I was pleased to see that my letter in the Aug. 1996 issue of *WT* prompted an informative response from my friend Paul Bentrup. As you recall, the point of my letter was that the Bent's Fort/Raton Route of the Trail was a viable route to Santa Fe before 1846. Paul brings up another important issue: Just how much was the Raton or Mountain Route used, especially before the Civil War?

While it is clear that the Cimarron Route was the favored road to Santa Fe for much of this period, we know from J. W. Abert and others that the Raton Route definitely had banner years. Writing in 1845, Abert noted that it was "the route most traveled this year." This was supported by Theodore Talbot, who wrote from Bent's Fort on Aug. 10, 1845, "There has . . . been a Caravan of 27 wagons belonging to Santa Fe traders camped at the Fort and another still larger company of Santa Fe Traders is daily expected from 'below' as they call United States."

There is also ample documentation that the Raton Route saw the majority of Trail traffic the following year, 1846, primarily because of its use by the invading Army of the West under Stephen Watts Kearny and the large merchant caravan it had in tow. As Paul points out, Susan Magoffin aptly described the difficulties of Raton Pass during that

eventful summer of 1846, as did so many others. Yet the fact remains that these difficulties did not prevent the use of the route. Richard Smith Elliott, a volunteer soldier in the Army of the West, commented in 1847, "In truth, the roads from Fort Leavenworth to Santa Fe, either by Bent's Fort or the Cimarron, are excellent natural roads. Considering their length—one about nine hundred miles, and the other about eight hundred miles—they have but few 'bad places' on them."

When determining the use of the Raton Route, it is important not to think only in terms of large caravans. For example, it seems to have been fairly common for small parties of traders to travel to and from Santa Fe by way of Bent's Fort. On June 6, 1844, the *St. Louis Reveille* noted the arrival of several traders from Chihuahua and Santa Fe, stating "They came by Bent's Fort."

That same year, James J. Webb and other traders left their wagons to take the Cimarron Route while they proceeded by way of Bent's Fort and Taos. Their object was to scout the situation in Santa Fe before the arrival of their train. The following spring, Webb and a small company with two wagons traveled the Raton Route back to the States.

Often, when studying the Raton Route, we get preoccupied with Raton Pass and tend to forget that from 1833 to 1849 Bent's Fort, established by one of the largest firms in the Southwest, sat squarely on the route. Indeed, it was frequently referred to as the "Bent's Fort route." The fort was undoubtedly a large factor in drawing Santa Fe traffic to this longer road up the Arkansas.

By all accounts Bent's Fort was a busy place, serving as a way station for Indians, trappers, government expeditions, traders, health seekers, and just about anyone else on the frontier. Bent, St. Vrain & Co. trains annually traveled to the Missouri River with robes and peltries and returned loaded with various trade goods, some of these intended for the New Mexican markets.

The California gold rush of 1849 saw more people traveling the Raton Route, but Bent's Fort was abandoned that same year. The Raton Route appears to have seen only in-

frequent use through the 1850s. Yet Lowe's interesting claim, quoted in Paul's letter, that he found the route "abandoned" in 1854 is questionable.

The conditions encountered by Lowe in Raton Pass (fallen trees and washed-out gulleys) must have been an annual occurrence until the Trail over the pass was improved and maintained by Richens Lacy Wootton. They are not good evidence that the route had been abandoned.

For years historians familiar with Susan Magoffin's descriptions of a rugged and treacherous Raton Pass have assumed that the route had not been used by wagon trains prior to 1846. This is incorrect. Although virtually every traveler had bad things to say about the pass, but they still used it, as did the military expedition of which Lowe was a member.

Another account in the 1850s is the 1856-1857 diary of James Ross Larkin (edited by Barton Barbour and published under the title *Reluctant Frontiersman*). Larkin traveled over Raton Pass with two wagons in November 1856.

The decade of the 1860s was an important one for the Raton Route. Fort Wise (later Fort Lyon) was established on the route in 1860, and the following year the mail route was changed from the Cimarron to the Raton. Also in 1861, the town of Trinidad sprang up on the banks of the Purgatoire River at the northern approach to Raton Pass. All of these things brought increased traffic to the Raton Route.

In regard to W. H. Moore's statement that most military contract freighters traveled the Cimarron Route in 1864 and 1865 (see his letter in the Nov. 1991 issue of *WT*), he may have been only partially correct. Frank M. Stahl, who helped freight goods from Fort Leavenworth to Fort Union in 1862, remembered that, "As a rule, empty incoming trains took the Raton Pass." (*One-Way Ticket to Kansas: The Autobiography of Frank Stahl*, as told by Margaret Whittemore [Lawrence: University of Kansas Press, 1959], 70-71).

With the opening of the toll road over Raton Pass by Wootton in 1865 and the westward advance of the railroad in the late 1860s, the true heyday of the Raton Route began, but it was short-lived. While the dec-

ade of 1870s saw the Raton Route as the primary route for Santa Fe traffic, it steadily became shorter until, by 1880, the wagon road was entirely replaced by steel rails.

In summary, there is no question that during the period before the Civil War the Cimarron Route received the lion's share of the traffic. By the late 1830s, however, the Raton Route began to see significant use (see Matt Field), and this continued through the Mexican War period. While evidence is slim for the 1850s, it would appear that Santa Fe traffic was infrequent, if not rare, on the route, although William Bent did operate a new fort at the Big Timbers beginning in 1853. With the 1860s came the return of significant traffic to the Raton Route, and by 1870 it had supplanted the Cimarron.

The full story of the Raton Route is not yet known. Only with the diligence and enthusiasm of researchers like Paul Bentrup will we get that story. And I encourage readers of *WT* to send in any references they may find concerning the use of both the Raton and Cimarron routes.

Mark L. Gardner
P O Box 879
Cascade CO 80809

Editor:

I just returned to my home in Ardenas Valley, New Mexico (which is attached to Silver City, NM) from Las Vegas, NM, where I attended the impressive New Mexico DAR 175th Anniversary dedication ceremony at Kearny Gap, November 13, 1996. A DAR stone marker and a large New Mexico Highway sign commemorating the meeting of William Becknell's party and Captain Pedro Gallego and the militia 175 years earlier had been placed at the site for this observance.

Those in attendance were highly impressed with the number and demeanor of members of the Santa Fe Trail Association at all of the festivities. I have decided to join your organization which I have heard about for several years.

My family links with the Santa Fe Trail go back to the late 1870s and 1880s when my grandfather, J. O. Moore of South Haven, KS, freighted with ox-drawn wagons from Kansas and Oklahoma to Cripple Creek, CO. He utilized the Santa Fe Trail as far

west as Las Animas, CO, then followed a wagon road west along the Arkansas River.

My father R. A. Moore and uncle W. J. Moore first came to Mesa de Maya country east of Trinidad, Las Animas County, CO, in 1902 when most of this area was public domain.

I grew up on Mesa de Maya near the New Mexico line in the 1920s. The huge mesa extends from about 40 miles east of Trinidad, CO, into New Mexico and into the panhandle of Oklahoma where it is called Black Mesa. From the top of the highest 7L Butte with the aid of a pair of binoculars we can see much of northeastern New Mexico and the area crossed by the Cimarron Route to its junction with the Mountain Route.

To the northwest about 40 miles lay the Purgatoire (Picketwire) River which the Mountain Route followed from present-day La Junta to Trinidad. Farther northeast we could see where the Purgatoire joined with the Arkansas River. To the west lay Trinidad and the Spanish Peaks; also Raton Mountain and Raton Pass, over which wagons traveled on the Mountain Route.

After World War II, I joined the New Mexico State Police with headquarters in Santa Fe. Among the many subjects we were required to be proficient in was the history of New Mexico and its many historic sites and landmarks. The Santa Fe Trail was an important part of that history for which I have held a fascination since childhood.

I am looking forward to an active participation in the SFTA.

R. Neil Moore
11850 Highway 180 E.
Arenas Valley NM 88022

Thank you and welcome. I look forward to meeting you on the Trail. In another life, nearly 30 years ago, I had the privilege of teaching a summer session at Western New Mexico University in Silver City.

Editor

Editor:

Wagon Tracks always contains much of interest. I appreciate the nice review you did of my Martinez book in the November issue.

I was also delighted to learn that you are preparing an index to *Wagon Tracks*. That's the only way for it to be of real use to scholars. Now that

we have Mark Gardner's songs available on CD ROM, what about *Wagon Tracks* itself?

David J. Weber
Southern Methodist University
P O Box 750176
Dallas TX 75275

Your kind words are gratifying. We will consider your request if we survive the index project.

Editor

Secretary & Editor:

The Nov. 1996 *Wagon Tracks* is a delight! Congratulations to all those who helped produce it.

I am presently renewing our patron membership and a gift membership for my sister. Your form asks about any personal interests for involvement in Santa Fe Trail activities. I am a history buff with strong interests, but little (although rapidly increasing) actual knowledge of the Trail. However, I am a retired geologist from the U.S. Geological Survey and may be able to help with the Association's mapping project if you have need for additional volunteers.

Currently, I am serving as a member of the New Mexico Department of Tourism's Santa Fe Trail Scenic Byway Advisory Committee; as principal organizer for a joint U.S. Geological Survey-National Park Service educational outreach program on geology and cultural history of northeastern New Mexico; and, through the Springer Chamber of Commerce, we are marketing *Historical Trail Maps of the Raton and Springer 30' x 60' quadrangles, New Mexico and Colorado* by Glenn R. Scott (USGS Map I-1641, scale 1:100,000, 1986).

Thank you for your efforts on behalf of the Association. We wish you continuing success.

Michael E. Taylor, Ph.D.
Geologist-Paleontologist
P O Box 8
Springer NM 87747

Thanks for your kind remarks. I am certain Phil Petersen's mapping committee would welcome your expertise and help.

Editor

Editor:

I want to publicly express compliments to Margaret Sears and her committee for all the work they did to make the ceremonies to commemorate the 175th anniversary of

William Becknell's arrival in Santa Fe such an outstanding success.

The November 16 *Entrada*, complete with reenactor Andrew Garcia and his First New Mexico Volunteers and Jeff Hengesbaugh as William Becknell with his enthusiastic companions added color and the Santa Fe County Sheriff's Posse with local riders all added excitement to the chilly afternoon.

Thomas E. Chávez, director of the Palace of the Governors Museum, brought the outside activities altogether. The platform guests all brought greetings from their areas.

The formal ceremony at the St. Francis Auditorium with the Santa Fe Concert Band and Harry Myers as keynote speaker was a double treat for the packed house. Many other entertainments kept visitors moving from one event to another—all most enjoyable.

Everybody who attended this event is grateful to the End of the Trail Chapter members and President John Barnes for this action-packed day. I am sure the City of Santa Fe is proud to have such a dedicated group to help keep history alive. I know I am.

Jane Mallinson
Missouri River Outfitters Chapter
PO Box 8604
Sugar Creek MO 64054

Editor: (letter dated Nov. 14, 1996)

I am concerned about the direction the SFTA seems to be going. After the enthusiasm evidenced at the Sept. 1986 opening of the Santa Fe Trail Council (later Association) at Trinidad, CO, there was shocking disappointment on Nov. 14, 1986 (ten years ago today). On that date Marc Simmons was seriously injured when another driver struck his car in a head-on crash.

Soon many Trail buffs realized the tragedy would leave us without Marc's leadership and inspiration for a long time. His theme at Trinidad, "The Santa Fe Trail Lives on," became the challenge to each of us to use our individual efforts to promote the Trail.

The three challenges Marc presented to us at Trinidad were: (1) objective research on Trail history, (2) locating and marking the routes, ruts, campsites, etc., and (3) publicizing the Trail.

Soon the leadership of many was apparent. *Wagon Tracks* provided news of the Trail from Missouri to Santa Fe. The second issue had the good news from Mike Pitel; on the front page below the "SFT lives on" was "Marc Simmons lives on."

The Santa Fe Trail Center at Larned, KS, under the direction of our Secretary Ruth Olson, became the central location for the collection of SFT material and research. My main point is that, in the ten years since Simmons's accident, individual effort has become an integral part of Trail development. We have been a true "grass roots" organization.

I am personally familiar with the work of many individuals who formed the Cimarron Cutoff Chapter. This was the first chapter organized and other new chapters generally followed the same pattern of individual effort. The chapters have accomplished much in reaching the objectives set forth by Marc Simmons ten years ago.

Now I hear of efforts to centralize the Association, raise the dues, and closely supervise chapter activities. Some chapters have had problems getting their members to join SFTA. It seems to me these efforts will make it more difficult for chapters to enforce the requirement that their members join SFTA. I also fear they will suppress chapter and individual enthusiasm and accomplishments. Frankly I am puzzled, so I recommend getting back to the basics of Trinidad "The Santa Fe Trail Lives On" and "Individual Effort Lives On."

Paul F. Bentrup
SFTA Ambassador
PO Box 595
Lakin KS 67860

CAMP TALES

—CHAPTER REPORTS—

Cimarron Cutoff

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

The chapter is busy with preparations for the September symposium. Programs and registration materials will be mailed to all SFTA members in April. We hope everyone is planning to attend.

Texas Panhandle Chapter

President Kathy Revett
3505 Cinderella
Amarillo TX 79121-1607
(806) 358-7320

The chapter met Nov. 5, 1996, at the One More Time Book Store. Dennis Clayton called the meeting to order. Beverly Lyle reported on the chapter's exhibit of Santa Fe Trail material at the Amarillo Public Library during the first part of January 1997. A committee was appointed to help Beverly prepare the exhibit. This is the seventh year the chapter has sponsored this project.

Jerry and Lavern Hays gave a report on the Barry Corbin one-man show "Charlie Goodnight, His Last Night."

Jerry and Lavern Hays gave an update on a meeting about the 1997 symposium they attended in Boise City Oct. 5, 1996. They participated in a trial run of the Cimarron Heritage Center bus tour to several sites to help determine scheduling for the symposium. They asked symposium organizers what part the Panhandle Chapter could play in the 1997 event and were told no definite plans had been made at that time but organizers would let the chapter know soon.

The brochure being prepared to distribute at the symposium about the Texas Panhandle trails was discussed. Dennis Clayton is working on the brochure, and Scott Burgan showed some maps he is preparing for publication.

Wagonbed Springs Chapter

Edward Dowell
521 W Janice
Ulysses KS 67880

The quarterly meeting of the chapter was held January 9, 1997. Officers for the year were elected.

Heart of the Flint Hills

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

There was good attendance at the annual meeting held at the Kaw Mission, October 23. Deanne Wright discussed the agenda for the upcoming SFTA board meeting in Larned.

Doris Cress reported on the 1996 chapter activities which included the installation of interpretive signs at Wilmington and Havana Stage Station, and the presentation of pro-

grams celebrating the 175th anniversary at 110 Mile Creek, Burlingame, 142 Mile Creek, Fremont Spring, Council Grove, and Diamond Spring. There was a Trail ride that followed along with the program series from Lone Elm to Larned. Chapter members helped with the "Voices of the Wind People" pageant in Sept. Since the chapter will be hosting the 1999 symposium, a motion to continue with the 501(c)3 status and the nonprofit mailing permit carried.

The quarterly meeting on Jan. 23 was at the courthouse in Council Grove. It was voted to loan \$200.00 to the 1999 symposium committee to cover preliminary expenses. Don Cress reported that the bulk mailing had been renewed and that the liability insurance needed to be renewed Feb. 1. Deanne Wright reported that the SFTA is starting a mapping program for the Trail. Oscar Krouse announced the 1997 trail ride will be on the Oregon Trail, beginning with a May 29 encampment at Jeffery Energy Center and ending at the Hollenberg Pony Express Station near Hanover, June 4. Alfred and Helen Ericson gave a report of their experience at the 175th celebration in Santa Fe. The next meeting will be April 24, 1997.

End of the Trail

President John Barnes
2213 Calle Cacique
Santa Fe NM 87505
(505) 983-5553

Since our last report the chapter's most significant event was our November 16 reenactment of William Becknell's entry into Santa Fe, 175 years to the day after the historic happening, on the exact same spot.

Our hardworking Entrada Committee did itself proud and we owe a huge debt of gratitude to Margaret Sears and her committee, to the participants and entertainers, and to the small army of some 50 volunteers from the chapter. Our thanks also to all out-of-towners who attended.

On Jan. 18, 1997, Marian Meyer treated us to a presentation of an extremely interesting video entitled "Adventure on the Santa Fe Trail." It was recorded from a film produced sometime in the 1950s by former well-known local photographer, TV Emmy award-winning producer, and curio shop owner John Candelario. The film isn't 100% accurate—Marc

Simmons claims there are at least 6 errors in it—but that doesn't detract from it being very entertaining. Harry Truman is seen in the film strolling out for his daily newspaper at his home in Independence and waving to the camera, and there are fine short sequences showing Bent's Old Fort ruins before reconstruction and Fort Union National Monument prior to construction of the visitor's center. We are indebted to Marian for her notifying us of the existence of this video and for her discussion of the life of Candelario. As soon as details can be worked out we hope to make this rare video available as a loan to other SFTA chapters.

Also at our Jan. meeting Louann Jordan, after years of dedicated service to our chapter, retired from the board. Marilyn Earp was appointed to fill her unexpired term as Alcalde Segunda, and Margaret Sears rejoined the board. Mary Hedge was elected to a new two-year term as board member.

The National Trust for Historic Preservation is holding its annual convention in Santa Fe in Oct. 1997. This offers an unprecedented opportunity for exposure of the Trail to an enormous congregation of dedicated and influential preservationists. We hope to present, in cooperation with the National Park Service, some programs to take advantage of this golden opportunity.

Corazon de los Caminos

President LeRoy LeDoux
PO Box 94
Wagon Mound NM 87752
(505) 666-2262

No report.

Wet/Dry Routes

President Janice Klein
3008 Anna Ave
Dodge City KS 67801

The chapter met Jan. 5, 1997, at the municipal building in Kinsley, KS. Officers reelected for 1997 were President Janice Klein, Vice-President Rusti Gardner, Secretary/Treasurer Ida K. Yeager. Reports were given concerning the Lime Kiln Project and the seminar on Murder on the Santa Fe Trail. The noon meal to be served at the seminar was discussed, and a work day to prepare markers was scheduled for Feb. 16.

A lifetime membership was presented to David and Rob Cross for

their donation of beef for the chuckwagon dinners. Past-president plaques were given to Joanne Van Coevern, Lon Palmer, and Louis Van Meter. Rusti Gardner was this year's recipient of the Faye Anderson Award. Following the business session, Alice Clapsaddle presented the program on 19th-century dress and manners, "My Great-Grandmother's Trunk." The spring meeting will be April 13, St. Joseph Hall, Offerle, KS.

Last Oct. 14 stones for the retaining wall at the lime kilns near Burdett were transported to the site. Richard Ford and David Clapsaddle were assisted in the work by Leonard Mostrom, a Burdett city employee. On Nov. 2 work on the retaining wall was completed by President Janice Klein and husband Mike and Mildon Yeager. David Clapsaddle did a minimal amount of work, but he did prepare the lunch.

Dodge City/Fort Dodge

President A. Ted Mueller
508 Annette
Dodge City KS 67801
(316) 225-2371

At the Jan. 24 meeting members shared their favorite events and stories about the Trail.

The 175th celebration in Dodge City was a success. The 175th committee, chaired by David Kloppenborg, was commended for its outstanding work. The July 4-7, 1996, activities were well attended, informative, and entertaining. The financial outcome also proved a success. After expenses for the Ford County activities were paid, there was a balance of \$894.90. This was given to the chapter to be held in a special fund for use in preserving the Trail, signage, educational pursuits, and other projects.

The chapter now has a lending library managed by David Kloppenborg at the Boothill Museum. New items include Don Blakeslee's book, *Along Ancient Trails*, and a video, *Overview of the Santa Fe Trail*.

Missouri River Outfitters

President Anne Mallinson
964 NW 600
Centerview MO 64019
(816) 2307228

The chapter met on Dec. 14, 1996, for the annual pot luck dinner. The president commended officers and members for their hard work and

success on the 175 anniversary projects. Members discussed 1997 goals and mapping agendas. The next meeting will be Feb. 23, 2:00 p.m., at the National Frontiers Trails Center in Independence. Jami Parkison, author of *Path to Glory* will share her experiences in researching and writing her work. *Path to Glory* is filled with stories, pictures, maps, and drawings—some of which were never published before—about life on the Trail.

Best wishes to members Louis Schumacher and Jane Mallinson. On Nov. 15, at the Advisory Council meeting in Santa Fe, David Gaines of the National Park Service announced that each had received the National Historic Trail Gold Award.

Congratulations also to our Treasurer Glenda Sours. She was appointed by the Olathe City Council as the Mahaffie Farmstead Advisory Board Representative for the Kansas City Road Park Master Plan Task Force. This Task Force will determine the use for the newly-acquired 55-acre tract adjacent to the Farmstead on the Santa Fe Trail.

Quivira

President Wayne Smith
1635 2nd Rd
Raymond KS 67573-9624

The annual meeting was held Feb. 15, 1997, at the Coronado Quivira Museum in Lyons, KS. The following officers were elected for 1997: President Wayne Smith, Vice-President Linda Colle, Treasurer Britt Colle, Barton County Director Bob Button, McPherson County Director Bruce Palmer, and Rice County Director Pat Hall. Dr. David Clapsaddle presented the program.

The chapter still has SFT afghans for sale, \$40. To order, contact Britt or Linda Colle at (316) 241-8719.

Cottonwood Crossing

President Dr. Gil Michel
605 Park Place
Newton KS 67114
(316) 284-0313

No report.

Bent's Fort Chapter

President Earl Casteel
5666 106 Rd
Alamosa CO 81101
(719) 589-2061

During a board meeting the first part of Dec., members reviewed the

past year's activities and began making plans for the coming year. The annual meeting was held at the Bent's Fort Inn on Jan. 25, 1997. Nancy Robertson presented a program on "Rock Art on the Santa Fe Trail."

A SFT packet for schools has been put together and is now in a third-grade classroom. It contains a variety of informative material plus a copy of Dave Webb's activity book for children and is available for check-out by teachers.

The chapter is working with the city of La Junta on trail locations and signage. Phil Peterson is working on a map with a private landowner to note and preserve the SFT which runs through private land being developed.

CONVERSE OF THE PRAIRIES

—BOOK NOTICES—

Donna Pierce and Marta Weigle, eds. *Spanish New Mexico: The Spanish Colonial Arts Society Collection*. Santa Fe: Museum of New Mexico Press, 1996. Vol. I, *The Arts of Spanish New Mexico*, xi + 171 pp.; II, *Hispanic Arts in the Twentieth Century*, xi + 111 pp. Illustrations, notes, appendices, index. Slip case, paper, \$60.00.

The publication of this set to commemorate the 70th anniversary of the founding of the Society will provide general readers who are not well acquainted with Hispanic culture a better understanding. Like the early Anglo traders who viewed the inhabitants as primitive people living in squalid conditions, many Americans are unaware of or fail to take account of the different historical backgrounds of the cultures.

The introduction to the first volume of this well-written "museum on paper" outlines the history of the Hispanic world and examines categorically the artifacts in the Society's holdings, religious and secular, gathered primarily in New Mexico, with examples photographed in color. Categories are saints in the Hispanic world, saints in New Mexico, furniture, straw applique, precious metals, tinwork, utilitarian implements, and textiles. The historical development of each is traced, and outside

world influences, including the opening of the Santa Fe Trail, are considered. Items similar to those in the collection may have been seen by Santa Fe traders. Exhibits of a portion of this collection are in the Palace of the Governors, but the majority of the 2500 pieces are housed in the International Folk Art Museum.

The second volume may be more beneficial if read first. In addition to detailing the history of the Spanish Colonial Society, it provides vital information about the collection. An article on the Spanish Market, a revitalization project sponsored by the Society, and short sketches of fourteen contemporary artists who have contributed to the Spanish Colonial art tradition are included.

Visits to the museums of Santa Fe are usually included in any travel plans to the area. These volumes contain information about objects, with illustrations, that would take several trips to see, and other items not publicly exhibited. Anyone will gain a deeper understanding and appreciation of Hispanic culture by reading these beautiful books.

—Bonita M. Oliva

Eales, Anne Bruner, *Army Wives on the American Frontier: Living by the Bugles*. Boulder: Johnson Books, 1996. Pp. xiii + 210. Map, illustration, notes, bibliography, index. Paper, \$16.95.

Drawing on the accounts of more than fifty officers' wives who lived in the trans-Mississippi West between 1865 and 1898, Eales has written a vivid account of life in the frontier army. A few of the forts along the Trail, including Larned, Lyon, and Union, are mentioned, though generally the material is not Trail related. The three women whose writings predominate are Elizabeth Bacon Custer, Katherine Garrett Gibson, and Martha Dunham Summerhayes, none of whom had significant contact with the Trail.

This book examines the gamut of challenges and difficulties encountered by these women, most of whom came from upper-class eastern families, whose social roles had been rigidly defined by Victorian mores. The women's lives and outlooks were changed by their experiences in the West where there was a freedom and

equality unknown in the East.

There are a few shortcomings. The practice of having moving-day auctions when a family was transferred to another post, a common custom at frontier forts, was not included. Delia Thornton Casey's mishap en route to Fort Union, when her ambulance overturned and she suffered fractured ribs, is mentioned but there is no documentation (p. 109). The hot springs said to be "about five miles away from" Fort Union was probably a reference to those located about five miles from Las Vegas (p. 143). This book will especially appeal to readers interested in women, the military, and the West.

—Bonita M. Oliva

William E. Unrau, *White Man's Wicked Water: The Alcohol Trade, and Prohibition in Indian Country, 1802 - 1892*. Lawrence: University Press of Kansas, 1996. Maps, illustrations, notes, bibliography, index. Pp. xi + 180. Cloth, \$25.00.

SFTA member Unrau, recognized scholar on Indians and Indian-white relations, documents thoroughly and examines closely for the first time the omnipresent alcohol trade and its toxic effects on society, diplomacy, and war. He explains how the trade was conducted, why all federal regulations failed, and how whiskey contributed to the destruction of Indian cultures. The study is enhanced with superb illustrations.

Unrau observes that Indians may have learned their drinking habits from many Euro-Americans who drank to excess, especially the soldiers stationed at frontier military posts. Trading alcohol to Indians was highly profitable, so profitable that all efforts to prohibit the flow to Indians were circumvented. Much of it flowed along the Santa Fe Trail (the operators of the trading ranches, for example, were much involved), a trade item seldom mentioned by Trail scholars. Government annuities paid to Indians provided the wherewithal to pay exorbitant prices for rotgut whiskey.

Liquor became a principal element in Indian-white relations, with disastrous results. Unrau agrees that, according to an 1843 statement by Central Superintendent David D. Mitchell, "nearly all the troubles and

domestic afflictions of the Plains tribes were attributable to excessive use of alcohol" (p. 46). For the Indians, Unrau concludes, the "liquor trade was socially and economically devastating" (p. 116). The drunken Indian was more than a stereotype. In 1864 Rev. William H. Goode, who had witnessed the effects of the whiskey trade on Indians, declared "if they get drunk it is upon *our* whiskey," and he questioned who was civilized and who was savage. *White Man's Wicked Water* is an unpleasant story everyone should read.

COUNCIL TROVE

—DOCUMENTS—

INDIANS & WHISKEY

MEL and Mary Cottom, Manhattan, KS, found the following item in *The Cheyenne Leader*, May 29, 1868.

No Danger.

A special dispatch from St. Louis the 23rd, to the St. Paul Press says:

Gen. Sheridan has returned to Fort Leavenworth from the west. Captain Angill arrived at Leavenworth from the Plains Wednesday, and reports that 600 Indians are at Fort Larned, and about the same number at Fort Dodge. Major Wyncoop was at Fort Larned, and invited all the Indians to meet him there, to receive a communication. Many Indians had arrived with Spencer carbines, and well supplied with ammunition furnished by the government. Captain Angill does not believe that there is any danger of difficulty with the Indians at present; but if whisky is not kept from them, trouble is likely to occur.

That's good, and as it is almost official, it may be said to be romantic. They will not murder anybody with "Spencer rifles and plenty of ammunition furnished them by the government," unless they obtain whisky. Government might as well finish the business it has so well begun, and furnish the whisky too. The poor Indian then might have an opportunity to enjoy life even in the midst of death; and the next commissioners' report would show the fault was with those notorious disturbers of the Indian peace-frontiersmen.

HELP WANTED

I am searching for any information about Asian women, especially Chinese, who may have traveled the Santa Fe Trail or the Atchison, Topeka and Santa Fe Railroad any

time prior to 1890. Any leads will be greatly appreciated.

Dr. Merri Schall

PO Box 560

Pine AZ 85544-0560

I am seeking details about what the prairie landscape looked like before European influence, particularly the plant composition of eastern Kansas. I have searched written historical materials, but seldom is the vegetation mentioned or effectively described, and rarely as specific as Susan Shelby Magoffin's "little flowers shaped like an hourglass" (milkweed). Information about possible sources will be appreciated

Iralee Barnard

962 300 Ave

Hope KS 67451

I am looking for information about my great-grandfather, Henry H. Arthur, who I am told was a wagon master on the Santa Fe Trail. He was part of John Fremont's bodyguard in 1861. Thanks for any help.

Lea Arthur

2103 N Lafayette

Bremerton WA 98312-2755

175th ANNIVERSARY

The observation of the 175th anniversary of the opening of the Trail, which includes the commemoration of William Becknell's trip with wagons in 1822, will run through the September symposium. Events are included in the calendar section.

Harry C. Myers, chairman of the 175th committee, encourages every chapter to plan special events for 1997. Please send schedules to him at Fort Union National Monument, Watrous NM 87753 and to WT.

State tourism 175th information may be obtained by calling the following: Colorado, (719) 336-3850; Kansas, (800) 252-6727; Missouri, (573) 526-5900; New Mexico, (800) 545-2040, ext. 751; and Oklahoma, (800) 652-6552.

NEW SFTA MEMBERS

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

We thank you for your support.

INSTITUTIONAL MEMBERSHIPS

The Collaborative Inc., John Feinberg,
1002 Walnut Ste 201, Boulder CO
80302

FAMILY MEMBERSHIPS

John & Barbara Atkinson, 1113 Safari Dr,
St Joseph MO 64506

Ann & Harry Bixby, 631 Calle de Valdes,
Santa Fe NM 87505

James S. & Ann L. Carson, 416 Walter St
SE, Albuquerque NM 87102-3570

Ron & Tanna Collins, Fort Dodge KS
67843

W. Leighman & S. Kate Covington, PO
Box 330, Garden City KS 67846

Bill & Tina Leonard, HC 01, Hugoton KS
67951

Willard & Kay Lewis, PO Box 6073, Santa
Fe NM 87502

M/M James Maxey, PO Box 316, Syra-
cuse KS 67878

Emery & Betty Murray, 231 Vigil, Las Ani-
mas CO 81054

Henry & Jo Ann Ostrander, RR 1 Box 17B,
Cimarron NM 87714

Marilyn & Wes Smith, PO Box 57, Avon
MN 56310

H. B. & Miriam Warren, 11021 W 96th
Terr, Overland Park KS 66214

INDIVIDUAL MEMBERSHIPS

Evelyn Brown, 1140 NW 36th, Okla-
homa City OK 73118

Liane D. Brown, 515 Paseo de Peralta
#1, Santa Fe NM 87501

Pam Brown, PO Box 245, Clayton NM
88415

Carol Gene Brownlee, 435 N 7th, Ster-
ling KS 67579

Harry S. Chabin, 1043 S Miller Way,
Lakewood CO 80226

Wanda Dunn, 3621 Llano Estacado,
Clovis NM 88101

Miguel B. Duran, 1009 19th St NW, Albu-
querque NM 87104

Shaffer H. Fulton, 1540 First St, Manhat-
tan Beach CA 90266

Dennis Gamble, 2649 SE Burton, Topeka
KS 66605

Dick Holben, PO Box 171, Cedar Crest
NM 87008

Jessie (Nonie) Kenney, 516 Lawrence
Ln, Yreka CA 96097

Judith Machen, 1110 First St, Los Alamos
NM 87544

Fred Markham, 1633 SW Indian Trail,
Topeka KS 66604

J. M. Maxwell, 34 Perthshire Dr,
Peachtree City GA 30269

B. Aileen McCune, 414 West 11th, New-
ton KS 67114

Darrell Mobley, 7319 S 99th East Ave,
Tulsa OK 74133

R. Neil Moore, 11850 Highway 180 E,
Arenas Valley NM 88022

Tina L. W. Pachl, 15214 NE 188th St, Holt
MO 64048

Doug Peterson, 2950 Plaza Blanca,
Santa Fe NM 87505

Thelma Quarles, 3706 95th St, Lubbock
TX 79423-3809

Dr. Tibor K. Remenyik, PO Box 928, Las
Vegas NM 87701

Joleen Ross, 1229 N Golden Prairie Rd,
Burton KS 67020

Estes Van Dyke, 1401 Santa Fe Trail #1,
Trinidad CO 81082-3660

TRAIL CALENDAR

Everyone is invited to send notices for this section; provide location, date, time, and activity. Events scheduled as part of the continuing 175th anniversary celebration are included here. Remember this is a quarterly. The next issue should appear in May, so send information for June and later to arrive by April 20, 1997. Thank you.

June 1, 1996-Oct. 31, 1997: El Rancho de las Golondrinas, NM, special exhibit, La Junta, meeting of the trails, about the Chihuahua Trail (Camino Real) and the Santa Fe Trail, with emphasis on their impact on Santa Fe and its people. This bilingual exhibit includes period artifacts and hands-on activities. Contact Louann Jordan (505) 471-2261.

April 24, 1997: Heart of the Flint Hills Chapter meeting.

April 26-27, 1997: Santa Fe Trail Heritage Days, Las Vegas, NM (505) 425-8631.

May 10-18, 1997: New Mexico Heritage Preservation week emphasizing the Santa Fe Trail (505) 827-6320.

May 24-26, 1997: Queen City Rendezvous, Independence MO (816)

325-7111.

May 24-26, 1997: Santa Fe Trail Days, Larned, KS (316) 285-2054.

June 7-8, 1997: Rails & Trails Days, Las Vegas, NM (505) 425-8631.

June 8, 1997: Santa Fe Trail Ride, Springer, NM (505) 483-2998.

June 8-15, 1997: Santa Fe Trail Rendezvous, NRA Whittington Center, NM (505) 445-3615.

June 13-15, 1997: Wah-Shun-Guh Days, Council Grove, KS (316) 767-5882.

June 14, 1997: Wet/Dry Routes Chapter Seminar, Murder on the Santa Fe Trail.

June 14, 1997: Trinidad, CO, 1:00-4:00 p.m., Grand Opening of Santa Fe Trail Museum (719) 846-7217.

June 14-15, 1997: 12th Annual Santa Fe Trail Festival, Trinidad CO (719) 846-2985.

June 21, 1997: Fort Union National Monument, First Fort Open (505) 425-8025.

June 21-22, 1997: Bullwacker Days, Mahaffie Farmstead, Olathe KS (913) 782-6972.

July 4, 1997: Las Vegas Fiestas, Las Vegas NM (505) 425-8829.

July 4-5, 1997: Santa Fe Trail Celebration, Clayton NM (505) 374-9253.

July 19-20, 1997: Fort Union National Monument Cultural Encounters (505) 425-8025.

Sept. 14-Oct. 3, 1997: Santa Fe Trail Bicycle Trek (505) 982-1282.

Sept. 24-28, 1997: SFTA Symposium, Boise City, OK, Elkhart, KS, and Clayton, NM. Contact 1997 SFTA Symposium, PO Box 655, Boise City OK 73933.

RECALL NOTICE

IF you have purchased or received a copy of the Rio Grande Press 1991 reprint of William Clarke Whitford's 1906 book, *The Battle of Glorieta Pass; The Colorado Volunteers in the Civil War*, and would like to receive replacement maps and pages as corrected in the appendix to the 1994 reprint edition, I will attempt to accommodate such requests on an at-cost basis. Please send your mailing address and a check for \$2.00 to cover reproduction, large envelope, and mailing costs (SASE NOT desired) to Burt Schmitz, 7479 Bollinger Rd, Cupertino CA 95014.

FROM THE EDITOR

BONITA and I truly enjoyed the End of the Trail Chapter *Entrada*. We look forward to 1997 events, especially the symposium. Bonita hopes to complete the index by then.

The new award categories are significant. Please take time to nominate worthy people for all of the awards. The future of SFTA also depends on the nominations for positions on the governing board.

At this printing fewer than half the members in 1996 have renewed for 1997. Please check the mailing label below for your expiration date. If it says Dec 1996 and you have not renewed within the last few days, you are not currently a member. The next issue of *WT* and, more important, the registration materials for the symposium will be sent only to members paid for 1997.

Happy Trails!

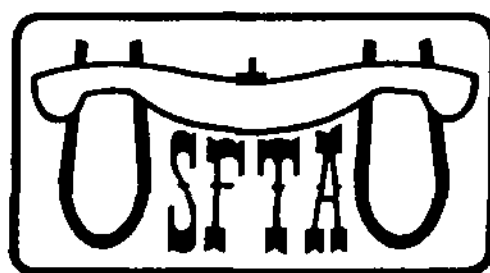
—Leo E. Oliva

WAGON TRACKS

Santa Fe Trail Association

PO Box 31

Woodston, KS 67675

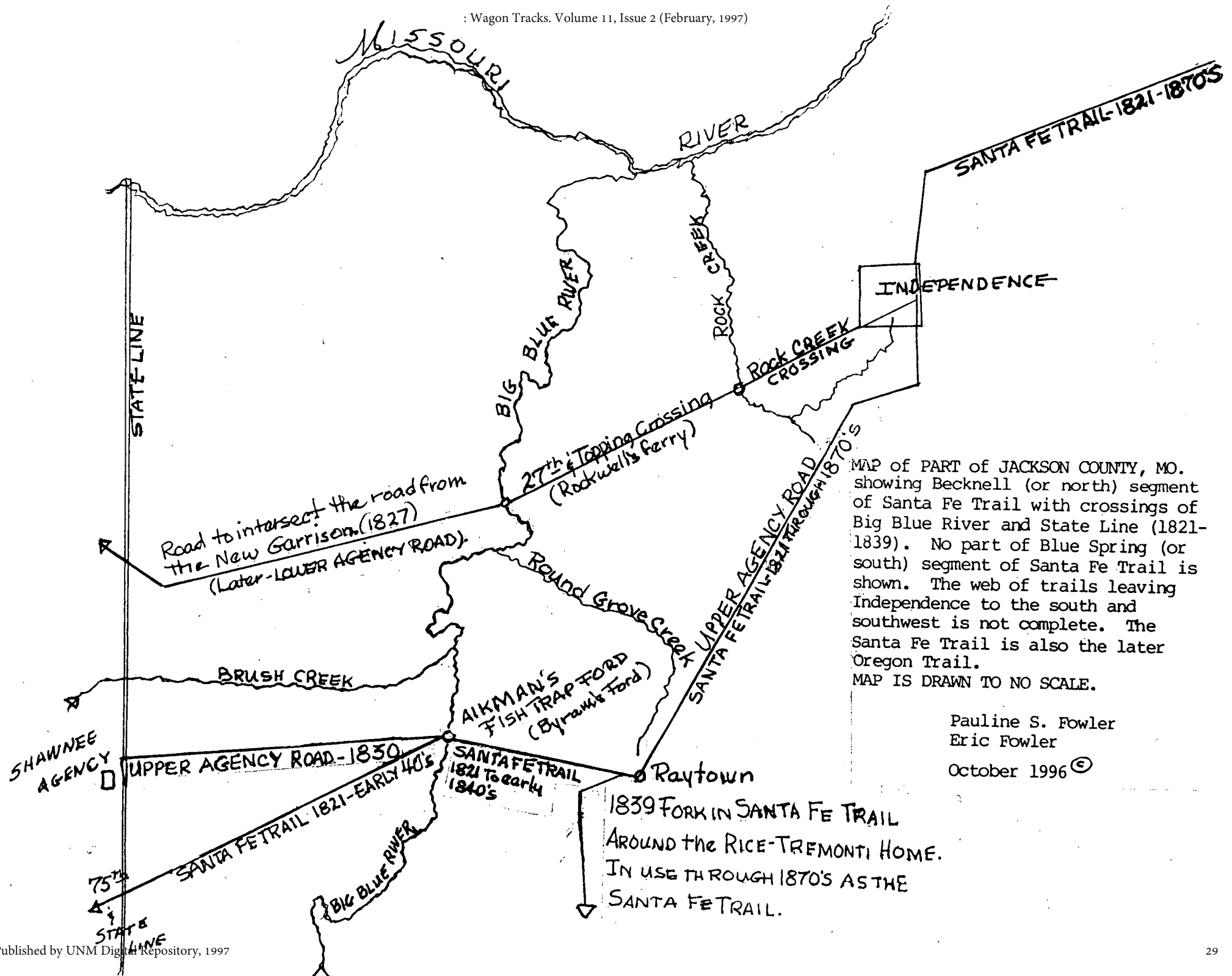


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ADDRESS CORRECTION REQUESTED



MAP of PART of JACKSON COUNTY, MO. showing Becknell (or north) segment of Santa Fe Trail with crossings of Big Blue River and State Line (1821-1839). No part of Blue Spring (or south) segment of Santa Fe Trail is shown. The web of trails leaving Independence to the south and southwest is not complete. The Santa Fe Trail is also the later Oregon Trail. MAP IS DRAWN TO NO SCALE.

Pauline S. Fowler
Eric Fowler
October 1996 ©