

Wagon Tracks

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Santa Fe Trail Association

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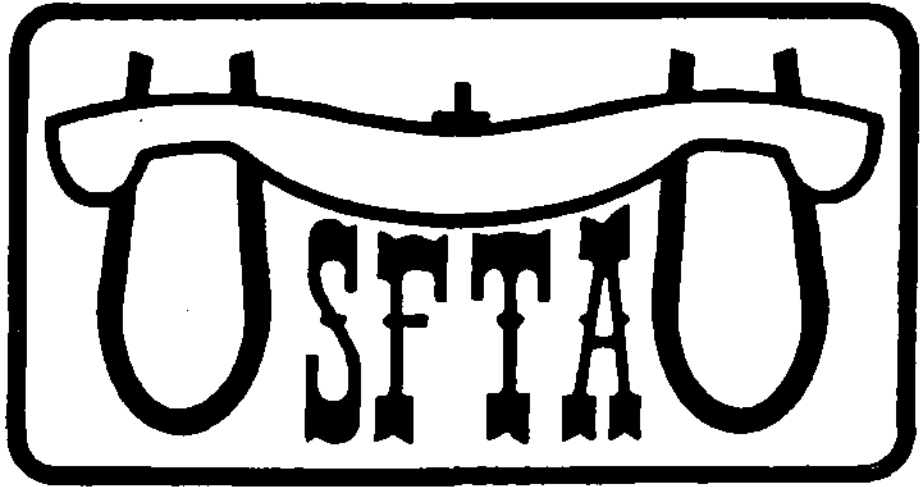


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WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 8

NOVEMBER 1993

NUMBER 1

SUPERB SYMPOSIUM

SYMPOSIUM 1993 was a shining success, enjoyed by more than 500 participants. Recordings of many of the presentations are available from FOF Productions, and a video of the reenactment of the 1868 Indian Raid at Boggsville may be purchased from Stage 1 Video (order information for these may be found elsewhere in this issue). Program Coordinator Don Hill and the many people who assisted him (from Bent's Old Fort NHS, La Junta, Las Animas, and other communities) did an outstanding job and deserve the thanks of everyone. All the people who served on the program and assisted with visits to Boggsville and Bent's Old Fort NHS likewise merit recognition and gratitude.

During the brief business meetings of the governing board and general membership several important decisions were made. The revised bylaws, as earlier submitted to all members, were adopted. Annual membership dues for individuals and families were raised from \$10 to \$15 and from \$15 to \$20 respectively. The sites for the next four biennial symposia were approved: Larned and Great Bend, KS, in 1995; Boise City, OK, in 1997; Council Grove, KS, in 1999; and Las Vegas, NM, in 2001. Steve Linderer, superintendent at Fort Larned NHS, will serve as program coordinator for the 1995 symposium, scheduled for September 21-24.

The Quivira Chapter, organized since the last symposium, was accepted as an official SFTA chapter. This makes a total of eleven chapters at present.

A special committee was created to develop plans for the 1996 celebration of the 175th anniversary of the opening of trade between Missouri and Santa Fe in 1821 and the 150th anniversary of the march of the Army of the West from Fort Leavenworth to New Mexico in 1846. Harry C. Myers, superintendent at Fort Union National Monument, was appointed chairman. Everyone is invited to submit suggestions for special activities in 1996.

The SFTA will serve as the recipient of donations to erect a marker at the

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SFTA DUES INCREASE

SFTA dues, which have not changed since the founding in 1986, will go up in 1994. The governing board voted to raise individual annual dues from \$10 to \$15 and family annual dues from \$15 to \$20. All other membership classifications remain unchanged.

Those who have paid dues for 1994 at the old rate will not be assessed the additional fee, and those who renew hereafter are expected to pay the new rates. New membership forms are being prepared. The increases were enacted because it costs more than \$10 per year to service a membership (primarily postage and printing costs). A subscription to *Wagon Tracks* continues to be included with the dues.

For those who appreciate the Association, the new rates are still a bargain. SFTA membership expires on December 31 each year. If you have not renewed for 1994 (your mailing label indicates when your membership expires), please do so soon.

1995 SYMPOSIUM
SEPTEMBER 21-24
LARNED, KANSAS

1993 SFTA AWARDS

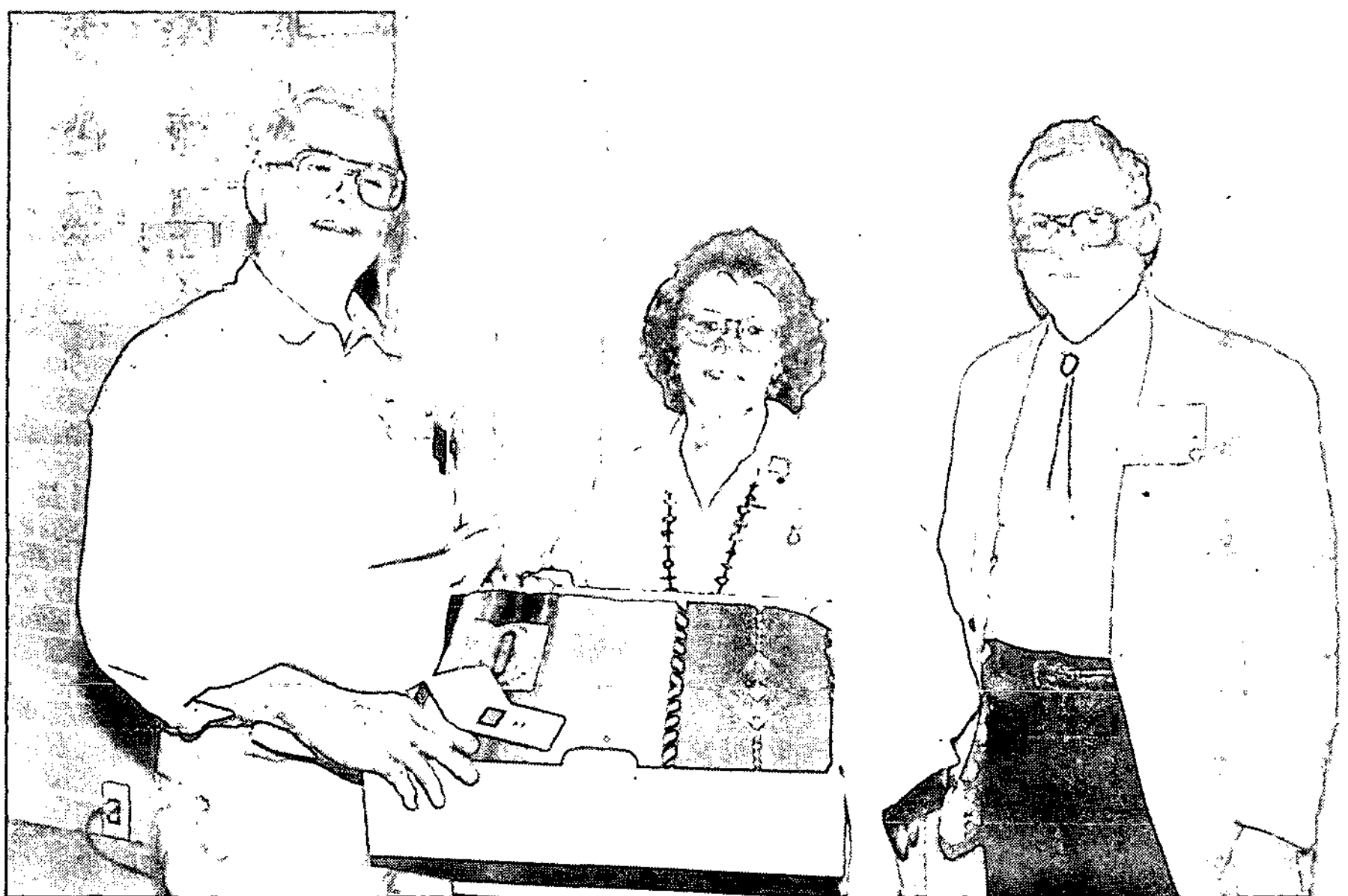
by Marc Simmons

[Marc Simmons, Cerrillos, NM, was one of the founders and the first president of SFTA. He has served as chairman of the awards committee since the founding in 1986.]

ONE of the highlights of each symposium is the presentation of SFTA awards. Handsome plaques were presented at La Junta to those making noteworthy efforts in preserving, protecting, and promoting the old Santa Fe Trail.

The recipients of the 1993 SFTA Awards of Merit were: Harry C. Myers, superintendent of Fort Union National Monument, and Prof. Michael L. Olsen, Highlands University, Las Vegas, NM, for their work in editing and publishing the diary of Pedro Ignacio Gallego, the officer who met William Becknell in 1821 on the New Mexico frontier; Dave Webb, Protection, KS, for his original and revised editions of *Adventures with the Santa Fe Trail* (an activity book for teachers and students); Sam and Carrie Arnold, Denver, CO, for their popular book, *Eating Up the Santa Fe Trail*; Jane Mallinson,

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Leo and Bonita Oliva receiving Jack D. Rittenhouse Memorial Stagecoach Award from President Bill Pitts (photo courtesy of Mac Burtis, *La Junta Tribune-Democrat*).



Don Hill, symposium coordinator, presenting momentos of appreciation to two vital assistants: Alejandra Aldred, of the Bent's Old Fort NHS staff, and Phil Petersen, chairman of the Boggsville Revitalization Committee (photo courtesy of Mac Burtis).

SYMPOSIUM

(continued from page 1)

burial site of New Mexico Territorial Governor James S. Calhoun, who died on the Santa Fe Trail and was interred at Kansas City in 1852. Mary Jean Cook, Santa Fe, will serve as coordinator of this project.

The late William (Bill) Wheatley, Clayton, NM, was officially designated "Grandfather of the Santa Fe Trail Association" for his leadership in launching the Highway 56 Santa Fe Trail Route in the early 1960s. He joins SFTA "Father" Marc Simmons, Cerrillos, NM, and SFTA "Mother" Joy Poole, Fort Collins, CO, as an official progenitor of SFTA.

The officers of the association were elected to serve another term: President Bill Pitts, Midwest City, OK; Vice-President Mark L. Gardner, Cascade, CO; and Secretary-Treasurer Ruth Olson Peters, Larned, KS. Two board members were elected to fill vacancies resulting from resignations: Dave Webb, Protection, KS, to fill the at-large vacancy created by the resignation of David Clapsaddle of Larned, KS; and Mary Gamble, Springfield, CO, to complete the Colorado vacancy created by the resignation of John Tarabino, Trinidad.

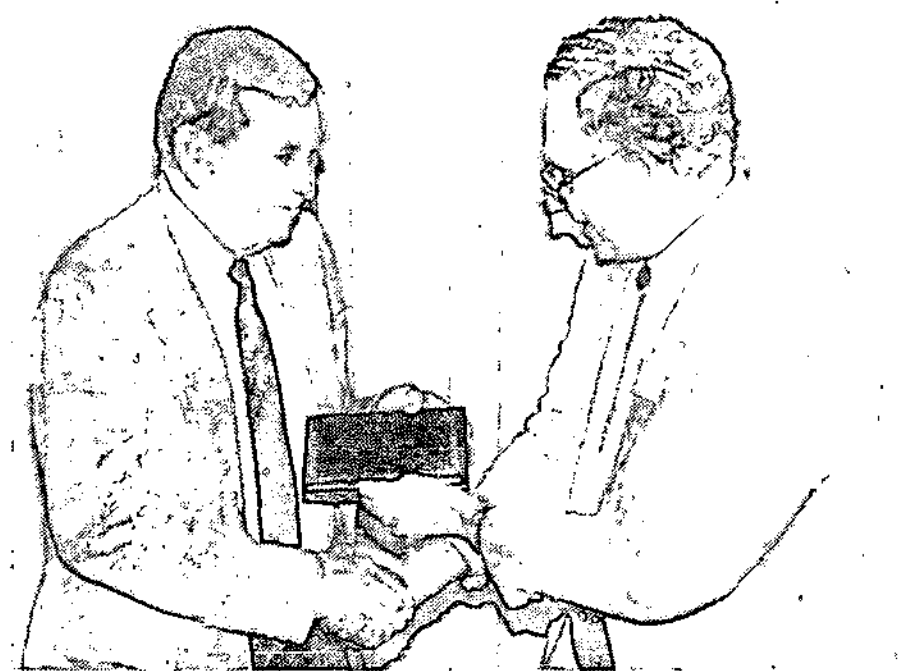
Three board members were elected to serve another term: Joy Poole, Fort Collins, CO, an at-large director; Bill Chalfant, Hutchinson, KS; and Virginia Fisher, Arrow Rock, MO. Three board members were elected to replace those whose terms expired: Pat O'Brien, Golden, CO, replaced Bill Buckles of Pueblo, CO; Margaret Sears, Santa Fe, NM, replaced Mary Moorehead, Santa Fe; and Tim Zwink, Alva, OK, replaced Dan Sharp, Boise City, OK. One vacancy on the board, a vacated position from Kansas, remains to be filled.

SFTA AWARDS

(continued from page 1)

Sugar Creek, MO, for her writings and Trail promotion activities through the Daughters of the American Revolution; Friends of Arrow Rock for reprinting important Trail books and preservation of historical sites in central Missouri; and the Wet/Dry Routes Chapter of SFTA for the placement of markers on the Fort Hays-Fort Dodge route and the Wet and Dry routes of the Santa Fe Trail.

In addition to the Awards of Merit, longtime SFTA member Jesse Scott, Jr., Garden City, KS, was invested by President Bill Pitts with the title and office of Santa Fe Trail Ambassador. Scott has an exemplary record of service to the Trail and the awards committee believed he richly deserved ambassadorial recognition. Scott joins these other SFTA ambassadors: Paul F. Bentrup, Les Vilda, Katharine B. Kelley, Ralph Hathaway, and David Clapsaddle.



Jesse Scott receives the plaque designating him SFTA Ambassador from President Bill Pitts (photo courtesy of Mac Burtis).

The most electric moment of the entire symposium came with the announcement of the winner of the first Jack D. Rittenhouse Memorial Stagecoach Award. Named in honor of a distinguished trail author and publisher, the new award was created by SFTA at the suggestion of member Ray Dewey of Santa Fe. The recipient is selected on the basis of extraordinary achievement and lifetime contributions to the Santa Fe Trail. The prize consists of an heirloom wool Santa Fe Trail blanket and beautiful plaque, generously donated by the Dewey Trading Company, plus a cash award jointly furnished by the Company and SFTA.

Leo and Bonita Oliva were unanimously chosen by the awards committee, based upon nominations from the



Virginia Fisher accepts Friends of Arrow Rock Award of Merit from President Pitts (photo courtesy of Mac Burtis).

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Membership Categories

Benefactor	\$1,000
Patron	\$100/year
Institutional	\$25/year
Family	\$20/year
Individual	\$15/year

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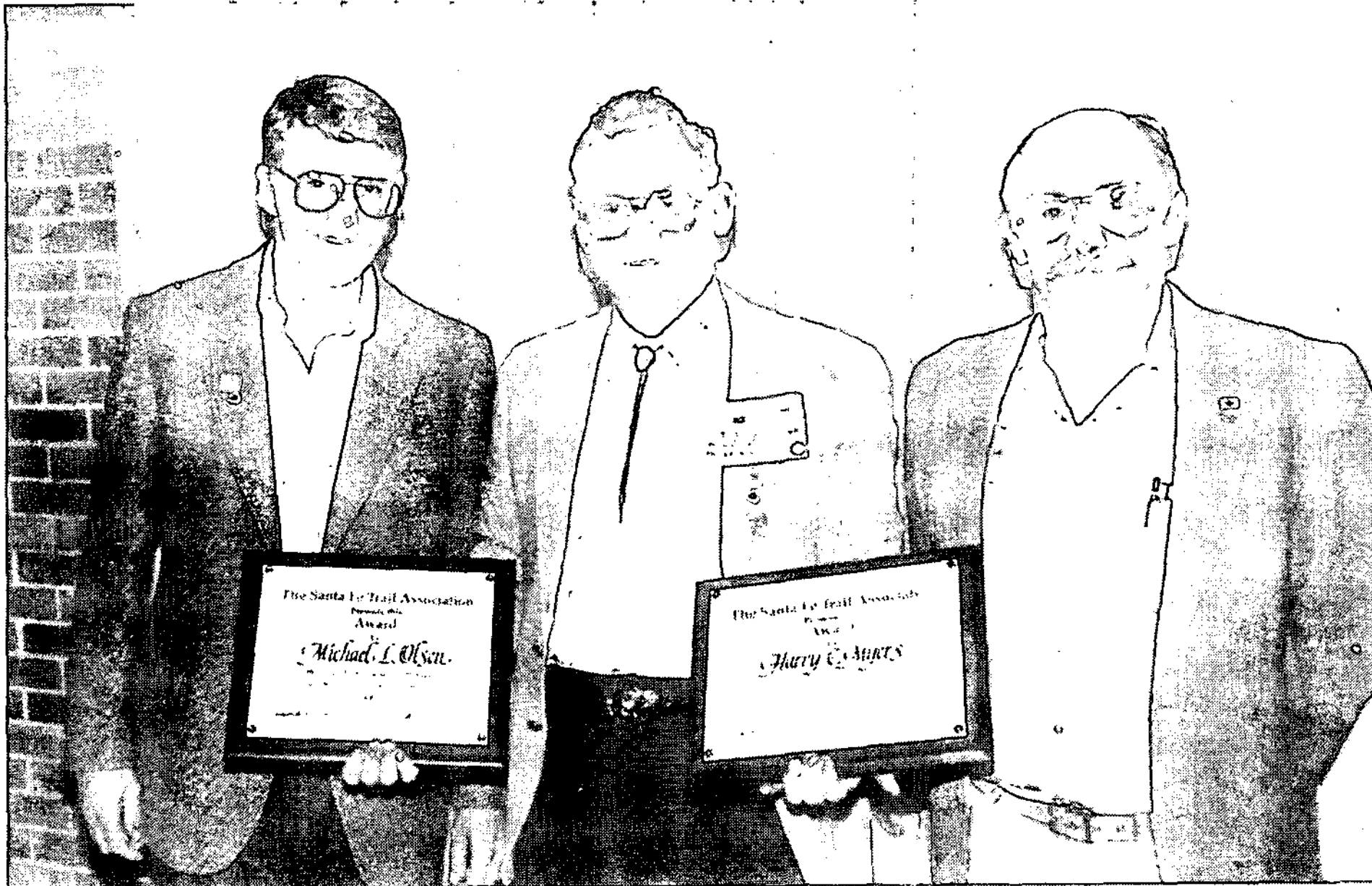
President: Bill Pitts, 7811 NE 10th #202, Midwest City, OK 73110

Vice-President: Mark L. Gardner, PO Box 879, Cascade, CO 80809

Secretary-Treasurer: Ruth Olson Peters, Santa Fe Trail Center, RR 3, Larned, KS 67550

1995 Symposium Coordinator: Steven Linderer, Fort Larned NHS, RR3, Larned, KS 67550

Publicity Coordinator: Michael E. Pitel, Tano Rd., Rt. 4, Box 240, Santa Fe, NM 87501



President Bill Pitts bestows Awards of Merit on Michael L. Olsen, left, and Harry C. Myers, right, (photo courtesy of Mac Burtis).

membership. Leo's numerous publications, beginning with his now classic book, *Soldiers on the Santa Fe Trail*, have established him as one of the foremost scholars of the Trail. In addition, his record of service to SFTA is unsurpassed by any other member. Leo carefully guided the Association's formation, giving advice and establishing principles that are reflected in today's organization. He is, of course, known best for his herculean efforts in the production of *Wagon Tracks*, widely regarded as one of the finest trail periodicals ever published. With-

out this quarterly, there would be no SFTA as we know it.

The committee decided to make a joint presentation, since Bonita Oliva has contributed hugely to *Wagon Tracks* and other projects. Theirs is truly a team effort and the old Santa Fe Trail has been the real beneficiary. Announcement of the dual recipients of the Rittenhouse Award was greeted by the membership with a standing ovation. It was a small but heartfelt thank you to the Olivas for their remarkable contributions to the Trail, yesterday and today.



Lon Palmer, president of Wet/Dry Routes Chapter, accepts Award for his chapter (photo courtesy of Mac Burtis).



Jane Mallinson is honored for her work with the DAR markers on the Trail (photo courtesy of Mac Burtis).



Sam and Carrie Arnold receiving their Award of Merit from President Bill Pitts (photo courtesy of Mac Burtis).



Dave Webb recognized for Trail writings (photo courtesy of Mac Burtis).

SPAIN HONORS SIMMONS

MARC Simmons, eminent historian of the Southwest and the Santa Fe Trail, was recently awarded the Order of Isabela la Catolica by direction of the king of Spain for his writings on the Spanish history of New Mexico, including *Spanish Government in New Mexico* and *The Last Conquistador: Juan de Oñate and the Settling of the Far Southwest*. Spanish Ambassador Jaime de Ojeda presented the award at a ceremony held at El Rancho de las Golondrinas near Santa Fe. This is the highest award conferred by Spain on non-Spanish citizens.

Simmons was invited to Spain last year to speak at the University of Madrid in commemoration of the quincentenary of Columbus's first voyage to America. The award gives further recognition to Simmons's outstanding scholarship and writings. A century ago another historian and writer of the Southwest, Charles F. Lummis, received the same award. Simmons stated that he was particularly gratified for the honor because it had also been presented to Lummis, a pioneer historian whom Simmons admires. Congratulations Marc.

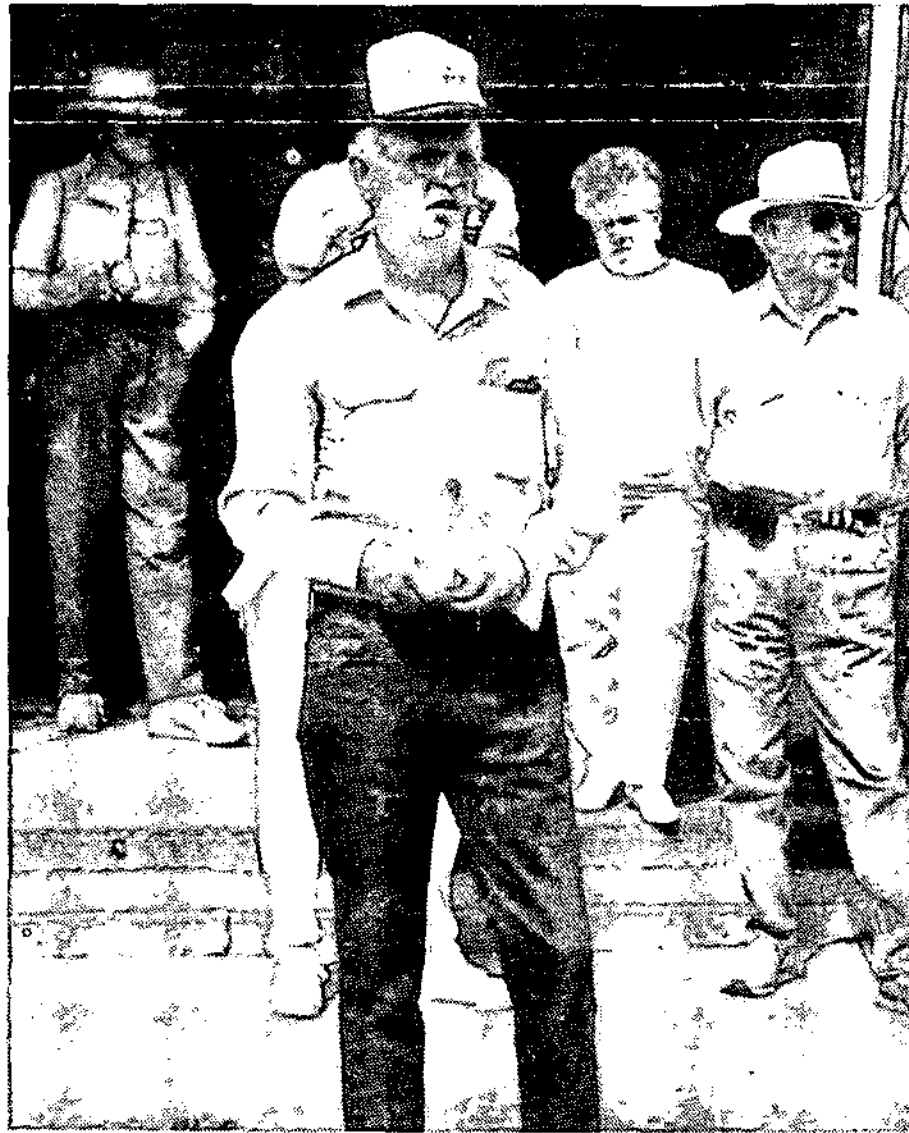
HOLE-IN-THE-ROCK STAGE STATION RELOCATED

by Jesse Scott, Jr.

[Scott, Garden City, KS, who was named SFTA Ambassador at the recent symposium, discovered an error he made in his presentation at La Junta. He submits the following to set the record straight.]

IN my slide presentation at the recent symposium I said Margaret Long was a nearly unimpeachable source of historical accuracy. She said, and I repeated, that Hole-in-the-Rock stage station was in Section 4, Township 29, Range 60. Shortly after returning home down the river, I received a letter from R. H. "Bob" Jones of La Junta. He informed me that the station site is in Section 3, property which he now owns, and he enclosed a typewritten copy of a recorded patent in which the original patentee, Frank G. Bloom, received 155.89 acres in Section 3, April 9, 1881, filed January 30, 1883, and signed by President Chester A. Arthur.

Having for years an interest in gathering information on those old stage stations on the Purgatoire and the Timpas, I have at different times searched the courthouse records and have ordered copies of the original patents from the Bureau of Land Management. One of the old copies from the BLM is of the original patent to the



Marc Simmons addressing an End of the Trail Chapter meeting at San Miguel, standing in front of the village church erected when New Mexico was a Spanish province.

same grantee, to the same legally described tract, the same application and certificate numbers, but signed by President James A. Garfield a month and five days after his taking office. Garfield, of course, was assassinated in the summer of 1881, and succeeded by Arthur.

Because of Margaret Long, I had requested the patent for Section 4, which was not patented until 1925. Bob Jones bought the site to preserve it. He said the section line is very near the old station and runs through a corral that may have been a part of the station. He sent copies of the recorded patent from two different Trinidad abstract companies, one showing Garfield and the other showing Arthur as the signing president.

I would rather be a corrector of history than a perpetuator of erroneous information. I suppose at the next symposium I will have to turn in my picture of Boggsville, return my short-lived commission and my sword, have the bright buttons and medals removed from my uniform, and be drummed out of the regiment.

ANOTHER ERROR CORRECTED

VIRGINIA Lee Fisher, in reporting on the Missouri River flood in the August 1993 issue of *Wagon Tracks*, indicated the DAR marker at Kingsbury Siding was washed away. The marker referred to was not a DAR marker. It was erected by the Daughters of the War of 1812. All DAR markers in the area are standing.

BOY SCOUTS HIKE ON TRAIL

by David Spillman

[David Spillman is the scoutmaster who led the hike described.]

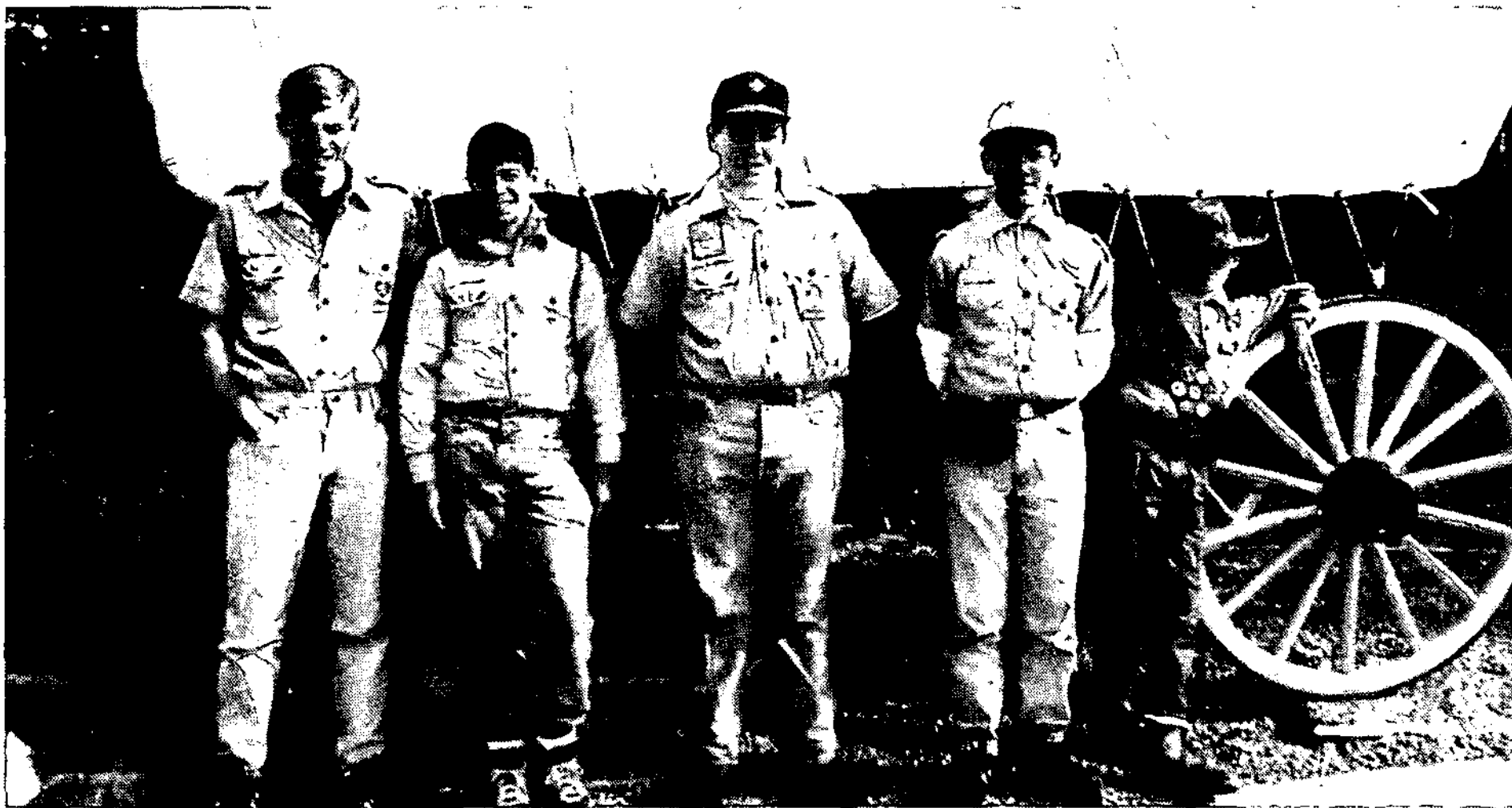
BOY Scouts and leaders from Troop 727, Nancy, KY, recently completed a 1600-mile trip to historic Council Grove, KS, where they hiked and camped on the Santa Fe Trail. The scouts hiked 25 miles through the prairie and historic Council Grove, at times walking in the original wagon ruts still visible on the Trail. A four-mile hike on Friday afternoon, Oct. 5, got them in the mood for experiencing the rigors of the Trail as did the pioneers, with prairie wind gusts of up to 40 mph and bone-chilling temperatures as they camped near the Trail.

High wind typical of the plains provided a greater challenge than they normally have in Kentucky. They experienced light rain and plenty of wind that threatened to blow the tents away but only loosened tent stakes, rattled ropes against the sides, and made the troop wonder if they would still be in Kansas when they woke up the next morning. They had a true Trail experience Saturday morning, preparing their breakfast in the wind and rain.

The scouts became acquainted with prairie wildlife and native grasses through the expert knowledge of Roger Wells, Wildlife National Habitat Coordinator and District Manager of Quail Unlimited. Wells lives on the prairie a few miles from Allen, KS, and organized the hike. He obtained permission from local ranchers for Troop 727 to hike on sections of the Trail that are on private ranches.

On Saturday, Roger led the troop on a 10-mile hike, giving plenty of information about the Trail, types of grasses and plants growing on the prairie, and cattle ranching in the area. The scouts had an extra treat when they jumped prairie chickens several times and when they encountered cowboys herding cattle across the ranch lands. They enviously watched while wishing they could try being a cowboy, too. Four of the scouts and one hardy leader continued on hiking for another ten miles to complete the twenty miles in one day required for the hiking merit badge.

At Council Grove Kathy and Larry Willis, scoutmaster of Troop 65, gave the visitors a special tour of historic community which boasts a dozen sites on the national historic register. The guides related the history of the area and the Trail. A highlight of the tour was lunch at the Hays House Restaurant. They were welcomed to town by



Scouts from Troop 727, Nancy, Kentucky, who hiked the Trail at Council Grove, I to r: Stephen Dunagan, Craig Potts, Forrest Spillman, Curtis Tate, and Shawn Hines.

Pete DeHoff who pleasantly surprised the troop by presenting them with fishing lures from his company.

While at Council Grove the scouts camped at the Council Grove Reservoir as guests of local Troop 65. The scouts enjoyed making new friends, trading patches, and relating stories about their respective communities.

On the return trip to Kentucky, the scouts spent Sunday night at the scout headquarters on Scott Air Force Base, Illinois. After meeting with Scout Leaders Scott and Amy Miller, Troop 727 toured the base and continued their long trip home.

Troop 727 Scouts making the trip were Curtis Tate, Forrest Spillman, Stephen Dunagan, Craig Potts, and Shawn Hines. They were accompanied by leaders and parents including Michael and Linda Dunagan, David and Kay Spillman, and Richard Hines. They especially appreciate the friendship and kindness extended to them by hosts and guides in Kansas.

HISTORIC TOUR IN 1994

WESTERN history enthusiasts will have the opportunity to visit the Fort Wallace locale and other sites related to the Indian wars in northwest Kansas and eastern Colorado on April 16-17, 1994. Sites included in the itinerary include Sheridan, the end-of-the-tracks town which served as the eastern terminus of the Santa Fe Trail during 1868-1870; the Fort Wallace Cemetery; the quarry where stone was cut for the construction of Fort Wallace; the Beaver Creek location where Lt. Lyman Kidder's command was killed; the Cherry Creek Valley where the Cheyennes grouped following their ordeal at Sand Creek; and Beecher's Island where Col. George Forsyth's ci-

vilian command of 50 scouts withstood the attack of a superior force of Indians for three days. On the return trip, stops will be made at Monument Station and nearly El Quartejejo, the only known pueblo ruins in Kansas. Conducting the tour will be David and Alice Clapsaddle of Larned, popular instructors in Barton County Community College's Historical Series. For more information, contact Elaine Simmons, Coordinator of Seminars, Barton county Community College, Great Bend, Kansas 67530, (316) 792-2701.

A TRAIL NEVER TAKEN BUT AN UNEXPECTED JOURNAL

by Jane Mallinson

[Jane Mallinson, Sugar Creek, MO, represents the DAR on the SFNHT Advisory Council and has written features for WT. She received an SFTA Award of Merit at the 1993 symposium. A few selections from the Graham diary mentioned here were published in the Sept. 1993 issue of the Friends of the National Frontier Trails Center newsletter.]

JOHN Liptak was a real trail enthusiast. He seldom missed a meeting of the Friends of the National Frontier Trails Center at Independence, MO, even though he had suffered three strokes and walked with a cane. A friend or family picked him up and brought him to the meetings. No one ever thought of him as handicapped as he didn't think of himself that way.

When Morris Carter, Casper, WY, announced plans to lead a wagon train from Independence, MO, to Independence, OR, in 1993, Liptak vowed he would go along. Although the trip was 2,000 miles long, he was determined he could do it. "I want to celebrate the sesquicentennial of the Ore-

gon Trail this way," he told friends.

"He also wanted to be an inspiration to other stroke victims," said Michelle Trobridge, a registered respiratory therapist at Independence Regional Health Center, who knew Liptak as both a patient and a hospital volunteer. "He wanted to be a motivation to other people who had suffered strokes, urge them to keep trying."

Liptak spent several months raising funds to help defray expenses of the trip. Some friends and admirers gladly contributed to honor this man of such great spirit for the challenge he had set for himself. His goal was to write his own overland journal during his trip along the Oregon Trail for himself and the National Frontier Trails Center.

This did not come to pass. John did not join the train that left Independence on May 2. He died in February. He was 53 years old. The funds collected for his trip were made available to the Trails Center in his memory.

This summer the Friends had the opportunity to buy an original trail diary written in 1860 by John Melvin Graham, a Nebraska territory schoolteacher, who followed part of the Oregon Trail into present-day Colorado to mine gold. The diary was offered by Mr. Graham's family and purchased with the Liptak Fund to honor him.

"He was a teacher and educated, so his diary is more descriptive of things along the way," said John Mark Lambertson, director of the National Frontier Trails Center. "He talks about Denver in its infancy and about life in the mining camps, including a blow by blow description of a fight between himself and another miner. We are happy to have this in our collection."

Daleen Liptak, wife of John, and his four children said "he would have liked this choice as he kept a lot of journals himself. We are pleased."

The Graham diary, along with three other diaries held by the Oregon-California Trails Association, went on display at the Center in August. This leather bound pocket sized book is in good condition. It has been transcribed and is available for research at the National Frontier Trails Center, 318 W. Pacific, Independence, MO. Thank you, John Liptak.

FILM FOUND

ANNE Carter found a 36-exposure roll of 35mm film at Boggsville on Sept. 25. There are photographs of a baby at the beginning, a group of hikers at an abandoned cabin in the woods, then pictures at Boggsville. If these are yours, please contact Anne Carter, 964 NW 600, Centerview, MO 64019

TRAIL BICYCLE TREK 1993

by Joy Poole

[Joy Poole, Fort Collins, CO, organized the first symposium at Trinidad in 1986, at which SFTA was founded, and has served on the board of directors since. She holds the official title of "Mother of the SFTA." She participated in the first portion of the 1993 Bicycle Trek on the Trail, riding from Santa Fe to Trinidad, before attending the symposium. She collected the following comments from trek participants.]

It was a pleasure to share the Trail ride with the following people, under the careful leadership of Willard Chilcott, and the following comments are submitted to help others understand this venture. Perhaps you will join next year's trek.

Ron Johnson, Independence MO:

Sometimes on cresting one of the small hills, a person can feel the history of the Santa Fe Trail. Seeing the expanse of the prairie, feeling the bright sunshine, tasting the dryness in one's throat, a person can hear the creaking of wagon wheels and clanking of wagon parts. Visions of drivers slapping their whips to the braying of the mules. Visions of bearded men, women in their bonnets and kids frolicking in the grass come alive. To cycle the Santa Fe Trail is to live history as opposed to reading about it. Come live a part of our nation's heritage.

Peter Graf, Basel, Switzerland:

This group trek is much better than riding along the trail on your own. I see many more things, camping is fun, talks with fellow riders are interesting. In short, a most memorable experience. Not to forget the special guided tours with the mother of all trails.

Jim Shearer, Angola, IN:

New Mexico is a beautiful state and will be even better when someone there invents oxygen.

Rick Embry, Leitchfield, KY:

The closest thing we have in Kentucky like the Santa Fe Trail is the Kentucky Derby.

Paul Stoesz, Santa Fe, NM:

Good combo of environmentally sensitive ways of historic touring.

Vernon Johnson, Albuquerque, NM:

I like the Santa Fe Trail for its beauty and history. Like stepping back in time.

Albert Bourbon, Las Vegas, NM:

Caliber of people on trek were superb!

Mark Harris, Santa Fe, NM:

We roll over the miles through sunshine, wind, warmth, cold and rain. With each passing day our respect grows into awe to those who proceeded us over a century ago. We can only wonder what occupied their thoughts as they traversed this land. May this trail always be used and may those in the future have as much interest in our activities as we have for those who came before us.

Paul Robbins, Huntington Beach, CA:

Friendship expressed and friendship enhanced. That expresses by feelings and experiences with the Santa Fe Trail Bicycle Group headed by Willard Chilcott.

Don Polle, York, ME :

Good people, great biking, fantastic weather. This trip was my cat meow. I'd like to come back with my wife.

Dan Fandey, Santa Teresa, NM:

Willard says, "It's an easy ride, all down hill, weather is always great and the wind is at your back." Well, if you bring a poncho, have good stamina, plenty of tube patches and love good company it's a wonderful trip.

Joy Poole, Fort Collins, CO:

Triumph and exhilaration were the feelings I felt when I made it over Raton Pass into my former home of Trinidad. Then, a tinge of sadness in realizing that many of the 93 Trek compadres were at the end of the Trail.

While traversing through northern New Mexico, I found myself scanning the horizons for discernible pilot knobs. As familiar trail landmarks emerged, I could sense the thrill early traders must have felt. (I was equally thrilled when the Saint of Bicycles appeared to assist me with my flat tire. HAIL MARY!)

By next year, I hope to learn ir-responsibility. Then, I'll ride (note: I did not mention camping) the whole trail with those totally RESPONSIBLE organizers Willard, Richard, Ken and Sheri. They were there when you needed them and we were in good hands.

Greg Perry, Rockport, ME:

Great to be back out west for awhile. Fantastic ride with great company. It would have been much more interesting if a certain person (Joy Poole) at a certain hotel (the St. James) could have related a hair-raising ghost story about the night spent in Cimarron . . . but maybe it was so scary it is being repressed, only to surface on a later ride.

HISTORICAL THEFT AND OTHER WRONG DOINGS

by Special Investigators Charles Pitts and Kathy Revett

[Charles Pitts is past president of the Texas Panhandle Chapter SFTA, and Kathy Revett is spearheading efforts to revive the chapter. The Josiah Gregg marker was apparently removed by the state highway department and cannot be found. If anyone has information about it, please contact these special investigators. The opinions expressed by these Texans are not necessarily those of the editor or anyone else. Please do not send your comments to WT.]

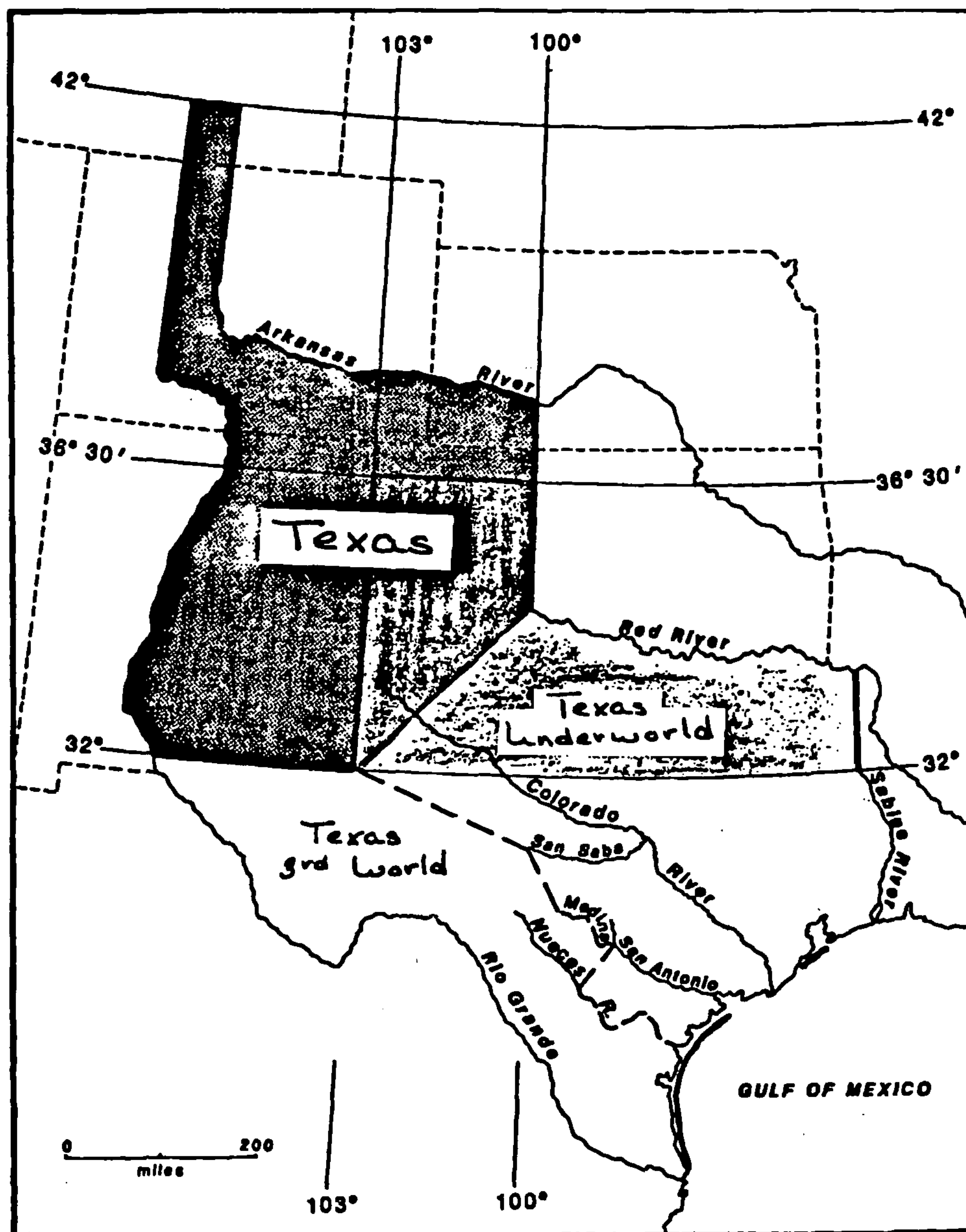
THIS is to inform you that three member states of the SFTA are under investigation for the blatant theft of one of our state historical markers denoting the approach of Josiah Gregg to Wild Horse Lake in Amarillo, Texas, on March 14, 1840.

The three member states are New Mexico, Oklahoma, and Kansas. To substantiate our suspicions, it is common knowledge that Texas rightfully owns the territory of New Mexico from 32° to 37° north latitude, and from 103° to 106° 20' west longitude at its narrowest point. Therefore, the Diablo New Mexicans' reluctance to allow the honorable and esteemed Texans to conduct their diplomatic expedition to Santa Fe in June 1841 certainly adds to our suspicions of that state.

The second state is Oklahoma. Again, it is common knowledge that Oklahoma has always been a land-grabbing state, and it is also a fact that the honorable State of Texas rightfully owns the Panhandle of that state from 100° to 103° west longitude. They show no remorse at all, and some continue to come to the beloved Llano Estacado without first getting dipped to insure that the great Llano is kept free of ticks, lice, and other vermin.

The third member state is Kansas, the southwest corner of said state, to be precise. We have reason to believe, to say the least, that they were a part of this dastardly theft ring.

A few years ago, the Panhandle Chapter of the SFTA invited Dr. Marc Simmons of New Mexico, then president of SFTA, and his ambassador, Paul Bentrup of southwest Kansas, to Amarillo, to visit with us and to show them the different parts of Josiah Gregg's trail across Texas. Marc, being a true, honest, and above-board Texan, would never have thought of being a part of a Texas historical marker theft ring. On the other hand, I noticed that the ambassador had this



gleam in his eyes. My first impression was that he knew that Texas again rightfully owned the southwest part of Kansas south of the Arkansas River from 100° to 103° west longitude, and that he was elated to be home on the Llano and to be among his Texas brethren.

In conclusion, we would like to say that the State of Colorado is omitted from this investigation because of Dr. David Sandoval, who is a college professor, resides in that state, and who is a native West Texan.

Missouri was omitted based on our knowledge of its people. We are confident that they could not find their way from there to here unless the DAR put up markers every fifty feet or so.

In this on-going investigation, we will also look at the Texas Underworld. This is the territory that lies south and

southwest of the Prairie Dog Fork on the Red River from the 100° meridian that intersects 36° 30' parallel, south to the Red, then to the southwest, where the 103° meridian intersects the 32° parallel. We consider the people that inhabit this land strange, somewhat brain dead, and too lazy to ascend the Caprock onto the Llano Estacado. Nevertheless, they will be part of our investigation.

Our lookout tower on Interstate 40 East is manned. In addition, all borders will be watched to prevent further theft of our markers and even possibly the wagon ruts that are still visible. All suspicious foreigners, especially those from New Mexico, Oklahoma, and Kansas, who are found entering the true State of Texas will be closely scrutinized. We intend to get to the bottom of the case of the stolen Gregg historic marker.

CONVERSE OF THE PRAIRIES

—BOOK NOTICES—

Gabrielle G. Palmer, compiler. *El Camino Real de Tierra Adentro*. Santa Fe: Bureau of Land Management, 1993. Pp. 235. Illustrations, maps, bibliog., Spanish glossary. Paper, \$8.00, plus \$1.00 shipping. Order from: Bureau of Land Management (BLM), Attn: Kay Thomas, P.O. Box 27115, Santa Fe, NM 87502-0115.

In Santa Fe Trail days that section of the old Camino Real between Santa Fe and Chihuahua City became known as the Chihuahua Trail. Although that historic route has been much neglected in recent years, things are beginning to change for the better.

Several years ago historian Dr. Gabrielle Palmer organized the Camino Real Project to focus public attention on the route. From her group's work has come an archaeological inventory of the Camino Real, a traveling exhibit, placement of 33 highway markers in New Mexico and 13 in the State of Chihuahua, an aerial reconnaissance survey, and the present book containing 21 historical essays, some of them by SFTA members.

Subjects include the physical nature of the trail and the introduction of technology, customs, and ideas that helped shape the evolving culture and economy of Hispanic New Mexico during the colonial era. The book offers excellent background for those interested in the early development of the Santa Fe trade. Members of the Camino Real Project hope that this volume will support their push for designation as a National Historic trail.

—Marc Simmons

Along the Santa Fe Trail: Marlon Russell's Own Story, adapted by Ginger Wadsworth. Morton Grove, Illinois: Albert Whitman & Co, 1993. Pp. 20. Illustrated by James Watling, photos, map. Cloth, \$16.95.

This expensive little book of juvenile literature contains Marlon's own telling of her first of five trips across the Trail, accompanied by many fine color illustrations which project a feeling of life on the Trail. The text is easy to read and presents a child's impression of the trip. There are a few historical inaccuracies. For example, an illustration of circled wagons shows the tongues of the wagons pointing almost straight toward the center of the circle. Overall, I like this book and think the younger reader will, too.

—Claudette Norman

KAW MISSION STATE HISTORIC SITE

by Ron Parks

[This is twenty-eighth in a series on historic sites and museums along the Trail. SFTA member Parks is curator of Kaw Mission State Historic Site at Council Grove, KS. Photographs to accompany this article were not available at press time.]

SITUATED on the banks of the Neosho River with abundant water, wood and grass, Council Grove was an important stopping-off point for travelers moving west on the Santa Fe Trail. As its name implies, the town was the site of a huge grove of oak trees at which in 1825 the U.S. commissioners negotiated with the Osages for a passage for Euro-Americans across their lands. From this council with the Osages, the site took its name.

In 1846, a treaty with the Kansa or Kaw Indians gave them a diminished reservation twenty miles square which included the site of the present town of Council Grove. Traders and government agents soon followed the tribe to the new location. Seth M. Hays, one of the first white settlers at Council Grove, established his home and trading post in 1847 just west of the Neosho River on the north side of the Santa Fe Trail.

The treaty of 1846 provided that the government would make an annual payment of \$1,000 to advance the education of the Kaw Indians in their own country. In 1850, the Methodist Episcopal Church South, which had ministered to the tribe since 1830, entered into a contract with the government, and construction of the mission and school building was completed by February of 1851.

The building was of native stone, two stories high, with eight rooms, and was designed to accommodate fifty students as regular boarders, in addition to teachers, missionaries, and farmers. School began in May 1851, under the direction of Thomas Sears Huffaker, a 24-year-old teacher who had served in the same capacity at the Shawnee Manual Labor School near present Kansas City.

At the most 30 Kaw boys lived upstairs in four rooms. There were two classrooms downstairs on the west side and two rooms which served as living quarters for the staff on the east side.

Classes for Indian children were held until 1854, when the school was closed because of the excessive cost—\$50 a year—of maintaining each student. The Kaw Indians never re-

sponded well to the efforts of the church and sent to the school only boys who were orphans or dependents of the tribe. Girls were not allowed to attend. Members of the tribe considered the ways of the white man degrading to the Indian character. Also, the teaching methodologies and cultural assumptions of the school administrators and teachers prevented effective cross-cultural instruction from taking place.

Other factors may have compounded the difficulties. Huffaker originally had not mastered the Kaw language and had to rely on a mixed-blood interpreter to communicate with his students. A year after he came to the Mission, Huffaker married 16-year-old Eliza Baker. A year later the first of their ten children was born in the Mission. And so from the start the arrangements for a successful mission were hardly auspicious: a young teacher struggling with the native language, a teen-age mother and her baby, and about 30 Kaw boys literally fresh from their tipis all living under the same roof.

The Indian boys showed facility in learning the principles of agriculture, but they received no instruction in the trades. Student absenteeism was a major problem.

The Kaw Indians resided on the Neosho River Reservation until 1873 at which time the 600 remaining members of the tribe were removed south to Indian Territory. Their numbers continued to diminish. Today there are five living full-blood Kaws. All are male, the youngest is 59 years old.

Even before it closed its doors as a school for the Indians in 1854, the Kaw Mission functioned as a school for white children. It continued to do so sporadically through the 1850s. It also served as a meeting place for the Methodists, a public meeting place, a place of refuge during the "Indian scares" of 1859 and 1868, and for a short time in the early 1870s a hotel called the "Neosho House." Its primary function from the mid-1870s until 1926 was as a single-family residence for some of the more prominent families of Council Grove.

Meanwhile, Thomas and Eliza Huffaker and their five children moved into their newly constructed house in 1863. This huge structure was located about one-quarter mile northeast of the Kaw Mission. Here the Huffakers had five more children, the youngest child being Carl who was born in 1880.

Carl left Council Grove near the turn of the century and became a business man in Oklahoma. He prospered during the early-20th-century oil boom there and returned to Council Grove with his wife and three-year-old daughter to take up residence. After purchasing the Kaw Mission, he proceeded to remodel the interior for use as his family's home. The oak floors, extensive rosewood woodwork, steam heat system, light fixtures, and porches that can be seen at the Kaw Mission today are all the results of Carl Huffaker's 1926 restoration work.

In 1951, a century after his father came to Council Grove, Carl Huffaker sold the Mission property to the Kansas State Historical Society for \$23,500. Former state legislator and KSHS board member Frank Haucke was instrumental in effecting this transaction. Since then the Historical Society has administered the Kaw Mission as one of its historic sites.

In addition to the Kaw Mission building, a small stone structure called the "Indian Hut" is situated on the historic site. One hundred and thirty-eight of these limestone houses were built in the Neosho Valley, southeast of Council Grove in 1861. The government intended them to be the new residences of Kaw families, who had been living in skin tipis and bark and mat lodges. The Kaw wanted nothing to do with their new homes, choosing instead to stable their horses in them.

In 1961 the Council Grove Rotary Club dismantled one of these structures located about four miles south of town and reassembled it on the grounds of the Kaw Mission State Historic Site. Currently it contains exhibits about the Kaw missionaries and agents, Kaw chiefs, the reservation period of Kaw history, the early-Kaw history, and Council Grove area archaeological excavations.

The west room of the Kaw Mission ground floor features exhibits about the Santa Fe Trail, 19th-century Kaws, 20th-century Kaws, Charles Curtis (who was one-eighth Kaw), and early-day Council Grove. There also is an 8-minute video program which provides an introduction to the Mission, Council Grove, the Santa Fe Trail, and the Kaw Indians. This room also houses prehistoric artifacts and Kaw leathercraft and beadwork.

The east room downstairs contains four pieces which were in the building during its mission period: two chairs, a swivel-top table, and a spinning

wheel. Other items in this room include religious and school publications and paraphernalia.

On the second floor there are currently three rooms and the hallway upstairs that are open for visitation. The southeast room houses artifacts associated with travel, commerce, and industry in the region. The southwest room exhibits artifacts associated with early Council Grove. The northwest room contains an assortment of domestic pieces and some artwork. The hallway displays weapons and kitchen wares.

Visitors to the site are given a four-minute orientation talk by the staff. A gift shop containing books, cards, and pencils is available. Additionally, a brochure rack provides information about other historic sites and museums in the region.

The Kaw Mission has become more fully integrated into the Council Grove historical tour route. It is now the first designated site on the 18-site route and is the town's official visitor information center.

During the past two summers the Kaw Mission has hosted a Saturday evening program series called the "Kaw Mission Councils." These programs feature traditional music, dramatic interpretations of historical characters, craft demonstrations, historical lectures, and historical fashion shows. These presentations have been well attended; all are free to the public. Also the Kaw Mission participates in the annual Wah-Shun-Gah Days celebration held the second weekend of June.

Recently a Friends of Kaw Heritage organization has been formed. In addition to being a support organization for the Kaw Mission, FKH has as its purpose the promotion and preservation of Kaw history in the Council Grove area. It will sponsor a Christmas Open House on the third weekend of December, assist in the Kaw Mission Kansas Day programs for school children, help to promote the "Voices of the Wind People" historical pageant in September, and perform a variety of fund raising and advocacy tasks on behalf of the Kaw Mission State Historic Site.

The annual average visitation at the Kaw Mission State Historic Site is about 12,000. Admission is free. Hours are Tuesday through Saturday 10:00 to 5:00, Sunday 1:00 to 5:00, Mondays closed. For more information call site curator Ron Parks at (316) 767-5410 or write Kaw Mission State Historic Site, 500 North Mission, Council Grove, KS 66846.

DAR TIME CAPSULE OPENED AT SIX MILE STAGE STATION

by Raleigh and Bonnie Sill

[The Sills are SFTA members and own the site of the Six Mile Stage Station. Raleigh Sill grew up at that location.]

WHEN the Santa Fe Trail markers were placed across the State of Kansas, there were 2 that had time capsules put under them. One was at the old Six Mile Ranch Stage Station about 20 miles west of Council Grove on the Trail, and half way between Diamond Spring and Lost Spring.

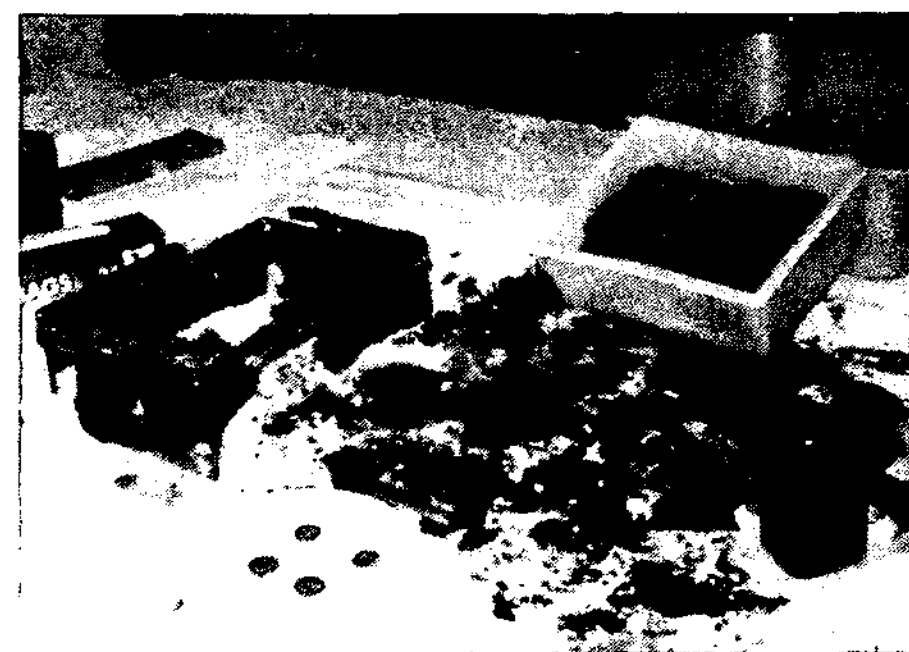
In 1984 a state engineer said the marker had to be moved as it was a danger to passing motorists. They wanted to move it 40 feet east, of which we disapproved as it could not be seen by the passer-by. They ended up moving it 8 to 10 feet northeast after we agreed to trim an evergreen tree and keep it trimmed.

After it was moved there was a doubt in Raleigh's mind if the box was still in the monument. His doubt was so strong that he bet me \$100 it wasn't. I have never found anything in *writting* that said when it was to be opened. Word of mouth says 100 years from the date of the dedication, Oct. 10, 1908. I wanted to know while I am still alive if it was still there and its condition. After two years of writing letters, phone calls, and personal visits to Ramon Powers of the Kansas State Historical Society and State Regents of the DAR, Betty McGehee and Ruth Keys Clark, permission was granted with the agreement that any salvageable items would be put in a local museum.

On Sept. 12, 1993, 12 people gathered at the monument to help and witness the opening and resetting of the marker. Included was the President Don Cress of the Heart of the Flint Hills Chapter of SFTA and wife Doris; a member of the Advisory Council of the Santa Fe National Historic Trail, Bill Kassebaum and wife Jennifer; a professional carpenter and stone mason, Warren Dix. Also present was Dick Person, whose father had put something in the box, and Dick's wife Geneta; our daughter Beverly Knopp; our son John Sill and wife Lisa; and Raleigh and Bonnie Sill.

When the marker was lifted—there was the metal box, so rusted it was in pieces. The brass keyhole was still hanging on the rusted frame. The key was supposed to be in the Kansas State Historical Society at Topeka but could not be found. It was not needed.

After the remains were taken out of the base, someone noticed the writing on the west inside. Engraved upside



down in the dressed-down limestone was the year and names: "1858 Chas Atkinson, Chas Owen, Percy Owen." Charlie Atkinson came to Kansas from Ohio in 1858 when he was 12 years old.

The pictures and paper money that had been placed in the box the day of the dedication were among the paper fragments and could not be identified. There were an October 1 and October 8, 1908, *Council Grove Guard*, a Swedish newspaper, and a small piece of folded newspaper. They were so damp and fragile we dared not open them. Also included were two coins (very corroded one cent pieces), two campaign buttons (one face barely visible), one straight common pin that had fastened papers together (papers all gone except what the pin had been through), a tiny corner of a campaign card, a small piece of slate that was shaped like a miniature fingernail emery board, the bottle that contained the article written by Charlie Atkinson who started as a teamster on the SFT when he was 16 years old, and a plaster block about 8 x 4 x 1 inches that had "H B Oberholser, Oct 4, 1908" on one side and the other side had the names of his family "Hattie Oberholser, Ray L., Zellah V., Percy, Bernice, Buell W." H. B. Oberholser was the chairman for planning the dedication ceremony on October 10, 1908.

Everything that was taken out was put into ziplock plastic bags and put into a plastic container with a lid on it, a one gallon bag of rust and paper fragments was placed on top of the box, then the frame of the rusted box and jar that held Charlie Atkinson's article on top. Everything that was taken out was put back.

We added a bag with a \$1.00 bill, change (including a 1993 penny), a list of persons present at the opening, and a list of articles found and returned to the monument. Many thanks to Dr. Powers and staff, the DAR Regents, and those who so graciously helped.

THE FORT LEAVENWORTH-ROUND GROVE/LONE ELM ROAD: THE ARMY'S FIRST LINK TO THE SANTA FE TRAIL

by David K. Clapsaddle

[SFTA Ambassador Clapsaddle has written about many routes of the Santa Fe Trail network and regularly conducts tours of historic Trail sites. He has directed the marking of the Fort Hays-Fort Dodge Trail and the Wet and Dry routes. The route of the Fort Leavenworth Road is presently being determined and marked by a group in Kansas City.]

ON May 15, 1829, four companies of the Sixth U.S. Infantry under the command of Bvt. Maj. Bennet Riley were greeted by a 15-gun salute as they disembarked from the steamboat *Diana* at Cantonment Leavenworth. Dispatched from Jefferson Barracks near St. Louis, Riley's troops were to spend the next 19 days at Leavenworth in preparation for their assigned duty, the escort of the annual spring caravan to Santa Fe. While other officers were deployed to procure provisions and draft animals for the expedition, 2nd Lt. Robert Seiver was ordered to reconnoiter two routes from the cantonment to Round Grove, the well known campground on the Santa Fe Trail at which Riley's command was to rendezvous with the traders assembling at Independence.¹ Round Grove, known as Lone Elm after 1844, was located thirty-five miles southwest of Independence on the Santa Fe Trail. This campground is not to be confused with Elm Grove, another campground located two and a half miles northwest of Round Grove on the so called Westport Road branch of the Santa Fe Trail.² On May 28, Seiver made his report. The western route running south from Leavenworth through rough terrain crossed the Kansas River without the benefit of a ferry. The eastern route, some fifty miles further than its western counterpart, followed the east bank of the Missouri River to a ferry located twenty-five miles downstream from the cantonment. Regardless of the difference in distance, Riley chose the latter route.

Departing Cantonment Leavenworth on June 3, Riley's men camped on the east bank of the Missouri, and the next day they continued along the river to the confluence of the Little Platte. Following a difficult crossing of the Little Platte, the troops proceeded on to the ferry located about 10 miles from Independence. Two days were consumed in ferrying the men and equipment across the Missouri, and two more days were required to reach Round

Grove. There, as planned, Riley's command met with the 38-wagon caravan captained by Charles Bent; and on the following day, June 12, the column marched southwest in advance of the traders. Such was the origin of the first and well documented military escort of the Santa Fe Trail.³

In subsequent years, expeditions from Fort Leavenworth (name changed in 1831) would use the shorter, western route to Round Grove, thus avoiding the difficult crossing of the Little Platte River and time-consuming ferrying of the Missouri. Such was made possible by the 1831 establishment of a ferry on the Kansas River by a 21-year-old Kentuckian, Moses Grinter. Located 24 miles from Fort Leavenworth, this place came to be known as both Grinter's Ferry and Delaware Crossing. The latter designation was in reference to the 2,208,000 acre Delaware Reserve located north of the river.⁴

The first documented expedition to use the western route was that of Capt. William Wickliffe in May 1833. Reaching Round Prairie (another name for Round Grove) on May 23, Wickliffe's Sixth Infantry escort continued on to Council Grove where it rendezvoused with the annual spring caravan from Independence. Two years later at the conclusion of a 1,645-mile expedition to the Rocky Mountains, Col. Henry Dodge and his First Dragoons passed both Elm Grove and Round Grove before turning north to trace Wickliffe's course to Grinter's crossing and back to their point of origin at Fort Leavenworth.⁵

In 1837, the route used by Wickliffe and Dodge was greatly enhanced by the establishment of the Fort Leavenworth-Fort Gibson Military Road. Surveyed by a party under the command of Col. Stephen W. Kearny, the military road replicated the course followed by Wickliffe for its first twenty-nine miles before veering southeast to follow the border of western Missouri to the site later occupied by New Santa Fe and then southward to Fort Gibson. Such was the route taken by Capt. Philip St. George Cooke and his First Dragoons in their celebrated escort of an American and Mexican caravan in 1843. Leaving the military road south of the Kansas River, Cooke's command continued southward to strike the Santa Fe Trail a little east of Lone Elm on May 30 and thence proceeded on to rendez-

vous with the traders at Council Grove.⁶

Returning from an exploratory expedition up the Platte and homeward by way of the Arkansas in the summer of 1845, Col. Kearny and 280 dragoons departed the Santa Fe Trail near Willow Springs in present Douglas County, Kansas, to blaze a new trail to Fort Leavenworth. Turning northward, the troops crossed the Kansas River near the confluence of the Wakarusa River at present Eudora and continued on through rough and broken country to strike the military road about ten miles south of Fort Leavenworth. Kearny's new road was to accommodate the bulk of the Santa Fe traffic at the onset of the Mexican War with two notable exceptions. Preceding troop movements to New Mexico, one hundred supply trains were dispatched from Fort Leavenworth to Bent's Fort by way of Round Grove (called Lone Elm by this time) by mid June 1846. On the 29th of the same month, the Laclede Rangers, assigned to Col. Kearny's personal command, mistakenly took the road to Lone Elm, crossed the Kansas at Grinter's, and turned east to strike the Santa Fe Trail at Westport. Subsequently, the Rangers arrived at 110 Mile Creek on Independence Day, being joined by Kearny's dragoons on July 5.⁸

In June of the following year, Lt. Col. Alton R. Easton's infantry battalion initiated the long march to Santa Fe via the Lone Elm road as did the First Illinois Infantry under the command of Col. Edward W. B. Newby in the following month. One of the most detailed itineraries of the Lone Elm road was recorded by Ben Wiley, a 26-year-old private attached to Company B of Newby's regiment.⁹ Wiley's diary entry for July 7, 1847, read: "This day at 2 o'clock P.M. all was completed and Co. B marched out five miles on the military road where we found the other two companies who had gone out before us, and camped for the night near a good spring and plenty of stock water. This night sentinels were posted for the first time."

Departing Fort Leavenworth at the southeast corner of the post, the road ran south through the present city of Leavenworth to cross Three Mile Creek near the corner of Cherokee and Broadway. From that point, the road continued slightly southwest to present day Buffalo Bill Park.¹⁰ There,

Wiley's company camped at what the diarist described as "a good spring with plenty of stock water." Thomas Lester, another member of Newby's Regiment, described the water source in more accurate terms, "a small stream."¹¹ The stream was Five Mile Creek, like Three Mile Creek, named for its distance from the flag pole located in the center of Fort Leavenworth's parade ground. Still flowing, Five Mile Creek runs about three-fourths mile southeast of Pilot Knob, long a landmark in the Leavenworth area. Not a single summit as the name implies, Pilot Knob is rather the eastern end of a high ridge which extends westward for about one-half mile. When Kearny's troops pioneered the new road from Willow Springs in 1845, they were aimlessly led north of the Kansas River by an inept Shawnee guide through dense undergrowth before catching sight of the well-known landmark five miles in the distance. In a better publicized incident, Pilot Knob served as the setting for a secret wedding. There on horseback, Lt. Thomas Clark Hammond and Mary A. Hughes were united in marriage by an unnamed clergyman on January 25, 1845.¹²

Wiley's diary entry for July 8 reads, "This morning were up early, got our breakfast over, and started in regular column of marches. Our route today was through a beautiful rolling prairie, enlivened occasionally by bits of timber. We sometimes saw the small huts & patches of the Del. Indians. We camped this day at 3 o'clock p.m. after marching 14 miles, at a place called gum spring. Heavy clouds and thunder this evening." From Five Mile Creek, the road pressed southward past present-day Muncie Elementary School to parallel State Road 7 through present Lansing and crossed the appropriately named streams called Five and Nine Mile Creeks.

At the latter, a group of gold seekers from Peoria, Illinois, en route to California camped on May 14, 1849. Waiting for another detachment of the party, the gold seekers spent the following day surveying the countryside. One of their members, John Forsyth, described the view in a style typical of his day: "This day we waited for our Peoria friends to come up who arrived towards Evening all in good health. we spent the day in viewing the surrounding country which was beautifully diversified: round large Hills covered with the richest verdure a Creek of pure clear water Swept round the base of our wearied oxen all placed in the most picturesque positions rendered our situation one which would have

pleased a Landscape painter—"¹³ Two miles south of Nine Mile Creek, the road reached a point now occupied by the Wallula Christian Church. There, it turned southeast for eight miles to a campsite called gum spring near the present Wyandotte County Fairgrounds.¹⁴

Wiley's diary entry for July 9-10 reads: "This morning after we were ready for a start, word was brought that some of the wagons belonging to the train had broken down. Consequently we were obliged to stack our arms, pitch tents again and remain here until the next morning. In the afternoon the train came up. The weather very hot and dry.

"After the rest which we enjoyed yesterday we made an early start and at ten o'clock A.M. reached the Kansas River and were immediately ferried over by the Delaware Indians who reside at this place. After a march of 4 miles through a finely improved part of the country we camped at a delightful place where there was one of the the finest springs I ever saw."

Leaving gum spring, the road continued southeast four miles to the Kansas River and Grinter's Ferry. In 1834, the Indian Intercourse and Trade Act forbade the settlement of whites in Indian Territory. To circumvent this prohibition, Grinter, in 1836, married Ann Marshall, the half-Delaware daughter of Indian trader William Marshall. In 1857 Grinter replaced his original log domicile with a two-story brick house. This fine structure was occupied by the Grinters until the death of the old ferryman in 1878 and subsequently by Mrs. Grinter until her death in 1905. The home, now known as the Grinter House, is operated as an historic site by the Kansas State Historical Society.

Adjacent to the Grinter holdings on the north side of the river, a blacksmith shop was established by the Indian Agency in 1832. Interestingly, the first blacksmith assigned to the Delawares was Robert Dunlap, the same Reverend Dunlap with the Methodist Delaware Mission located one and a half miles north of the crossing.¹⁵

In time, a road was developed on the north side of the river from Grinter's to another ferry two miles upstream. Established by Charles Toley, a noted Shawnee chief, its south landing was located within the confines of the 1,600,000 acre Shawnee Reserve.¹⁶ The advent date of Toley's Ferry is unknown, but it was in use by the time of the Mexican War. In fact, there is sufficient evidence to conclude that the ferry was used extensively by the military during the late 1840's. So

stated William Barnard, partner with A. J. Boone in the Indian trade and later a well-known freighter on the Santa Fe Trail:

"After the beginning of the Mexican war, government stores destined to New Mexico were required to be shipped from Fort Leavenworth. This was an inconvenient point for the freighters. The Santa Fe road, as it existed at that time from Fort Leavenworth, ran down across the hills, striking the Kansas river at what was called Toulee's (or Moses Grinter's) ferry a short distance above the present town of Argentine."¹⁷

When Forsyth and his fellow gold seekers reached the Kansas on May 17, 1849, they swam the oxen across the 250-yard-wide river but ferried their equipment at the cost of \$1.25 per wagon.¹⁸ Forsyth failed to mention which ferry was used, Grinter's or Toley's.

From Grinter's Ferry, the military road proceeded southeast through the Kansas River bottom land and ascended a high ridge to present 6608 Woodend, Kansas City, Kansas. In the lawn of this residence, one lone rut remains. Another road ran from Toley's Ferry paralleling the original route from Grinter's. The two roads merged at a point near 51st Street and Quivera and continued on as a single artery to the corner of Macanay Drive and Nieman Road in present Shawnee. At this intersection, a granite marker with a bronze plaque commemorates the Fort Leavenworth-Fort Gibson Military Road. From the marker location, the road proceeded southeast one mile to a spring where Wiley's company camped on July 10, 1847.¹⁹ Arriving at the same location (near 59th Street and Blue Jacket in present Shawnee) in the previous month, Col. Alton Easton wrote, "... found a beautiful spring ... known as gum spring among the people."²⁰ In fact, there were six or seven springs in the immediate area, "each spring having a large 'Gum' placed in it to retain the water," so published the Westport and Kansas City, Missouri, *Weekly Border Star*, December 17, 1859. Gum was a colloquialism referring to a trough hollowed from the bole of a gum tree.²¹ Wiley listed the stop as Missionary Station in the table of distances he compiled in his diary at a later date. That designation was meant to distinguish this gum spring campsite from the campsite of the same name occupied by Wiley's company on July 8 nineteen miles from Fort Leavenworth. To further differentiate between the two campsites, Wiley's table of distances identifies the July 8 location as First Gum Spring.

Wiley's diary entry for July 11 stated: "This day we lay by & devoted the fore part of it to washing our clothes. At 11 o'clock A.M. in company with several of our officers and volunteers I went to church, which was situated near our camp in a beautiful grove, and is as fine and comfortable as any meeting house which I have seen anywhere in this country. This congregation was composed (of) the Wyandots who reside here."

Wiley was wrong about the Wyandottes. Their reserve of 39 sections purchased from the Delaware in 1843 lay north of the Kansas River.²² Rather, the 20 x 40-foot hewed log building situated fifty yards from the springs was constructed in 1840 as a Methodist meeting house for the Shawnees.²³ The church became the nucleus of a settlement in preterritorial Kansas variously known as Gum Spring, Gum Springs, Shawnee Mission (not to be confused with the Shawnee Indian Mission four miles to the east), and Shawneetown, a designation which continued in use long after the settlement was incorporated as the town of Shawnee in 1857. Following a raid on Shawnee by Quantrill in 1862, the church was used as a fort by members of the Kansas Militia. Toward the close of the Civil War, the building was razed for firewood.²⁴

South of the church was a cemetery which comprised the bulk of five acres deeded to the church in 1854. Today, less than one acre of burial ground remains. However, the extant portion of the cemetery contains the grave of Joseph Parks who came to the Shawnee Reserve from Ohio in 1832 as an interpreter. Literate and well respected, though only one-fourth Shawnee, he became a principal chief of the tribe and later commanded a Shawnee regiment in the Seminole War. Dying in 1859, Parks was buried from the nearby church.²⁵

Wiley's diary entry for July 12 reported: "This morning got an early start & marching 12 miles camped on a beautiful plain on the banks of a fine clear stream of water, with plenty of wood near at hand. This day we (saw) several volunteers returning home who had gone out under Gen. Kearney last summer. They did not look like 'men in Buchram' but real 'Rough and Readys.'"

At gum spring, the military road veered southeast to the Missouri state line while the road to Lone Elm pursued a southerly orientation through what Forsyth called "the large and boundless prairie."²⁶ Reaching a point near 92nd and Barton in present Lenexa, the Lone Elm Road merged with

the Westport Road of the Santa Fe Trail.²⁷ At that junction, according to William Bernard, much of the freight from Fort Leavenworth proceeded southwest on the Westport Road instead of continuing on to the original route of the Santa Fe Trail at Lone Elm: "The road thence lay south and west, keeping on the west side of Turkey creek, to a point about Lenexa, Kan., where it joined the main trail from Westport. It was probably thirty-five to forty miles from Leavenworth to the point of junction."²⁸ About four miles west of the Lone Elm Road/Westport Road junction, Wiley's company camped at a stream the diarist later called Clear Creek. Lester called the stream Wolf Creek. Today it is known as a tributary of Indian Creek.²⁹

Wiley's diary entry for July 13 reads: "We were considerably amused about 11 o'clock last night from our work cattle taking a 'stampeed' and breaking out of the '[blank]' with a noise like thunder. Some of the men sprang out in their shirts and cried 'Indians,' 'Indians.' Hauled wood from here to 'lone Elm' and camped at 12 o'clock noon. Distance this day 7 miles."

From Clear/Wolf Creek, the road continued to replicate the Westport Road for some two and a half miles to a point near today's 117th Street and Orchard. There, the military road left the Westport Road and turned south-southwest for about seven miles to the original route of the Santa Fe Trail, and thence one mile southwest to the Lone Elm campground.³⁰

Wiley's diary entry for July 14 stated: "This morning we buried John N. Collins, a private in Captain Turner's company. His grave is situated on the right hand of the road about 150 yards east of the 'Lone Elm' the only tree to be seen on the prairie for miles around. And I could not but reflect that his lovely grave would in the course of a few years be traversed by the plough-shear of civilization and the last resting place of the poor soldier who went out to fight for the rights of his country and to secure to those very *desecrators* the rights which they value so highly, should be forgotten and the rank corn should rustle above and around this spot where a few moments ago were heard the muffled drum and discharge of firearms as his comrades fired their salute over his lone grave."

The Lone Elm campgrounds, originally populated by a fine stand of timber, had been reduced by the time of Wiley's arrival to a single tree, the source of its name. Today the grave of Pvt. Collins is covered by a grove of second-growth timber, and the campgrounds, situated three miles south of

present Olathe, is indistinguishable from a hundred other locations in this area except for an unimposing DAR marker placed at 167th Street and Lone Elm Road.³¹

Following Wiley's 1847 trek, the Lone Elm Road was used on three significant occasions. On June 10, 1848, Capt. Gabriel de Korponay's 150 Missouri recruits and a group of traders left Fort Leavenworth and reached a point seven miles south of the Kansas River on June 11. There they awaited the June 13 arrival of Bvt. Lt. Col. John Garland and Lt. Col. Clifton Wharton before continuing to Council Grove by way of Lone Elm. In May 1849, Forsyth's gold seekers followed the same route to Lone Elm. In the same month, troops led by Bvt. Maj. Henry Kendrick, Bvt. Lt. Col. Edmund Alexander, and Captain Crogham Ker, along with assorted civilians, reached Lone Elm after a two-week layover at a spot Kendrick called Camp Kansas, 30 miles from Fort Leavenworth or one mile south of gum spring, just west of Shawnee Chief Black Hoof's Home at 69th and Switzer in present Shawnee.³² The location of de Korponay's camp (seven miles south of the Kansas River) compares favorably with that of Kendrick's Camp Kansas. In all likelihood, the same campsite was used by both parties.

In 1850, another road was plotted from Fort Leavenworth to the Santa Fe Trail. Running southwest to cross the Kansas River at Papan's Ferry near present Topeka, the new route continued on to strike the established Santa Fe Trail west of present day Burlingame.³³ From that date forward, overland Santa Fe traffic originating at Fort Leavenworth used the new route exclusively; and the route to Round Grove eschewed by Maj. Riley in 1829 and first traveled by Capt. Wickliffe in 1833 fell into disuse after 17 years of service.

NOTES

1. Louise Barry, *The Beginning of the West: Annals of the Kansas Gateway to the American West* (Topeka: Kansas State Historical Society, 1972), 141, 159, 210. Cantonment Leavenworth, established in the spring of 1827, was officially named by order of the war department the following fall. Cantonment, the designation of several western military posts, had reference to a temporary base for troops. The name was changed to Fort Leavenworth effective February 8, 1832. Otis E. Young, *The First Military Escort on the Santa Fe Trail, 1829* (Glendale: Arthur H. Clark Co., 1952), 49-67.
2. Josiah Gregg, *Commerce of the Prairies* (Norman: University of Oklahoma Press, 1954), 217. For a full discussion of the Round Grove and Elm Grove campgrounds, see Craig Crease, "Lone Elm and Elm Grove: A Case of Mistaken Identity," *Wagon Tracks*, V (August 1991): 10-13.
3. Young, *First Military Escort*, 68-75.
4. Rev. J. J. Lutz, "The Methodist Mission Among the Indian Tribes in Kansas," *Kansas Historical Collec-*

tions, IX (1906): 203.

5. Barry, *Beginning of the West*, 233-234, 294.
6. Louise Barry, "The Fort Leavenworth - Fort Gibson Military Road and the Founding of Fort Scott," *Kansas Historical Quarterly*, XI (May 1942): 115-121; Barry, *Beginning of the West*, 480-481.
7. Ibid., 558-559.
8. Ibid., 597-598, 620.
9. Ibid., 690-691, 700-702; Ben L. Wiley, Mexican War Diary, MS, Fort Larned NHS Archives.
10. Survey of County and Township Lines, Sixth Meridian, Ks. Territory, Alexander Johnson, 1854-1857, Rare MS File, Kansas State Historical Society, Topeka.
11. Thomas Bryan Lester, Notes by the Wayside from Fort Leavenworth to Santa Fe, New Mexico, MS, Western Historical Manuscripts Collection, University of Missouri, Columbia.
12. Percival G. Lowe, *Five Years a Dragoon* (Norman: University of Oklahoma Press, 1965), 18; Barry, *Beginning of the West*, 534, 558-559. Lt. Hammond was subsequently killed in the Battle of San Pasqual, CA, on December 6, 1946.
13. Survey of County and Township Lines; John Robert Forsyth, Journal of a Trip From Peoria, Ill. to California on the Pacific in 1849, MS, Peoria Public Library.
14. Survey of County and Township Lines.
15. Ibid.; Grant W. Harrington, *Historic Spots or Milestones in the Progress of Wyandotte County, Kansas* (Grant W. Harrington, 1935), 67; Lutz, "The Methodist Mission Among the Indian Tribes in Kansas," 204-205; Everett Dick, *The Sod House Frontier, 1854-1890* (New York: D. Appleton-Century Company, 1937), 164; Barry, *Beginning of the West*, 210-211; George A. Root, "Ferries in Kansas, Part II - Kansas River," *Kansas Historical Quarterly*, II (November 1932): 264. The blacksmith's home served as a place of food and shelter for travelers on the road. See Lowe, *Five Years a Dragoon*, 13.
16. Toley was variously spelled Tola, Tula, Toola, Tooley, Tuley, and Toolee. Root, "Ferries in Kansas," 265-267. Anna Heloise Abel, "Indian Reservations and the Extinguishment of Their Titles," *Kansas Historical Collections*, VIII (1904): 93.
17. William R. Bernard, "Westport and the Santa Fe Trade," *Kansas Historical Collections*, IX (1906): 559.
18. Forsyth, Journal.
19. Survey of County and Township Lines. Field notes associated with this map mention a road from Charles Blue Jacket's to Toley's Ferry.
20. Barry, *Beginning of the West*, 690. The City of Shawnee has placed a marker to designate the site of gum spring near 5900 Nieman Road in the parking lot of a small shopping center. This location is several blocks west of the actual gum spring site.
21. *Webster's New World Collegiate Dictionary of the American Language* (Cleveland and New York: The World Publishing Company, 1968).
22. Ray E. Merwin, "The Wyandotte Indians," *Kansas Historical Collections*, IX (1906): 83. The Wyandotte Reserve was obtained from the Delawares in 1844, thirty-six square miles purchased and three square miles received as a gift. Present Kansas City, KS, now occupies the sites of the reserve.
23. Lutz, "The Methodist Mission Among the Indian Tribes of Kansas," 170; "Diary of Philip Gooch Ferguson," in *Marching With the Army of the West, 1846-1848*, ed. by Ralph B. Bieber, vol. IV of *The Southwest Historical Series* (Glendale: Arthur H. Clark Co., 1936), 297.
24. "Governor Walker's Administration," *Kansas Historical Collections*, V (1896): 310; William H. Coffin, "Settlement of the Friends in Kansas," *Kansas Historical Collections*, VII (1902): 359; "Executive Minutes of John W. Geary," *Kansas Historical Collections*, IV (1888): 712; Lutz, "The Methodist Mission Among the Indian Tribes of Kansas," 170; Capt. H. E. Palmer, "The Black-Flag Character of War on the Border," *Kansas Historical Collections*, IX (1906): 456.
25. Lutz, "The Methodist Mission Among the Indian

Tribes of Kansas," 186; Rev. Jacob Spenser, "The Shawnee Indians: Their Customs and Traditions and Folklore," *Kansas Historical Collections*, X (1908): 400.

26. Forsyth, Journal.
27. Survey of County and Township Lines.
28. Bernard, "Westport and the Santa Fe Trade," 559. For a full discussion of the Westport Road, see Crease, "Lone Elm and Elm Grove," 10-13.
29. Survey of County and Township Lines; Lester, *Notes by the Wayside*. Lester calculated the distance from gum spring to the July 12 campsite at eight miles. Wiley put the distance at twelve miles. For the most part, the mileages compiled by Wiley and Lester were compatible, this distance being the major disagreement. Presented below are the tables of distance between Fort Leavenworth and Lone Elm according to Wiley, Lester, and Kendrick.

Wiley:

These mileages were excerpted from the table of distances Wiley wrote in the September 12 entry of his diary.

From Fort Leavenworth to	Miles	Total
First Camp	5	5
First Gum Springs	14	19
Caw or Kansas River	7	26
Missionary Station	5(4)*	31
Clear Creek	12	43
Lone Elm	7	50

*In his July 7 entry, Wiley puts the distance at 4 miles.

Lester:

From Fort Leavenworth to	Miles	Total
Small stream	5	5
Gum Spring	14	19
Kansas River	5	24
Shawnee Camp Ground	5	29
Wolf Creek	8	37
Lone Elm	-	-

Kendrick:

Kendrick's mileages were excerpted from Barry's *Beginning of the West*, 815.

From Fort Leavenworth to	Miles	Total
Camp Kansas	30	30
Lone Elm	14	44

30. Survey of County and Township Lines. This 1857 survey map shows the Lone Elm road striking the Santa Fe Trail about one mile east of Lone Elm. Such is in keeping with Dodge's 1835 account which speaks of the expedition passing both Elm Grove and Round Grove (Lone Elm) before turning north to Grinter's; and Cooke's 1843 account which described the expedition as striking the Santa Fe Trail a little east of Lone Elm. See Notes 5 and 6.
31. Ibid. The original route of the Santa Fe Trail joined by the Long Elm road passed south of the DAR marker about one mile.
32. Barry, *Beginning of the West*, 759-760, 869; Forsyth, Journal. Forsyth calculated the distance from gum spring to his party's next campsite at eighteen miles. This figure compares favorably to Wiley's measurement of nineteen miles for the distance between gum spring and Lone Elm. However, Forsyth identified the campsite as Black Jack Grove. He was mistaken. Black Jack Grove was located some 30 miles to the west near the eastern end of the Narrows, east of present day Baldwin City, Kansas. Gregg, *Commerce of the Prairies*, 217; Barry, *Beginning of the West*, 599.
33. Ibid., 981-982.

MUNRO OF MCNEES CROSSING

by Ted Anthony

[Ted Anthony is the great-great-great-grandson of Daniel Munro, Jr., who was killed by Indians on the Trail in 1828. He recently visited the area and wrote the following about his ancestor.]

MCNEES Crossing is a famed point along the Santa Fe Trail. Just west of the Oklahoma Panhandle in New Mexico, it is the site where two Missouri traders, Daniel Munro, Jr., and his companion McNees (first name unknown) were shot by Indians on September 10, 1828. As first chronicled by Josiah Gregg, McNees was killed instantly. Daniel lived for two days, and was buried "along the banks of the Cimarron River." The burial site is not known. Some speculate that the location might be Willow Bar Crossing of the Cimarron River, some say milepost 555 of the Santa Fe Trail, and some say Cold Spring. McNees and Munro were the first recorded deaths caused by Indians on the Santa Fe Trail.

Daniel Munro, Jr., was my great-great-great grandfather. Thanks to the Cimarron County Historical Society and the landowners in the county and at McNees Crossing, New Mexico, my brother Frank, his grandson Michael Brandner, Jr., and I were (we believe) the first descendants of Daniel Munro to travel a portion of the Trail where he was shot and buried. The 4th Annual Cimarron County Trail excursion on October 2, 1993, was a gratifying experience for us.

Daniel Munro, Jr., was born in 1780 in Virginia, probably Frederick County or possibly Dinwiddie County. He was the son of Daniel, Sr., and Sarah Fraizer. Daniel, Sr., was residing in Frederick County, Virginia, in 1782, a veteran of the Revolutionary War. He enlisted on May 3, 1777, and served in the First Regiment of Foot of Maryland. This unit fought under General George Washington's command at the battles of Brandywine, Germantown, and Monmouth. By the turn of the century Daniel, Sr., and sons Daniel, Jr., John, and William were living on Bays Fork, a branch of the Big Barren River, in Warren County, Kentucky. Abstract of Tax Records indicate they owned land and horses in 1800-1801. Deed abstracts show that on March 31, 1809, and again on September 7, 1811, Daniel, Sr. and his wife Eleanor sold land along Bays Fork. His first wife Sarah must have died prior to 1809. In both sales Eleanor relinquished dower rights. At the 1809 sale Daniel, Jr.,

was a witness.

The relocation of the Munro family from Kentucky to Missouri is recounted in the Judge Joseph Thorp letters. Thorp was the son of an early Missouri settler. In 1833 he wrote a series of letters recollecting his earliest memories. Those letters were published, beginning in 1833, in the *Liberty Tribune* newspaper of Liberty, Missouri. In Letter No. 1, Judge Thorp used the "Monroe" spelling for Daniel, Sr., and his family's last name, although legal documents of the time show the family name spelled "Munro."

Letter No. 1 disclosed that Judge Thorp's father, William Monroe, Harmon Gregg (father of Josiah Gregg), and others left Madison County, Kentucky, about August 1, 1809. They arrived at Luther Island, above St. Charles, Missouri, on September 9. They continued up the Missouri River to Boonslick where they planted corn. In the fall (Judge Thorp does not specify the year, but probably 1810) they brought their families to join them. By Christmas Eve 1810, additions to the company were Daniel Monroe and two sons, William and Daniel. If Daniel, Sr., sold land in Kentucky in September 1811 he probably was not in Missouri on Christmas Eve of 1810. Also Judge Thorp indicated that William arrived in Boonslick with the initial group in 1809. Did William stay in Luther Island for one year, did he return to Kentucky to accompany his father to Missouri, or was Judge Thorp in error?)

Daniel Munro, Jr., married Sara Stowell, possibly in Missouri. She and her infant child died sometime between 1812 and 1815. They were the first deaths of Anglo-American settlers recorded in Howard County, Missouri. During the War of 1812, Daniel, Jr., served without pay as a private in Captain Sarshall Cooper's Company under Lieutenant Colonel Dodge's command in the Missouri Militia. He resided at Boonslick and helped defend Forts Hempstead and Kincaid against attack. After the war he traveled back to Kentucky, returning with widow Elizabeth (Copeland) Barnett. They were wed in Howard County, Missouri, on June 10, 1819. At some point the Munro family either moved to Franklin in Howard County or the establishment of the town of Franklin incorporated the family homestead. Boonslick, Howard County, Fort Hempstead, Fort Kincaid, and Franklin were almost the same place. It was from the town of Franklin that Daniel, Jr., embarked upon his ill-fated journey along the Santa Fe Trail.

Before that fateful expedition, he was

elected to represent Howard County at the fourth Territorial General Assembly in 1818. It convened in Howard County, and was the last Territorial General Assembly before the State of Missouri was admitted to the Union. Another representative of Howard County was George Tompkins, apparently a close friend of Daniel, Jr.

My great-great-grandfather, John Tompkins Monroe, was born of the union of Daniel, Jr. and Elizabeth on May 6, 1822. Before he attained age 21, John left Missouri for New Orleans, Louisiana. An undocumented statement indicates that prior to departing Missouri, John Tompkins may have traveled the Santa Fe Trail once.

John Tompkins earned his livelihood as a stevedore and entered politics in New Orleans. He was elected mayor of New Orleans just before the onset of the Civil War. He refused to surrender the city although the guns of Admiral Farragut's fleet anchored in the Mississippi River. In fact, the City of New Orleans never surrendered to the Union. He was later imprisoned by Union General "Beast" Butler.

When offered an opportunity to see his dying four-year-old namesake on the condition he sign an oath of allegiance to the Union, John Tompkins Monroe refused. He said he would have to wait to see his son in heaven. John was pardoned by President Andrew Johnson after the war. He was reelected mayor of New Orleans in 1866. Once again he was removed from office by Union military officials, General Phil Sheridan this time. Throughout his life, John refused to compromise his beliefs for convenience or expedience.

One last note about the Judge Thorp letters. Letter No 1. contains a statement that the Monroe family of Missouri were cousins of President James Monroe. So far the descendants of Daniel Munro, Sr. and Jr., have not been able to establish this relationship, although strong circumstantial evidence does exist.

President Monroe had two brothers. One of them, Joseph Jones Monroe, was a source of continual embarrassment to the president and his family. It must have been with a great relief for President Monroe when Joseph left Virginia for Missouri in 1820. Joseph Jones Monroe resided in and is buried in Franklin, Missouri. His obituary in the July 17, 1824, Franklin *Intelligencer* newspaper does not indicate relationship to the other Franklin township Munro family. Was it just coincidence that Joseph Jones Monroe decided to live out his life in Franklin, Missouri? If a firm relationship can be

established with President Monroe, the lineage of Daniel Munro, Jr., who died on the Santa Fe Trail, can be traced back to Charlemagne.

If anyone has additional information regarding Daniel Munro, Jr., his ancestors or descendants, please write Ted Anthony, 5869 E. Caley Drive, Englewood, CO 80111. I must acknowledge enormous debts to my deceased wife Sonja for first interesting me in genealogy, to my brother Frank for finding cousin Rubie Monroe Harris, and to Rubie Monroe Harris for providing most of the documentation drawn upon for this brief history.

DAR MARKER RETURNED TO TABO CREEK

by Virginia Lee Fisher

[Ginny Fisher is a member of the SFTA board of directors and a frequent contributor to WT.]

SINCE 1974 the Tabo Creek DAR marker stood at the base of the Madonna of the Trail monument at the west end of Main Street in Lexington, eight miles west of Tabo Creek. It was moved there from Tabo due to highway construction.

Tabo Creek is a significant Santa Fe Trail site. After the Trail crossed the Missouri River at Arrow Rock, travelers took the Osage Trace which followed the river on the high ground through Grand Pass. Tabo Creek was the first major stream crossing west of Arrow Rock some fifty miles to the west. In 1821 when Becknell's party rode their horses west they probably crossed Tabo on Adam Lightner's ferry. Although numerous bridges were built across Tabo, they often washed out, so travelers frequently crossed on ferries. On the Missouri River bluff up the hill from Tabo stood Mt. Vernon, the first county seat of Lafayette (then Lillard) County. Washington Irving, after traveling through Mt. Vernon and feasting on native wild game and other delicacies referred to Tabo as the "strawberry bed of Missouri."

The marker was returned to Tabo October 22, 1993, and is now on US Highway 24 east of Tabo on a scenic turnout north of the highway. Historical marker highway signs will be up in the near future. Mrs. Charlessa Moore, Regent of the Lexington DAR, arranged approval of the move with the DAR organization. DAR and other Friends of the Santa Fe Trail commend our Missouri Highway and Transportation Department for their assistance in constructing the turn out and executing the move.

FIRST BOTANISTS IN SANTA FE

by L. V. Withee

[Withee is a retired professor of botany at Kansas State University, Manhattan. He is especially interested in the flora of the Trail.]

FOR first time travelers the prairies and plains traversed by the Santa Fe Trail were novel and exciting. These grasslands were unusual, with seemingly endless vistas. The absence of trees and the "sea of grass," as it was commonly called, were outside the experience of people from western Europe and eastern North America.

It was a common observation that the vegetation along the way changed as they approached Pawnee Fork and the prairie gave way to the short grass of the buffalo plains. This rather obvious division was further refined by some into several zones: from Westport to Council Grove, Council Grove to Pawnee Fork, Pawnee Fork to Bent Fort, and onward from there. Regardless of the divisions the vegetation was overwhelmingly new and largely unnamed.

George Sibley, one of the commissioners who surveyed the Trail in 1825 and the one who wrote their report to the war department, gave a general description of the vegetation. "The Herbage of this plain is in general Rich & luxuriant, consisting chiefly of Strong and Succulent Grasses, of many varieties; Some of which would doubtless prove valuable additions to the cultivated grasses of the United States. In the Season of flowers, a very large portion of the great plain presents one continual carpet of Soft verdure, enriched by flowers of every tint - these beauties afford pleasure for a time; but the traveller is apt Soon to lose the Relish for them, as he pursues his tedious way, under a cloudless Sky, and exposed to the unbroken Rays of a burning Sun. . . ."¹

Josiah Gregg also commented on the flowers in *Commerce of the Prairies*, declaring "the flowers are the most interesting products of these prairies. These gay meadows wear their most fanciful pie-bald robes from the earliest spring till divested of them by the hoary frosts of autumn. . . . But the floriferous region only extends about two hundred miles beyond the border: the high plains are as destitute of flowers as they are of fruits."²

Both Sibley and Gregg were familiar with the trees which they observed, those which were the extension of the eastern deciduous forest, and of the fruits that were found in season, in-

cluding grapes, plums, raspberries, strawberries, gooseberries, and others. But what they and their fellow travelers saw was a multitude of grasses and flowers with which they were unfamiliar and most of which had no names, no English or Latin names, that is. The Indians and Spaniards undoubtedly had names for the useful, the troublesome, and the conspicuous ones.

Two closely related streams of development occurred during the establishment and service of the Santa Fe Trail. First was the geographical exploration of the West and second was the increase in interest in the natural sciences. Along with the western explorers went natural scientists—botanists, geologists, and zoologists. These fields of science hardly existed in the United States at the beginning of the 19th century, opportunities to study them were few, and what there were were informal. This circumstance changed rapidly and by the time of the Mexican War there was a core of scientists and many enthusiastic amateurs.

William Gambel, who is said to be the first botanist in Santa Fe, traveled the Trail in 1841 and was there for several weeks in August and September collecting plants. His destination was really California and he arrived there in December. Incidentally, he was also the first to collect plants on Santa Catalina island, and Gambel's quail and Gambel oak are named for him.³

The plants collected by Gambel on his trip were described by Thomas Nuttall, whose report was first published in the *Journal of the Academy of Natural Sciences* of Philadelphia in 1848. This arrangement of a traveler collecting and preserving plants and sending them on to an authority for description and publication was a common one. Indeed, it was a commercial activity; pressed, dried, and mounted flowering plants found a market in herbaria of botanical gardens, universities, museums, and private collectors here and in Europe.

Thomas Nuttall was an intrepid and somewhat eccentric English botanist who lived in the United States for 33 years. In 1811, five years after the return of Lewis and Clark, he traveled up the Missouri river to Ft. Mandan. In 1819 he traveled up the Arkansas River to the mouth of the Cimarron River, much of the way by himself or with an acquaintance or a local guide. He was appointed lecturer of natural history and curator of the botanical

garden at Harvard University in 1824. After ten years at Harvard he resigned to make a journey across country to the Pacific coast, returning by way of Hawaii, the California coast, and Cape Horn, after which he settled in Philadelphia.⁴

In the year 1846 three persons who could be called botanists, with widely different backgrounds and reasons for being there, were in Santa Fe. Frederick Adolph Wislizenus, a medical doctor, was there as an adventurer and naturalist. Augustus Fendler, a young German who at the time was collecting plants as a livelihood and satisfying a great wanderlust, arrived to spend a year. Lt. William Hemsley Emory of the Corps of Topographical Engineers was there as a part of Brig. Gen. Stephen W. Kearny's army bound for San Diego.

Wislizenus was born in Germany and educated as a medical doctor in Zurich. In 1836 he came to the United States and practiced medicine in Illinois. The prairies and mountains were a lure to someone of his interests in natural sciences and in 1839 he made his first trip west as far as Fort Hall, in what became Idaho. Upon his return he became a medical partner of Dr. George Engelmann in St. Louis. Engelmann had a large practice and also a serious interest and professional capacity in botany; he played a key role in the botanical exploration of the West by recruiting and supporting plant collectors.

In early May of 1846 Wislizenus left St. Louis for Independence, where he joined the caravan of Adolph Speyer, an established trader, for Santa Fe and Mexico. At Cimarron Crossing Wislizenus wrote, "Our road lay through deep sand. Grass was very scanty, but there was quite an abundance of sand plants; and the ground was so covered with the most variegated flowers, especially the gay *Gaillardia pulchella*, that it looked more like an immense flower garden than a sandy desert."⁵ He arrived in Santa Fe on June 30 and eight days later left with the caravan as it continued onward to Chihuahua.

Eventually he reached Chihuahua, but only after spending six months in the village of Cosihuirachi in the custody of the Mexican government. The custody was not close but the surroundings were primitive and there was little to do. After the battle of Sacramento he was released by Colonel Doniphan's Missouri volunteers whom he joined and served for two

months as a physician. He returned to St. Louis via New Orleans with the troops and arrived home 14 months after his departure.

While with the Army Wislizenus met Josiah Gregg who was there unofficially as a war correspondent. They were congenial and had common interests in natural science, especially botany. Gregg's interest in botany was enhanced by association with Wislizenus and he added plant collecting to his already diverse career.

Wislizenus wrote a detailed and fascinating report of his journey which was published with the sponsorship of Senator Thomas Benton of Missouri as Senate Miscellaneous Document 26 in 1848. The plants he and Gregg had collected were delivered to Dr. George Engelmann who wrote the botanical appendix to the report.⁶

Fendler was a young German from eastern Prussia; he had limited education but was versatile and had a wanderlust which landed him in Baltimore at age 23. After eight years working as a tanner, manufacturing lamps, teaching school in Illinois, and wandering in Texas and Missouri, he returned home for a visit. At Koenigsberg University a professor of botany persuaded him that a livelihood could be made by collecting and mounting plants which could be sold in Europe to universities, museums, and private collectors. He returned to Saint Louis and began collecting plants in different parts of the country between Chicago and New Orleans. In these endeavors he became acquainted with George Englemann who became his mentor, financial backer, and business agent. In turn Englemann was associated with Dr. Asa Gray, distinguished professor of natural history at Harvard, superintendent of the botanical garden, and curator of the herbarium. Engelmann's location in St. Louis, the gateway to the West, and his German background enabled him to recruit plant collectors, often young Germans, who wanted to see the world, and who would endure frontier travel, manage to live off the country, and avoid or fend off Indians while collecting in an orderly and skillful way far from their bases of supply.

In the spring of 1846 when war with Mexico was imminent Gray saw an opportunity and wrote to Engelmann to find, "a collector . . . to go to Santa Fe with the Government Expedition. If I were not tied up, I would go myself." Gray, with a commercial as well as a scientific eye on the project, estimated that the collector could obtain, "sixty sets of five hundred plants, which named by us, would go off at once for

ten dollars per hundred."⁷

Engelmann recommended Fendler to Gray, who made arrangements with Secretary of War William Marcy and with Colonel John J. Abert, head of the Corps of Topographical Engineers, for Fendler to leave Fort Leavenworth for Santa Fe in early August. By letter to Engelmann, Gray instructed Fendler: "His collection should commence as soon as he crosses the Arkansas; his first envoi should be the plants between that and Santa Fe, and be sent this fall with seeds, cacti, and bulbs, the former of every kind he can get."⁸

Fendler traveled the Trail when the plants were scorched by drought and collecting was the poorest. He arrived in Santa Fe in October and remained until he departed for Fort Leavenworth in August of 1847. With limited funds and rapid inflation he had to sell his watch and gun in order to survive in Santa Fe. During the spring and summer he collected plants, but because of Indian hostility he remained in the vicinity of the city, going no further west than the Rio Grande.

When Fendler returned to St. Louis with his collection of 17,000 plants, Engelmann wrote to Gray saying, "they are beautiful, the specimens mostly splendid, and a great many new things among them." Gray in turn was impressed with the collection and so was Sir William Hooker, director of the Royal Botanical Garden, Kew, England. Gray, always engaged in a multitude of projects, set aside the less urgent ones to classify and describe the specimens, and in 1848 published *Plantae Fendlerianae Novi Mexicanae: An account of a collection of plants made chiefly in the vicinity of Santa Fe, New Mexico by August Fendler, with descriptions of new species, critical remarks, and characters of other undescribed or little known plants from surrounding regions*—which certainly tells us what to expect.⁹

Back in St. Louis Fendler negotiated financing from Gray through Engelmann and set out for Salt Lake on the Oregon Trail. He lost his outfit crossing the Little Blue River. Returning to St. Louis for a new outfit, he found everything he had left there had burned in a general conflagration. He never went west again. Instead he went to Panama to collect, returned to Memphis and manufactured lamps for three years, and then went to Venezuela where he spent four years roaming and collecting. He returned to Missouri and farmed for seven years, then visited his family in Europe before settling in Wilmington, Delaware, for three years. In poor health he went to Trinidad where he died at age 70.¹⁰

Lt. Emory, Corps of Topographical Engineers, was in Washington, D.C., June 5, 1846, and received orders to join Kearny's Army of the West to carry out a reconnaissance from Fort Leavenworth to California. He was given 24 hours to assemble his scientific gear and left the next day. On June 28 the last of Kearny's troops started down the Trail for Santa Fe. On August 1 they marched out of Bent's Fort and arrived in Santa Fe August 18. Emory commanded the topographic unit of 14 men which set about selecting and surveying the site of Fort Marcy overlooking the city. On September 25 Kearny set out for California with a smaller force, including the topographers. They arrived in San Diego December 11 after a near disaster at the battle of San Pascual, 30 miles short of their goal. In six months Emory had traveled from Washington, D.C., over known and unknown trails, observing, collecting, and recording all the way.

On August 7, after passing over Raton Pass Emory wrote, "For two days our way was strewn with wild flowers. . . . Among the flowers and shrubbery was *campanula rotundifolia*, (hair-bell), *sida coccinea*, *galium triflorum*, the snowberry, *erigonum*, *geranium Fremontii*, *climatus virupenna*, *ranunculus aquatilis*, . . . and many pretty varieties of *convolvulus*."¹²

The botanical portion of Emory's report was written by Dr. John Torrey. Torrey is a towering figure in the development of botany in the United States. He was educated as a medical doctor and in 1824 he joined the army and was appointed instructor in chemistry at West Point. He became professor of chemistry at the College of Physicians and Surgeons, New York, and, concurrently, held the same position at Princeton University for 22 years. While chemistry was his livelihood and great interest, his love was botany, and he became a dominant figure. Torrey previously had written the botanical sections of the official reports of Long's expedition to the Rocky Mts., Nicollet's exploration of the upper Mississippi, and Fremont's first and second expeditions, before writing that of Emory's reconnaissance. He went on to write a dozen more.¹³

After the Mexican War Emory, a brevet major by then, was appointed to the boundary commission with the title "Chief Astronomer and Commander of the Escort" and applied himself to that onerous and politically complicated task from 1848 to 1855. With the commission there were civilian natural scientists which included six or more botanists over the course of the survey; indeed, it became sort of a graduate

school for them. Torrey was again the author of the botanical portion of the report which contained a classified list of 2,648 plants collected by survey personnel, and included a separate discussion of the cacti by George Engelmann.¹⁴

Many of these pioneer botanists were practicing physicians or were educated to be physicians. Gambel completed his medical training after his trip to California. Wislizenus and Engelmann were in practice in St. Louis. Gray and Torrey were educated to be physicians but chose other careers in which to distinguish themselves.

Gregg had a year of medical training after publication of *Commerce of the Prairies*. Fendler and Nuttall were largely self-educated in natural sciences, but were talented and versatile in their own way and great travelers. Emory was a graduate of West Point and an officer who had a distinguished career of 44 years. For all of them the road to Santa Fe and northern Mexico and what grew in that region excited their curiosities and attracted their energies.

NOTES

1. Kate L. Gregg, ed., *Road to Santa Fe: The Journal and Diaries of George Champlin Sibley* (Albuquerque: Univ. of New Mexico Press, 1952), 207.
2. Josiah Gregg, *Commerce of the Prairies*, ed. by Max L. Moorhead (Norman: Univ of Oklahoma, 1954), 363.
3. Susan D. McKelvey, *Botanical Exploration of the Trans-Mississippi West, 1790-1850* (Jamaica Plain: Harvard, 1955), 731-739.
4. *Ibid.*, 139-144.
5. *Ibid.*, 946.
6. *Ibid.*, 955.
7. A. Hunter Dupree, *Asa Gray* (Cambridge: Harvard, 1959), 162.
8. *Ibid.*, 163.
9. McKelvey, *Botanical Exploration*, 1030.
10. William Canby, ed., "Augustus Fendler, An Autobiography and Some Reminiscences of the late Augustus Fendler," *Botanical Gazette*, X (1885):285-304; 319-322.
11. William H. Goetzmann, *Army Exploration in the American West, 1803-1863* (New Haven: Yale, 1959), 130-141.
12. McKelvey, *Botanical Exploration*, 994.
13. "John Torrey," *Dictionary of American Biography* (New York: Scribners' Sons, 1936), XVIII, 597.
14. Goetzmann, *Army Exploration*, 204.

SFTA PREDECESSOR

The following items appeared in the *Fifty years ago in 1912* column in the May 1962 issue of the *Tiller & Toiler*, Larned, KS, and were sent to WT by Ruth Olson Peters. Can anyone provide more information on this SFTA that preceded our own by more than 70 years?

Item 1:

Larned will be the center of interest next

week for a large section of the state and will be the host for three state meetings. These include the State Federation of Women's Clubs, the Kansas Development Association and the Santa Fe Trail Association. On Friday, everybody is expected to go to Pawnee Rock monument. Pawnee Rock will be taken over by the State of Kansas on May 24, [1912,] with fitting ceremonies.

Item 2:

Providing the New Santa Fe Trail Association gives its consent, the Goodrich Tire company is willing to install posts at every turn on the trail from Kansas City to Santa Fe, N.M.

CHRISTMAS TOUR AT MAJORS HOUSE

Begin the holiday festivities with a visit to the annual Candlelight Tour at the Alexander Majors House, 8201 State Line Road, Kansas City MO. Costumed docents in each room will share stories of how the Majors family observed the holidays in the mid 1850's. Fireplaces will be lighted in the antebellum home, candles will glow in all the windows, two Great Cedar trees will be decorated, and festive greens, fruit, and pine cones will decorate the nine mantels.

Added to this year's Christmas Tour will be the soft strains of a hammered dulcimer, children enjoying the sights and sounds of Christmas, demonstrations of carding and spinning on an old walking wheel, and the delicious aroma of simmering spices and herbs.

Tours begin in the Majors barn in back of the house where hot cider will be served as visitors enjoy familiar Christmas Carols and have a chance to browse through the gift shop for that special holiday gift. Tour dates and times are as follows: Tuesday, Dec. 7 and Thursday Dec. 9 from 6:30 pm to 8:30 pm. Admission is \$3.00 for adults, \$1.00 for children ages six to twelve. Sorry, but no children under the age of six will be admitted to the tour. For additional information contact Ross Marshall (816) 333-5556.



HOOV PRINTS

—TRAIL TIDBITS—

SFTA member Karen Pickett, Burlingame, KS, operates a gift shop called "Kansas Treasures along the Santa Fe Trail." She recently issued a catalog listing fine gifts and gourmet foods from Kansas. Those interested in a

copy may contact her at the shop, 119 W Santa Fe, Burlingame KS 66413.

A nice article about Lou Schumacher and his work on the Trail in the Kansas City area appeared in the *Portland Oregonian* last summer. Schumacher grew up in Portland, where he worked in the family business, Schumacher Fur Co. A portion of the Santa Fe Trail crosses his property in Kansas City.

The *La Junta Tribune-Democrat* carried a fine series of articles about the Trail and the symposium, with many photographs. It was gratifying to see a commercial newspaper devote so much attention to these topics.

Don Smith and Karen Berger have published a book about their six-month hike along the Continental Divide National Scenic Trail, *Where the Waters Divide* (Harmony Books).

A Route 66 Fan Club has been organized to promote and protect that historic highway from Chicago, IL, to Santa Monica, CA, and to publish a newsletter. Membership is \$15 per year, payable to National Route 66 Fan Club, PO Box 66, Manchester, MI 48158.

Willard Chilcott, director of the annual Santa Fe Trail Bike Trek, sent information about the bicycle trip to SFTA's Ethiopian member, Gebeyehu Wube, who was introduced in the last WT. Chilcott reports that Mr. Wube hopes to participate in the 1994 Trail ride.

Informed sources report that SFTA Ambassador Paul F. Bentrup recently caused a furor at the Jefferson National Expansion Museum under the arch at St. Louis when he touched the wheel of a wagon on exhibit. Before he was arrested and carted off, however, his compadres explained that he was an SFTA ambassador and, in keeping with this dubious distinction, he was accorded royal treatment. The museum there is still buzzing with excitement over the famous visitor.

The second annual National Trails Day is scheduled for June 4, 1994. The first such day last June 5 included more than 2,500 events, sponsored by over 3,000 organizations. Every trail organization is invited to participate in 1994, to focus attention on the trails and promote preservation and visitation.

TRAIL DIARY OF SPRUCE MCCOY BAIRD, 1867: PART I

edited with introduction by Mary Jean Cook

[Mary Jean Cook, Santa Fe, is a charter member of SFTA and a writer of Southwest history. She is editor of *Compadres*, the newsletter of the Friends of the Palace, Santa Fe. The reminiscences of Andrew Bowdry Baird, son of Spruce M. Baird, were published in the Oct.-Dec. 1993 issue of *Compadres*. This diary will be continued in the next WT.]

Brief Sketch of Spruce McCoy Baird

Spruce McCoy Baird, 1814-1872, first arrived in Santa Fe, New Mexico, in Nov. 1848, "worn and dirty," suffering from "rheumatics in the shoulders," and complaining of a chronic Southwest symptom, "cracked lips."¹ Almost immediately, Baird found himself embroiled in a hostile and futile mission. By declared authority of the Boundary Act of 1836, the State of Texas had dispatched Baird to create the Eleventh Judicial District out of the eastern half of New Mexico. This new district was to be called Santa Fe County, Texas, with Baird as its newly-appointed judge.²

Upon Spruce Baird's arrival in New Mexico after crossing the Santa Fe Trail, the *Santa Fe Republican* wrote: "Texas should show some little sense, and drop this question, and not have it publicly announced that Texas' smartest men were tarred and feathered by attempting to fill the offices assigned to them." By June 1850 Baird had submitted his resignation to Texas authorities, returning temporarily to Missouri before venturing west again.³

Spruce McCoy Baird, his name unfamiliar today to many New Mexicans as their Attorney General in 1860, eventually returned to make Albuquerque, NM, his home. He established himself as a capable and respected lawyer, raising his family along the Rio Grande. The hospitable Baird home in Albuquerque was a favorite rendezvous for lawyers, judges, priests, Army officers, and travelers in general. Covering 33,696-acres, the ranch was appropriately named after its curly-haired Texas owner, Spruce Baird, *El Chino Tejano*.⁴

After the Battle of Glorieta and the Baird family's retreat with the Confederates to San Antonio, Baird and many other New Mexicans were tried for high treason in 1862.⁵ Though Spruce Baird was granted a pardon in 1865, his property had been confiscated by the government, leaving him and his family destitute.⁶

As a member of the Santa Fe bar in 1855 and the Colorado bar in 1871, Spruce McCoy Baird practiced law in New Mexico and southeastern Colorado.⁷ During proceedings on the Maxwell Land Grant in a Cimarron, NM, courtroom, Baird dropped dead on June 5, 1872. He is buried in Golden, Colorado.

We are grateful to Patricia Hill Kusche, great-granddaughter of Spruce McCoy Baird and granddaughter of Andrew Bowdry Baird, for generously allowing the publication of their writings.

Diary of a Journey from Serbin, Bastrop Co., Texas to Trinidad, Colorado Territory

By S. M. Baird A. D. 1867
Affectionately dedicated to his beloved wife and children.

I send you this little token of my affection, written, hastily, at times snatched from other business, without reviewing it or making any attempt at correcting either the spelling, punctuation or grammatical construction. If it will in any degree cheer you and amuse in my absence, my object will be accomplished.

Trinidad, C. T.

Oct. 10th 1867

S. M. Baird.

June 6th, 1867 Left home at Serbin, Bastrop county, Texas. Serbin is a German colony which settled there some twelve or fifteen years ago. The people are distinguished from other Germans as Windish, and are from the frontiers of Saxony and [blank], the capitol or principal town being Bautzen.⁸ They are an industrious, frugal and economical people, kind in their disposition and devoted to their church which is Lutheran. They have two churches and the whole population of the colony amounts to some 800 or 1000, a good school, taught by their minister the Reverend Mr. Killian, in which the dead languages German and French are cultivated. These people, by their industry and frugality, though their lands are not of the best quality, being what are known as post-oak lands, are prospering and many of them growing rich.⁹

My eldest son Andrew Bowdry Baird accompanied me on my first days journey as far as the little town of Round Top, some twenty miles from Serbin. The country over which we passed is not materially different from that surrounding Serbin except that embraced

by Cumming's Prairie which is very beautiful.¹⁰ The crops as far as the German settlement extends were in first rate order and promising. Whenever negro labor is relied on they are in the woods and many of them apparently lost. Stopped on the road on the headwaters of Cumming's creek to noon and take lunch.¹¹ This place is pretty and shady and refreshing on a hot day. Four boys came with their rods, hooks and lines a fishing. They caught but few fish but fully verified the old adage that "if you swear you will catch no fish" for every sentence they severally uttered was sounded off at each end with an oath. It is mortifying to see the moral cotton of children thus neglected or misdirected.

Arrived at Round Top early in the evening and put up for the night at a German hotel at which a Yankee officer seemed to be boarding. He was non communicative and so were we. He had a disgusting[?] appearance, and I trust we did not.

Saw here in Flakes Bulletin that 60,000 pounds of wool had been exported this year from New Mexico and that a larger amount was expected.¹² On arriving at Trinidad I learned that that was but a fractional part of the wool annually exported from New Mexico, and that the best informed men on the subject, estimate it at (at least) 1,000,000 of pounds.¹³

Round Top is a small German town in Fayette County, on the Lagrange and Brenham road, fifteen miles from the former and twenty from the latter. It, like all German towns, is in a prosperous condition.

From this point Bowdry will return home and I will take the stage in the morning for Brenham.

The sky is clear (evening). A gentle breeze is blowing, weather pleasant, and I would be happy, but the journey before me is a long one and I feel sad on starting out and parting with my family, who have been deprived of a home and almost every comfort by the fates of war. The patience and equanimity with which they have borne their misfortunes doubly endears them to me. I however leave them in the special care of my good friends and relatives, A. M. Smith, T. J. Smith, Cousin Bettie and G. Waitman and the immediate care, at house of Clay & Cousin Dick. Pack and Ben are also close by who I know love their sister and her children. My business is important and I will go ahead through any danger, at any sacrifice of comfort with a

full faith that I will be enabled to remedy our misfortunes and make all around me happy and warm. I love my people, not only better than any comfort but better than my life.

Bowdry has kept my spirits up through the day. I learned here from a German, a Jurymen just returned from Lagrange court, that a negro was being tried for maltreating a Bohemian woman.

To be more explicit my notes on the way of today are as follows: "The country passed over today is very poor-gravelly-post-oak land. A portion of the road passes through small prairies. The crops seen after leaving the vicinity of Serbin badly cultivated. A good deal of land idle."

June 7th Bowdry bid me adieu this morning and returned home. I waited at Round Top for the stage until 10 A.M., 1 1/2 hours behind time. Met here Mr. Gaither of this vicinity, an intelligent gentleman and old settler & nephew of Dr. Gaither of Columbia, Ky and formerly Democratic member from Ky to congress.¹⁴

On entering the stage found for traveling companions, and very agreeable gentlemen, Attorney General Walton of the city of Austin, Parson Colson, Mr. Nunn, Dr. Kemp, and a "cullud population" formerly a slave of the Parson and now traveling under his protection on a visit to her relatives in Houston.¹⁵ Her old master seemed kind to her and I think was bearing her expenses. Mr. Colson is quite a jolly person and not at all hide bound by the Pharasaical formalities of religion.¹⁶ He and Dr. Kemp were traveling to Houston as delegates to the Grand Masonic Lodge. Genl Walton was on his way to Galveston to attend a suit against Genl Nicholds in behalf of the state, involving a large amount, in regard to cotton purchases for the state during the war.¹⁷

We dined at Genl Wilsons[?], the stage stand, and about sun down arrived at Brenham and stopped at Crumplers hotel and took lodging for the night. Crops on the road to Brenham in bad condition and prospect very bad.

Brenham was named after Dr. Brenham from Louisville Ky, and one of the Santa Fe prisoners from Texas in 1841.¹⁸ The word Brenham is German and signifies to burn, and very significantly this unfortunate town has been the victim of four fires since the close of the war. The first known to be a diabolical act of incendiaryism of the United States soldiers, and the others now supposed to be so. Each side of the public square has been success-

fully thus burned down.¹⁹

June 8th Took the cars on the railroad at 1/2 past 6 o'clock A.M., passing over a fine country and by the town of Hempsted and arrived at the city of Houston 1/2 past 11 A.M.

Crops all the way in the grass improving. Many of them lost. Called to see Judge Crosby and Terrell on business in regard to land at Woodville. Directed them, that if Dr. Burroughs could not pay for the land, to rescind the contract and take a deed from him to Mrs. Baird etc. This business being attended to, went aboard the St. Clair in the evening bound for Galveston. Saw on board Col. Ashbel Smith & Judge Oldham.²⁰ Also a young man by the name of Benj. Cooper of LaFayette county.²¹ Met Cousin to Cousin Dick Thomas, formerly a confederate soldier now on his way home. We agreed to travel together. We wound our way down the tortuous stream of Buffalo Bayou the boat constantly running into the bank on one side or the other, and finally they ran the Jacob-staff into the top of a tree and broke it, but we seemed to get along just as well without it, showing that it was more ornamental than useful.²² The stream is dull, dark, and sluggish and might be well taken for Luther. It however is beautifully bordered with magnolias, water oaks, and other evergreens for a long way down. Night overtook us shortly after passing Harrisburg and left us to hum-drum it through the dark, passing Lynchburg, until we awoke in the morning on the outspreading bay of Galveston. Just above Houston we passed the Eureka Cotton Mills in a beautiful locality. The buildings extensive, framed and painted white, the grounds well laid out and handsome, everything wearing a cleanly, fresh and pleasant appearance. These mills are said to be in a flourishing condition. Just below Houston we saw other buildings (brick) for a like purpose in process of erection on an extensive scale. It is to be hoped the south will soon raise and spin and weave her own cotton, and be entirely independent of her enemies.

June 9th 6 o'clock A.M. At the wharf at Galveston with the usual annoyance of Hotel owners, hackmen and porters. But as I have no cumbrance baggage, I swing my haversack on my shoulder "a-la" "The hunters of Kentucky" and give them all the go by, and this is the right way to travel in these hard times. I went directly to the ticket office on the same wharf and young Cooper and myself procured through tickets by steamer to N.O. [New Orleans] and then to St. Louis by rail, and sat down in the office to await the

arrival of the Hughes, and but not arrived, from Port Lavaca. We picked up a breakfast on the wharf, not wishing to go to a hotel as we may be trotted back immediately on the announcement of the Hughes in sight. It is dinner time and no Hughes. Rumors are afloat as to the cause of her detention when thinking men knew there is no possibility of her having been heard from.

We go up town and dine bountifully at a Restaurant and return hot but in a better humor, in company of a fresh made acquaintance and fellow passenger, a Baltimorean, a German by the name of Brawnold. The sun is down & no Hughes. We dolefully shoulder our napsacks and wend our way to the Island city hotel, when it is announced that the Hughes is coming in. The accommodating proprietor Mr. Pierce sends down and brings back the intelligence that she will not go out until morning at 1/2 past 6 A.M. So we eat a hearty supper and get a good nights sleep. Rise early, settle our bill, wet our whistles

June 19th with the land lord, strike out & board the Hughes before breakfast 1/2 past 6 A.M. Omnibuses, hacks, and drays all in a hurry and bustle. And now we are all aboard and who are we? First and foremost "here be I" as an Englishman would say and my traveling companion little Ben Cooper. Next, there are twenty three sea turtles aboard all flat of their backs with their faces turned up to the hot broiling sun, their great paddle feet pierced with holes and tied together, some with their eyes closed, others half closed and others wide awake rolling their eyes so tragical, stage like an oratorical frensy. If the gourmand and epicure of feeling heart could see the misery his "hasty plate" of turtle soup costs these poor creatures he would certainly dispense with that favorite beverage. After the turtles comes next in rank the Yankee sea captain, clever enough for aught I know, for I never exchanged a word with him. Then there was a lot of Yankees from Brownsville on the Rio Grande, men and their wives, strong minded women of the male persuasion and among them an amazon with short hair, a man's hat or mos[t]ly so, sunburnt face and sun burnt bak, black sack of seedy cloth and dowdy white dress. She was traveling alone and seemed at first to congregate with no one. She looked like she might have been a twin sister to Madam Duvarry. Another of these "strong minded" had a men[al]gerie of prairie dogs and rabbits, a trifling looking husband in U.S.A. uniform and no baby. There

were some others of the Yankee school not sufficiently different from christian women of the french persuasion to attract special remark except that for corn they said "**kern**". For water they said "wat- ter" giving the a the sound it takes in "fat" and the mother of a cow they called "**gnow**" but talking always when they talked at all, and their silence was the exception to the rules, sharp, pert and quick as though they all had crackers to their tongues. This disposes of the Yankee part of the "voyageurs" at the head of whom I have placed myself and the turtles, that they, the Yankees might have no pretext for saying, we, that is I and the turtles, were prejudiced against them.

And now comes another class of travelers, that fall not in competition with either the Yankees or turtles, for rank, but form a separate and independent community. I will mention them as I happen to remember them. Mrs. Shanks and children, placed under my care by her husband (an old acquaintance) on her way to New Orleans to visit her father, Judge Palmer formerly confederate depository of public monies at San Antonio and who "ingloriously fled". He lives in luxury now in New Orleans respected by no one. He was originally from New Hampshire. Mrs. Shanks deported herself with all the modesty and propriety of a well raised southern lady, which she is. Then there was a handsome widow by the name of Mrs. R— commended to my attention in [?] of need by old friend John S. Ford but no occasion required that I should cultivate her acquaintance and I felt not like dancing attendance on handsome widows as my thoughts were on other subjects connected with my own affairs and family. There were also on board several Mexican families from Monterrey whose fortunes had gone down with the fall of Maximilian and who were "fleeing the wrath to come" from the triumphant party. As I had passed through this ordeal in our own civil war I sympathize deeply and earnestly with them. There were also several French families from Matamoras, as I thought entitled to no sympathy as they were at best but intruders in Mexico as the Yankees were in the south, and were merely returning home. Then there was Madam Placido an actress or some celebrity and a native of New Orleans. She had the habit of rolling her eyes about in a theatrical style, similar to the green turtles, and seemed to be attended by a man formerly of Arizona of the sporting persuasion, by the name of Jones (not Claude Jones). She also seemed to be fond of sangones[?]. There was also on

a board a doctor Hale of New Orleans returning from exile or banishment, a fine looking man of dark billious complexion and southern to the core. Also a Mr. Lemon from Georgia, and the last I will mention was my traveling companion and room mate the Baltimore Dutchman Mr. Brawnold, a gentleman in all his bearings.

Down below, a corps of Texas cattle with their attendants and now we are under way and at breakfast. We pass the bar and are out at sea and a gentle sea at that. We have finis(h)ed breakfast and are all out looking at the sea gulls ever in the wake of a vessel "Just parting from the shore" and straining our eyes to get the last glimpse of the fading and receding shore and church steeples of Galveston. "We run all night, we run all day" without any change of course, or sail or steam or scenery except that of day for night and night for day, enjoying, however the brilliancy of a marine sun set and a marine sun rise, as the sun attendantly plunged into the sea at eve and leaped out of the sea in the morning bringing us up to the 11th June.

June 11 This morning we see in the distance and right ahead of us a small spot just above the surface of the sea which we soon learn from those acquainted with the route, is Ship-Shoal light-house. It gradually rises higher and higher, until after an hour or two run we get opposite, when two men in a small boat come out to us to mail letters and get news papers which are delivered to them by casting them upon the water, after which they pick them up and dry them and read them.

From this forward all is monotony until evening when we pass Ship Island light house and some time after we pass through a mottled or clouded sea having passed however the line where the two tides meet, that is the rising or advancing, and the falling or receding tides. The time of their encounter is marked by its peculiar calmness, and foam and such other drift as the two tides may happen to be freighted with.

Late in the evening the water gradually becomes muddy from the disgorgement of the great Mississippi. The clear and muddy waters are not marked by a line as I have often heard though it may some times be so for aught I know. We were warned of our approach to the mouth of the Mississippi before even entering the clouded waters by an occasional log or chunk floating on the water generally bearing one or more sea birds. We also pass through schools of porpoises, (some of large size, plunging about and plowing the sea in every direction), often leap-

ing clear out of the water, and among them we thought we saw a large shark leap clear out of the water, and I think so yet, though an old sailor said it was a porpus.

The light-house and shipping at the mouth are in full view and now the pilot comes aboard and takes the direction of the vessel as we approach the bar over which there is a much greater current than I had supposed or had ever noticed before. The channel is marked by stakes. A large ship is laying off to our left, "aground" and waiting to be dragged off and towed up to New Orleans by some propellor or tug-boat. We are now over the bar and fairly in the Mississippi whose banks are mos(t)ly marked by a narrow strip of grass just above the surface of the water, the muddy sea appearing beyond on every side.

We see a large steamer a way off to our right on the open sea, on her way from Mobile.

We pass the few shanties & the quarantine station all down in the mud and water surrounded by co[a]rse rush like grass, and mosquitoes, and frogs and snakes and alligators, and chills, and fevers and death apparently; yet the few inhabitants, as usual in all countries, say it is entirely healthy. And I must say those I saw of them presented no unusual appearance of sickness. The sun is down and the river and the land and the sea are all under our [?] and unbroken shadow. We pass Forts Jackson & St. Philip in the night though I have heretofore seen them in the day time, there is nothing worthy of note about them except that they are said to have been treacherously and mutinously surrendered to the Yankees. We run all night and wake up in the morning

June 12th in what used to be the bountiful and luxuriant coast of Louisiana, made beautiful by the fine residences and the highly cultivated sugar plantations and sugar factories (houses). But the busy hand of the destroyer has been here. The trail of the Vandal, the infamous Yankee, is marked out by the charred walls of the sugar houses and the lone houseless chimneys of the residences built of frame structure as the trail of the serpent is said to be marked with its slime. The whole coast of the Mississippi once so beautiful and charming is one continuous scene of desolation from the mouth of the river to New Orleans and from New Orleans to Memphis. In the lower part of the city I noticed the smoked walls of a formerly large and splendid church (Catholic I suppose). On passing up and down the river a year ago I noted

the broken levies unrepaired, the lone chimneys, fences gone, plantations growing up in young cotton woods and the idle negroes when seen at all hovering round the steamboat landings and Rail-Road stations. The former city of Bayou Sara no longer exists. Its former site is lo[o]sely marked by a few shanties extemporized from the rubbish left by the Vandal, the Yankee incendiaries and plunderers. The city of Grand Gulf at which Grant's army crossed the river to flank Vicksburg is marked by its mires only. Not a living soul, nor a house remains there and in this comunication I will note that the well authenticated reports & statistics show that during the war these same people who have the presumption to send missionaries to all parts of the world burned within the southern states twelve hundred churches of all denominations. The Capitol of Louisiana at Batton Rouge, once a splendid edifice presents to the view nothing but its cracked and smoked walls.

But we are still aboard of the Hughes and at the Levee of New Orleans. We land in a hurry and secure a hack and rush on to the Rail-Road depot just in time to see the train rolling out of sight.

We are five minutes too late and return to the hotel and remain till evening. Walked around town a little and called on General Longstreet who expresses Radical sentiments at the time not understood by me.²³ Dine, rest till evening and start out on the 7 o'clock evening train.

Of our fellow travelers on shipboard we find on the cars, my traveling companions, Ben Cooper, Mr. Brawnold, the Yankee Amazon and another female from Bryant, Texas, who claimed to be a Texan though she was traveling north for her health. We made other agreeable acquaintances on the way from New Orleans to St. Louis and among them, a Dutchman from Philidelphia who had been to Mobile to visit his brother. This Dutchman, though not a large man nor a fleshy man made himself worthy of note by his eating a full meal at every eating station and replenishing between meals from a large basket he had aboard filled with cheese, crackers, oranges, bananas and other things, including a bottle of brandy. At one of these stations he ate heartily, and drank twelve glasses of lager beer, returned on bo[al]rd and ate and drank again and said he felt first rate.

On leaving New Orleans we passed the suburbs of the city in the meantime observing a dredging boat cutting a canal. It was operated by steam and ate its own way through the earth, floting on the water for which it was

making the way. And soon after passing this boat night overtook us and we consequently could see but little by the way until morning, enough however to know that we passed through a long stretch of low swampy lands, densely covered with trees and undergrowth, and densely populated with frogs and mosquitoes for we could hear the former bellow and at one of the stations saw the cattle standing around a smoke raised for their especial benefit in driving off [f] the mosquitoes.

We passed up between the river and Lake Pontchatrain and was [on] the shore of the latter but in the darkness we could see but little of it. We also passed over a pretty sheet of water known as Lake Manshac [Manchac Pass] gradually emerged from the swamp into the piny woods and higher land. The only incident worthy of note during our night ride was the locomotives encountering a negro man laying, fast asleep on the road, who was snatched up by the cow catcher and cast to one side, breaking his arm as I learned next morning. The train made a short halt to look after him but I did not know the object of the stoppage at the time. I sat up an[d] lounged in my seat all night and slept by snatches only, as I was desirous of seeing even at night what I could of the country. It seemed to be nearly all the way poor piney woods, and sparsely populated.

Daylight caught us some distan[ce] below the City of Jackson Miss. in a poor wornout country. Fences and houses all in a dilapidated condition and many of them totally destroyed by the Vandal enemy of the Army of "the best Government the world ever saw" "so called". The crop was backward. The cotton not yet chopped out to a stand and the corn just above the ground. Some of the cotton bound off but the greater part not yet touched with either plow or hoe. The country hilly. The soil originally thin and now much washed, the cragey points and sides of the hills and deep washed gulley presenting themselves every where. They seem almost universally to have adopted the circular or horizontal system of plowing, that is running the rows and furrows round the hills to keep them on a level to prevent the land from washing. It must be very troublesome and tedious in plowing.

June 13 We arrived at Jackson Miss & [?] breakfast, the nolsy gang singing on the steps of the far and fair famed Confederate house near by, burned by the Yankees, as the train stops at the depot. But I have my lunch aboard and never leave the cars when thus provided to forage in Rail-Road Hotels because the whistle generally

announces the start about the time the guests get seated. I went out on the platform however and looked around for the city of Jackson. But alas! it is not there. I thought we were merely in the suburbs and that the main city was behind some hill or skirt of timber and on making inquiry was told that the city was burned and that the former site was before and around me.

A house with a dome was pointed out to me some distance off as the Capitol or court house, I disremember which. But Jackson, alas! is not there. It was maliciously and hellishly burned by the army of a people professing to be christians and our brethren. The site from the hasty and limited survey I was able to make appeared to be rather flat, rising into a slightly hilly and rolling country. The timber being pine, oak, hickory, etc. The Confederate house seen is rebuilt, framed, of a circular or octangular form, some twenty or thirty yards from and east of the Rail-Road and presents a very pretty appearance though a sad monument of the vandalism of the enemy, and made testimonial by their fiendish brutality.

The warning scream, or squall or squeak, a hideous niose [noise] embodying all these hideous and diabolical sounds and a good deal more, coming from what by misnomer is called the Rail-Road whistle announces the departure and those who as usual at such places frantically rushed in at the door of the Confederate house, now as frantically rush out, bestowing their parting blessings on the hotel keeper, the Rail-Road conductor and as Lincoln used to say in his rambling proclamations, "whom it may concern," and generally, avowed their flint belief that there was a universal conspiracy between Rail-Road men and Hotel keepers to defraud travelers of their just and equitable rights in creature comforts, for which they have paid their money and that is just the way it looks to the jaded and hungry traveler, though I think otherwise.

We are all aboard and off for Grenada as our next objective point. Nothing of importance occurring on the road except that the Yankee Amazon of the Madam Duvary persuasion, vivid from her apparent torpor, like an Anaconda, opened her basket & for the first time commenced feeding on such things as sausages, cheese & crackers, and oranges. The side of her face was hith-erwards so that I could not well avoid seeing the moutions of her jaw and the muscles brought into play as she chomped her provender with the quick & fierce manner of all hungry Yankees and I never saw one that was not hun-

gry. In this regard they are like the Indian always ready to eat at another's expense. In the mean time I had been out at one of the depots foraging myself and having for a few bits of green backs became lawfully possessed of more comforts than my personal wants demanded, commenced distributing them among my nearest Rail-Road neighbors "a la Southern chivalry" and consequently made a courteous tender thereof to the Amazon, who very curtly, but intending to be very polite, gave her head a stiff Yankee jerk intended as a bow or courtesy and replied "No I thank ya, I believe I won't teck enny. I don't need enny" and I recoiled to my seat. About the middle of the afternoon we arrive at Grenada (pronounced by Americans uncouthly "Graynady"). This place was one of the unfortunate points of the Grierson and other raids and presented satisfactory evidences that the Vandals had been there.²⁴ The former depot buildings, cars and other Rail Road appurtenances had then and there, these fiends being moved and seduced by the instigation of the Devil and silver spoons and other like plunder and not having the fear of God before their eyes, been ruthlessly destroyed. Rail-Road iron-car wheels and the iron skeletons of the cars lay in confused heaps on every side. There was on board a Methodist minister, with his family, by the name of Coperton, who had formerly been stationed at this town and who avowed he could scarcely recognise the place by reason of the destruction and desolation there perpetrated on by this army of "the best Government the world ever saw" "so called". Here the Rail-Road forks, one prong leading to Humbolt, Tennessee by way of Grand Junction and the other to the same point by way of Memphis, and here most of my rail-road acquaintances and myself separated. I took the Memphis prong. And on we dashed for Memphis, passing late in the evening Hernando where I suppose lived my highly esteemed friend Mrs. Oliver, upon whom I would have called if could have done so conveniently and without too great a loss of time. After dark we arrived at Memphis and were greatly annoyed (more so than at any other place, though it is too bad at any city) by hack and omnibus men and hotel drummers. I wish they were all "dead or absent" as they are to the traveler a very great nuisance and a disgrace to every city. They are less annoying in New Orleans than any place I have been at.

We however worked our way through them and got into the right omnibus and off to the right Hotel (the Overton

House) after some trouble.

As the omnibus was too much loaded on one side I changed to the other and in so doing unfortunately planted the weight (averdupoise) of two hundred and ten pounds with the heel of my shoe on the toe of a young Tennessean, who had been one of the "so called". He gave mouth with some profanity, whereupon I apologised and expressed much sympathy and condolence. Whereupon he apologised for haste of speech and expressed regrets and thereby we became acquainted.

Memphis is a beautiful city, on high and dry ground, streets wide and airy and well paved, Buildings in good style and the Overton one of the most agreeable and finest hotels I have ever been in. There was a music school, an amateur concert or something of the sort going on, up stairs in a house just in front of the hotel. Through the large windows we could see all over the room and he who seemed to be boss of the institution seemed to have "wait for the wagon" "on the brain" while another sawed it on the violin, another fluted it on the flute and another piped on a pipe and all together they did nothing favorable for the musical reputation of the fine Rebel City of Memphis. God bless her! and her truly southern people. Took supper and went to bed. Slept all night, awoke

June 14th early in the morning, took breakfast and footed it down to the rail-road depot. After some waiting took the cars for Humbolt.

I here should remark that from Grenada to Memphis the country and crop improves in appearance. From Memphis we pass through one of the prettiest countries I have ever seen for a heavy timbered country. The country for some distance out from Memphis is level and laid out in beautiful farms, in a good state of cultivation with good houses. The lands appear to be good. The timber heavy & of every variety common to that latitude (35 degrees north).

I had selected this road instead of the road by the Grand Junction at the ticket office in Galveston for two reasons, first, that it is the road of which Beauregarde is president and secondly because I wished to pass through Memphis and see that fine city and surrounding country all of which came quite up to my expectations.²⁵ But I have to lodge a complaint against the accommodations on this road from Memphis to Humbolt. They had the passenger car hooked on so close to the locomotive, that the smoke, ashes and coal dust entered the windows, so that when I arrived at Humbolt at middle of the day (80 odd miles from Mem-

phis), my hair and beard were full of small particles of coal, and ashes and I felt or thought I might be taken for a well smoked ham. This car was furthermore old and smoky and dusty, and ashy with no carpets on the floor. We however arrived at Humbolt at dinner time and were saluted as ever by the barbarous unchristian sound of that grand and universal hotel nuisance, the gong. I wish the man who introduced them to this country was back in China surrounded by all the gongs in the so called United "States" in full blast. We here were detained some half hour for the Mobile train, which having arrived we boarded and set out on the last stretch for Columbus Ky. The cars more pleasant. The country not materially changed except that we passed through what I supposed to be the Hatchy swamps of which I have often heard. Cypress is also seen occasionally from New Orleans to Columbus and passing through Tennessee and Kentucky I met with an old familiar acquaintance which I have never seen west of the Mississippi, the yellow poplar.

The Tennesseans seemed unanimously embittered against Brawlow, and against him with absolute horror.

What a farce it is to pretend that he is governor of Tennessee by the voice or wish of the people.²⁶ It is the me[an]est burlesque on the republican form of government of which Americans have been in former years so justly proud. The part of Ky passed through presented a poor appearance. The soil is thin. We arrived at Columbus Ky the scene of operations by genls Polk and Pillow at the commencement of the war and a little below Belmont on the opposite side where Grant met with his first defeat. Columbus is an insignificant place, confined to a small half moon valley, a portion of which seems subject to overflow. It cannot be supported a wealthy and productive back country, or else it would be of more importance and better appearance. Kentucky is my native state of which I used to be proud, but her unjustifiable vasilation during the war dampened my ardor for her, and it has not until the present time fully revived although she seems to be taking the right line now. I hope she will after merited penance by the renewal of good works, retrieve her former enviable character. Now with these, as I think just reflection on my native state I go aboard of the steamboat (laying at the wharf) which plies between Columbus, Ky and Cairo, Illinois, in connection with the New Orleans, Memphis & Columbus Rail-Road and the Illinois Central, and bid farewell for the pre-

sent and perhaps forever to "Old Kentucky shore". We take supper on the boat, and with a run of some two hours we descrie [descry] the lights of Cairo and soon after land at 9 o'clock P.M. at the wharf of that delectable city irasibly speaking.

Aside from the fact that two great rivers happen to unite at this place, and a rail road ends at it, it certainly is the most inelligible and disgusting place for human habitation in the world pretending to be on "terra firma".

To look over the levee into the heart of the town one can but imagine that it is built upon the ruins of fallen Babylon; for there is the marsh and pools of stagnate water far below the artificially elevated streets. And there is a fit dwelling place for swamp reptiles, bitterns, etc., but there is no hill for the satyr to dance upon as at Babylon.

The city is far below high water mark. An immense levee has been thrown up to protect it against inundation. The streets running back have likewise been elevated to correspond with the levee and to keep the houses and the enterprising denizens out of filthy, stagnate water and mire. The consequence is the water settles in the low grounds between streets and the city is beautifully checkered off with levees and lakes. It would be a fine place for raising ducks and notably adapted to the culture of frogs and mosquitos. The citizens say it is one of the most healthy places in the world. It is certainly the lower end of Illinois. We had to wait here in the rail-road sitting rooms until 12 P.M., the time of the "great Central" (as it calls itself) starting. We had for our wakeful companions a very polite, and "very fine old Irish gentleman" and a very fine old Irish lady and a very fine Cairo alderman and all of them drunk "according to the custom of Cairo". The car doors were locked except the sleeping cars, apparently with a view of forcing the weary travelers into the sleeping car and the payment of an extra dollar. As one of the break-men entered one of the ordinary cars a man from St Louis made a rush at the door to get in and locate himself for his night ride, but the breakman slammed the door in his face and locked it to the displeasure of us all for we all wished to get our seats and be at rest and devote the three hours of waiting to sleep. But the conductors of the "great Central" as it calls itself were inexorable and we wore away the time with the drunken Irish gentleman and woman and the bonny alderman of Cairo. A stranger had left a carpet bag for a few moments in charge of the "old Irish gentleman,"

who seemed to be very proud of his charge but at the same time uneasy that the wrong man would claim it. He consequently addressed us in this wise, "Stranger did you leave this carpet bag under my care? No Sir. However a gentleman left it with me and however I didn't know but it might be you. I don't know the man however". And this he must have repeated to various individuals at least a dozen times. At length the right man came and unceremoniously picked up the bag. When the old Irish gentleman cast his eyes upon him and significantly remarked "Stranger, I hardly think, I may be mistaken, but I hardly think that is your bag". Certainly its my bag replied the man. I left [it] in your charge. "Well however you can take it sir but I thought it best to be sure". The old Irish lady squatted about, first in one corner and then in another and at a kind of Amen intervals droled out some Irish imprecation upon the Rail Road men for not letting the "pable" have their seats in the cars for which they "all had first class tickets at once and bay done wid it". In the mean time in staggered the drunken alderman when the Irish gentleman approached him and being recognized by each other, they had a friendly tussel.

They were both by their acquaintances said to be fine clever men, but were now on a regular bust and going off on the cars to get sober. They were well dressed and the alderman's son as filially bound was following his father round to take care of him in a very commendable manner. The doors are opened and we all rush in and off we go.

NOTES

1. Spruce M. Baird to Emacetta [sic], Nov. 10, 1848, Baird Papers, M. J. Cook, Santa Fe.
2. William Campbell Binkey, "Reports from a Texan Agent in New Mexico, 1849," *New Spain and the Anglo-American West* (Los Angeles: Private Printing, 1932), II, 157-183.
3. Ibid., 159; Gov. Peter H. Bell, Exec. Dept., Austin, Texas, June 12, 1850, to Hon. S. M. Baird, Santa Fe, Texas, Baird Papers. Baird possibly traveled the Santa Fe Trail in 1848 with Francis X. Aubry. Louise Barry, *The Beginning of the West* (Topeka: Kansas State Historical Society, 1972), 780-781. In one of New Mexico's most celebrated murder trials, Baird defended and obtained an acquittal for Richard H. Weightman for the murder of Aubry in 1854.
4. Chinowas New Mexico slang for "curly-haired." Marc Simmons, *Albuquerque* (Albuquerque: University of New Mexico Press, 1982), 156-157. Spruce Baird's hair was also red, according to his great-granddaughter.
5. An account of the Confederate retreat from Glorieta written by Spruce Baird's son, Andrew Bowdry Baird, was published in *Compadres*, II (Oct.-Dec. 1993), 3-8.
6. For a discussion of the confiscation of the Baird ranch and the subsequent failure of the family to reclaim the property upon Spruce Baird's death, see Clarence Wharton, "Spruce McCoy Baird," *New Mexico Historical Review*, XXVII (1949): 309-313.

7. Baird was admitted to the New Mexico bar in 1855 and the Colorado bar in 1871. The letterhead on a letter dated May 29, 1870, reads: "Baird & [George] Boyles, Attorneys and Counsellors at Law, Trinidad, Colorado. Baird Papers.
8. Serbin was approximately six miles south of present Giddings, Texas. The Wends, a Slavic people, immigrated to Texas in Dec. 1854 with their leader, Johann Kilian, a scholar, poet, and musician. They sought religious freedom and social equality. On the Spree River, Bautzen, Germany, is near the former Polish and Czech borders. See Ann Blasig, *The Wends of Texas* (San Antonio: The Naylor Company, 1954).
9. Josiah Gregg traveled and described the route between Galveston and Austin in Dec. 1841. Maurice Garland Fulton, ed., *Diary and Letters of Josiah Gregg, 1840-1847* (Norman: University of Oklahoma Press, 1941), I, 104-105.
10. The Cummings family was part of Stephen F. Austin's Old Three Hundred colonists. Walter Prescott Webb, ed., *The Handbook of Texas* (Austin: The Texas State Historical Association, 1952), I, 445.
11. A short tributary of the Brazos River in Waller County, Texas, Cumming's Creek was named for Rebecca Cummings, fiancée of William B. Travis, who died in the Alamo in 1836. Ibid.
12. Flake's Bulletin was a Galveston circular published in German by Ferdinand Flake. Ernest W. Winker, ed., *Check List of Texas Imprints, 1846-1860* (Austin: The Texas State Historical Association, 1949), 261; Ben C. Stuart, "Hamilton Stuart: Pioneer Editor," *The Southwestern Historical Quarterly*, XXI (1918): 387.
13. The million-pound figure would be exceedingly high, according to John O. Baxter, Santa Fe, scholar and author on the sheep trade in New Mexico.
14. Mr. Gaither was the nephew of Dr. Nathan Gaither, a physician and representative from Kentucky to the 21st and 22nd U.S. Congresses. *Herringshaw's Encyclopedia of American Biography of the Nineteenth Century* (Chicago: American Publishers' Association, 1904).
15. Appointed Texas Attorney General in 1866, William M. Walton was removed from office as an impediment to Reconstruction because of his former Confederate ties. Webb, *Handbook of Texas*, II, 860.
16. Pharisaical, meaning hypocritical.
17. A graduate of West Point in 1855 and brigadier general in the Confederate Army, 1861-1865, Francis Tillon Nicholls was practicing law in Ascension Parish, Louisiana, in 1867. Nicholls later served as governor of Louisiana, 1877-1880. Francis B. Heitman, *Historical Register and Dictionary of the United States Army* (Washington: Government Printing Office, 1903), I, 746; *Appleton's Cyclopaedia of American Biography* (New York: D. Appleton and Company, 1888), IV, 512.
18. Dr. Richard Fox Brenham was appointed by Texas President Mirabeau B. Lamar as one of the commissioners of the ill-fated Texan-Santa Fe Expedition in 1841. Webb, *Handbook of Texas*, I, 213.
19. Following Baird's visit, still another Brenham fire would occur in July 1867 as the result of hostilities between citizens and the military. Ibid.
20. Col. Ashbel Smith, prominent Confederate surgeon who fought in the Battle of Vicksburg during the Civil War, was evidently much admired by Spruce Baird. On Aug. 18, 1867, Baird picked up a pair of elk horns near Raton, NM, and sent them with his regards to Col. Smith in Houston "as an evidence that Baird does not forget Texas in her darkest hour of adversity." Wharton, "Spruce McCoy Baird," 313. In 1876 Smith published his *Reminiscences of the Texas Republic*. Webb, *Handbook of Texas*, II, 620. In 1848 Williamson Simpson Oldham moved to Texas from Tennessee for his health, where he practiced law and entered politics. He was a member of the Secession Convention in 1861 and represented Texas in the Senate of the Confederate States of America. After the Civil War, he fled to Mexico and Canada, and returned to Texas in 1866. Ibid., II, 311.
21. Baird may refer to LaFayette County, Missouri. The young Cooper may have been a relative of Col.

Benjamin Cooper, an early settler of the Boonslick area.

22. A Jacob's staff is a square rod used for measuring distances and heights.
23. Gen. James Longstreet, a graduate of West Point in 1842, was a prominent Confederate officer who fought at First and Second Bull Run, Yorktown, Antietam, Gettysburg, and Richmond. Following the war, Longstreet became a New Orleans businessman, later filling government positions in Turkey and Georgia. Clarence L. Barnhart, *The New Century Cyclopedia of Names* (New York: Appleton-Century-Crofts, Inc., 1954).
24. A celebrated cavalry raid known as "Grierson's Raid" was made by Benjamin H. Grierson in 1863 when he swept through central Mississippi from north to south without interception. *Mississippi Valley Historical Review*, XXIV (1937-1938), 372-373.
25. Pierre Gustave Toutant Beauregard, a Confederate brigadier general of French ancestry, was president of the New Orleans, Jackson & Mississippi Railway for five years following the Civil War. Allen Johnson, ed., *Dictionary of American Biography* (New York: Charles Scribner's Sons, 1929).
26. A pro-Unionist, William Gannaway Brownlow, clergyman, author, and journalist, served two terms as governor of Tennessee following the Civil War. *Herringshaw's Encyclopedia*.

(continued next issue)

POST OFFICE OAK

—LETTERS—

Editor:

Recently an open letter published in the *Watrous NM Gazette* advised me of a correction needed in my guidebook, *Following the Santa Fe Trail*. Therein, I referred to the Watrous Community Park, containing trail markers, as being untidy.

Volunteers and county commissioners have now cleaned up the place. SFTA Publicity Coordinator Mike Pitel and I conducted an inspection en route to the La Junta Symposium and found the park quite presentable, even tidy. Trail travelers, take note!

Marc Simmons
PO Box 51
Cerrillos, NM 87010

CAMP TALES

—CHAPTER REPORTS—

Cimarron Cutoff

President David Hutchison
HCR 1 Box 35
Boise City, OK 73933

Leo E. Oliva, WT editor, was guest speaker at the fall meeting of the Cimarron Cutoff chapter. Members and guests met in Elkhart, KS, at the Morton County Museum Oct 23, 1993. A dinner preceded the meeting. The speaker gave an overall look at the Santa Fe Trail, showing slides of the historic sites from Missouri to New Mexico with comments on the history of each area.

David Hutchison, president, conducted the business meeting and

asked for reports on activities in each county. D. Ray Blakeley, Union county, said that Clayton has acquired some Aubry artifacts, and that the late Bill Wheatley, recently named "Grandfather of the SFTA," left a bequest to Union County and a memorial will be erected for him. Edgar White reported that the museum complex at Elkhart will have the Dermont schoolhouse added to the site. Mary Gamble said that the Baca County museum had been renovated and reopened after being closed for several years.

Hutchison reported that a new building had been erected in Boise City that will house the museum adjacent to the Cox house. He also told of the huge metal dinosaur located on the museum property which has attracted many photographers. Karla French, member of the Wagonbed Spring chapter, reported that NPS personnel from Denver had visited the site of the National Historic Landmark south of Ulysses, KS, to consider enlarging the acreage.

The president reported that Dan Sharp, member of the SFNHT Advisory Council had been asked by NPS to go to Hawaii to survey some sites for a possible national trail. Joan Kachel, Goodwell, OK, was introduced. She and two other members of the High Plains Chapter, Daughters of the American Revolution, had toured sites in the Panhandle to select a suitable spot for a SFT DAR marker, the first one to be placed in Oklahoma.

The chapter members voted to have an application brochure printed for SFTA and the chapter. A discussion followed about the 1997 SFTA Symposium to be held in the Cimarron Cutoff area with other chapters, including Wagonbed Spring, Texas Panhandle, and Corazon de los Caminos, joining in. The next quarterly meeting will be in Boise City in January.

Texas Panhandle

Acting President Kathy Revett
3505 Cinderella
Amarillo TX 79121-1607

Chapter members met on Sept. 11 to hear Scott Burgan's presentation on the Palo Duro and Caprock trails through the area. Apparently the Ft. Smith-Santa Fe Trail was but one of many trails that crossed the Texas panhandle region, their origins starting with the Indians and the Spaniards.

Topics discussed during the business meeting were reactivating the chapter, dues and membership, future speakers and activities, and two projects. Thanks to the help of Jim Hays at the Texas Highway Department, the

chapter may be involved in the replacement of the Josiah Gregg trail marker on the Tascosa road. The highway department removed the original historical marker to widen the road and can not find the sign to reset it. Members had discussed having a commemoration in March of Gregg's journey through the Amarillo area, including a ceremony on the Palo Duro High School campus, a site on the route.

Past chapter president Charles Pitts has been in contact with the local PBS station at Amarillo College. He hopes to be involved in a documentary about Josiah Gregg's Santa Fe route through the Panhandle.

During the SFTA symposium, Kathy Revett attended the Cimarron Cutoff Chapter's planning session for the 1997 Symposium, and the Texas Panhandle Chapter was invited to help with the event.

The speaker at the November 14 meeting will be Len Slesick, a local meteorologist, who has extensively studied Fort Bascom, NM, on the Canadian River. By the February meeting we hope to have an active chapter, new officers, and put out a newsletter. If you wish to help by running for an office, contact Kathy Revett (806) 358-7320 or Charles Pitts (806) 359-1166 in November.

Wagonbed Spring

President Edward Dowell
521 W. Janice
Ulysses, KS 67880

Terry Brown, SFTA member from Liberal, presented a program on "the Battleground" at the fall meeting of the chapter at Hugoton, KS, on Oct. 14, 1993. Twenty-four members and guests attended.

Historians place the "Battleground" about 15 miles below the Cimarron Crossing. The battle was between some Texans and Mexicans sent to protect a wagon train in 1843. The Mexicans, an advance force under Gen. Manuel Armijo, were defeated, many being killed. Armijo returned to New Mexico. Brown had some maps showing the locale.

Edward Dowell, president, reported that Christine Whitaker, Bill Butler, and Steve De Vore of the NPS office in Denver visited Wagonbed Spring National Historic Landmark to consider enlarging the acreage. Jim Walker of Brigham Young University made an aerial survey of the site, the first formal survey of the NHL.

Mary Gamble reported on the SFTA Symposium held in La Junta and Bent's Old Fort in September. The winter meeting of the chapter will be in Ulysses, Jan. 13, 1994.

Heart of the Flint Hills

President Donald B Cress
RR 1 Box 66
Council Grove, KS 66846

The annual meeting was held Oct. 2 in the Four Mile Schoolhouse located three miles south and one and one-half miles west of Council Grove. Following a trail ride through the White Ranch to view ruts of the Trail, the meeting was called to order. Plans for the 1999 Symposium to be held in Council Grove were discussed.

A committee was appointed to investigate the need for a new liability insurance policy, since the chapter has been designated a 501C3 non-profit organization. Concern was expressed about the stabilization of the windows on the Wilmington Schoolhouse, which the chapter owns. It was reported that little work has been done on it. There was some discussion about the chapter's involvement in the "Voices of the Wind People" pageant, and the Santa Fe Trail Arts Festival held the week before.

The chapter has been asked to review National Register of Historic Places information forms for the National Park Service on seven area locations on the Santa Fe Trail.

The reelected directors are Dudley Donahue, Marion County; Charles Macy, Wabaunsee County; Brent Williamson, Osage County; and Lois DeWitt, Lyon county.

After the meeting a dinner was enjoyed with whole hog sausage donated by Leland Zerbe. The next meeting will be January 11, 1994.

End of the Trail

President Carlton R. Damonte
7221 Vivian Dr. NE
Albuquerque, NM 87109

Over fifty End of the Trail Chapter members and guests from the Corazon de los Caminos Chapter gathered at the church in San Miguel Del Vado at 10:30 a.m. on Sunday, Sept. 12, for the day's field trip. Vado means "ford" in Spanish and this village is where the Santa Fe Trail forded the Pecos River. In the early days of the Trail, San Miguel was the first New Mexican settlement encountered by wagon trains arriving from Missouri and during the Mexican period served as a port of entry where customs fees had to be paid.

To start the day's activities, Marc Simmons presented a historical summary of the village and its role in the history of the Santa Fe Trail. Marc pointed out that it was here that William Becknell received a warm welcome in 1821 on his first journey to Santa Fe.

Following Marc Simmons's talk, Alice Bustamante, current owner of the customs house in San Miguel that she is renovating, became the tour guide and led the group on a two-hour trek through the remains of the village. Particular points of interest included the lovely church that was begun in 1805, Alice's home with its four-foot-thick walls and original vigas that support the roof, the customs house and the gate where wagons entered, the ford of the Pecos River, the foundation of the old San Miguel Court House, and the site of the first La Fonda Hotel where Santa Fe traders stayed. Alice also showed a board from the old customs house that had cutout gun ports.

Once a bustling community along the Santa Fe Trail, San Miguel was bypassed by the railroad in the late 1800s and slowly fell into decline as nearby Las Vegas rose in prominence. It is, however, a site rich in history and worthy of a visit by any Trail buff.

Following the tour of San Miguel, members proceeded to the Villanueva State Park for a potluck picnic, conversation, and camaraderie. After lunch, the group visited the church at Villanueva where they viewed a tapestry created by the women of the town for the 1976 Bicentennial. Started in 1974, the tapestry took two years to complete. Although not directly associated with the Santa Fe Trail, the tapestry depicts the local culture, is 275 feet long, and stretches the entire length of the church's interior walls. Being able to view this magnificent artwork added significantly to the day's enjoyment.

The last event of this busy day was a self-guided visit to the San Jose del Vado several miles up the Pecos River from San Miguel. San Jose was an alternate ford for the Trail that was on a shorter cutoff but was much rougher.

The final field trip for 1993 commenced at 10:30 a.m. on Sunday, Oct. 17. Twenty members gathered at Dave Masterman's home on the outskirts of Santa Fe under leaden skies that capped the nearby Sangre de Cristo mountains. The first nip of winter was in the air.

With Dave as guide, the group caravaned several miles to Apache Ridge and then trekked to the site of the Rock Corral, a former stagecoach stop on the Santa Fe Trail. Dave Masterman and Marc Simmons were instrumental in determining the exact location of this historic site.

In evidence was the remains of a hand-dug well that once supplied water for weary travelers. Also present

was a dead black locust tree measuring twelve feet in circumference. Nearby progeny of the tree were alive and doing well. Dave pointed out that the tree was not native to New Mexico and had been brought down the Trail from Missouri. Other black locust trees can be found in Santa Fe near the old Fort Marcy soldier's barracks. He also mentioned that the tree was geographically significant since several land grants from the 1800s all came together at this point.

The Rock Corral is where the trails to Santa Fe and Galisteo crossed. The stagecoach station also served as a post office and natives still refer to the area as "La Posta." While at the Rock Corral, Masterman read from a paper provided by Marc Simmons. The paper contained excerpts from numerous manuscripts, diaries, journals, and newspapers that made reference to the Rock Corral and dated as far back as September 11, 1847. Marc found these publications while researching the history of the site.

To close the day's activity, the group returned to Santa Fe where they viewed some impressive Trail ruts.

Corazon de los Caminos

President LeRoy LeDoux
PO Box 94
Wagon Mound, NM 87752

Sixty-five members and guests of the Corazon de los Caminos Chapter and the Cimarron Historical Society met Sunday September 19, at the Rock Crossing of the Canadian near the southeast corner of the Maxwell Land Grant. Sue and Joe Knowles gave a wonderful tour of their Dos Rios Ranch. They told of 1853 Territorial Governor David Meriwether's 1820 visit to the Rock Crossing with Alfred, a Negro, and seventeen Pawnees. The graves of Henry Lorenzen, with his 1879 Masonic headstone, and Albert Johnson were visited, a picnic was held at the crossing which was forded by many in the group, and the deep ruts west of the ford were enjoyed by all.

On October 17 chapter members met at Wagon Mound for a slide presentation by David Gaines of the National Park Service about efforts to certify sites on the Santa Fe Trail. The emphasis was on making sites available to the public without encroaching on the right of private property owners.

In a subsequent business meeting the membership elected the present board of directors for an additional two years and authorized several changes in the bylaws. These changes will be submitted to the SFTA for approval. The officers of the chapter are Presi-

dent LeRoy LeDoux, Vice-President Mike Olsen, Treasurer Morris Eiland, and Secretary Bernt Winkel.

The board of directors met Nov. 3 and appointed chairmen for the committees as follow: Program Committee, Mike Olsen and Dorothy Valdez, co-chairs; Project Committee, Harry Myers; Membership Committee, Jerry Smith; Marker Committee, Nancy Robertson; Certification Committee, Stephen Whitmore; and Library and Archive Committee, Milton Swenson.

On November 21 the Corazon Chapter will meet at 2:00 p.m. in St. Paul's Parish Hall, 8th and National, Las Vegas, NM, for a program by Dale Gerdeman on oral history.

Wet/Dry Routes

President Lon R. Palmer
358 West 8
Hoisington, KS 67544

Members of the Wet/Dry Routes Chapter congregated at the 4-H Barn in Larned, KS, on August 28 to prepare ten trail markers. The day was spent stamping brass plaques with appropriate wording and attaching the plaques to limestone fence posts. These markers will be placed on the Fort Hays-Fort Dodge Road at obscure locations far removed from public access but which nevertheless contain pronounced wagon ruts. The markers will complement those markers placed on the Fort Hays-Fort Dodge Road adjacent to public roads during the summer of 1989. The hard-working men were persuaded to pause from their labors at noon to enjoy a trail meal prepared by Alice Clapsaddle, Trail widow of SFTA Ambassador David.

On Nov. 7 the chapter met at Spearville, KS, with many guests from the Fort Dodge/Dodge City Chapter present. Several projects were approved, including publication of a quarterly chapter newsletter, a contest to select a name for the newsletter, and the establishment of the Faye Anderson Award. The award, named in memory of Mrs. Anderson, a charter member of the chapter who died in November 1991, will recognize a person or group annually who has made significant contributions to the chapter. The recipient will be presented a lifetime membership in the chapter.

Also discussed was the Learning Box project designed for elementary-age children. This is essentially a teaching unit based on *A Tree in the Trail*, accompanied by a variety of artifacts which depict the story of the Trail as related to various cultures along the route. Chapter member Shirley Stein, elementary teacher from Ulysses, has volunteered to field test the unit. The

Learning Box will be available to other teachers in the future.

A report was given on two additional projects being undertaken by Eagle Scout candidates from Lewis, KS. Josh Woolard will be responsible for the installation of the additional markers on the Fort Hays-Fort Dodge Trail, and Matt Waldren will prepare and publish a directory of the historical sites in Pawnee, Edwards, and Ford counties as marked by the chapter. This directory will contain information on site locations, legal descriptions, historical documentation, historical significance, and physical evidence. In addition to a printed copy, the directory will be preserved on a word processing disk for easy modification.

There was discussion of physical evidence of the Trail being destroyed during the past year. Ruts in Pawnee and Ford counties and a dugout at Duncan's Crossing in Pawnee County have been obliterated by the tillage of pastures. It was decided that an educational effort should be made to alert the general public and property owners to the significance of the Trail and the physical evidence which remains.

A lively discussion was conducted with reference to the revised bylaws of SFTA which require all members of a chapter to hold membership in SFTA. No action was taken.

The program was presented by Ron Parks, curator of the Kaw Mission at Council Grove, on "The Kaw Indians and the Santa Fe Trail."

The next meeting will be January 30, 1994, at Kinsley, KS. The Santa Fe Trail Rendezvous will be held during the first weekend in June 1994. The Third Annual Tour conducted by the chapter will travel the Fort Hays-Fort Dodge Trail on October 8, 1994.

Mountain Branch

President Roberta Cordova
202 East Sixth St.
Trinidad, CO 81082

On Oct. 23 twelve members and guests met at Tobe, on Highway 160 in southeastern Colorado. Led by Jamie Kingsbury from the Comanche Grasslands the group took a short drive up the northern flank of Mesa de Mayo to get an overview of the territory traversed by the route of the Granada Military Road. After Jamie gave a short lesson on Grasslands history and management, participants were convoyed to two different locations along the Military Road which are being considered as potential sites for picnic shelters with interpretive signing. During lunch at the Country Store in Kim, copies of five interpretive signs were passed around for comment and in-

put. After lunch Dorse Ann Morris from the Country Store led the convoy to the site of Willow Springs (private property) where the group spread up stream and down stream looking for evidence of wagon crossing, pictographs and petroglyphs, early Hispanic carvings (we found one "1876" and some crosses), and other relics of habitation and usage.

Dodge City/Fort Dodge

President Betty Braddock
106 Plaza Terrace
Dodge City, KS 67801

On Nov. 7 a joint meeting in conjunction with the Wet/Dry Chapter was held in Spearville, KS. The program was presented by Ron Parks, curator of the Kaw Indian Mission in Council Grove, KS. (See Ron's article elsewhere in this issue.) His subject was "The Kaw Indians and the Santa Fe Trail."

The chapter officers will meet in mid-November to plan for the remainder of 1993 and to propose the chapter's goals and projects for 1994. Please convey suggestions and comments to President Braddock, (316) 227-2416.

Missouri River Outfitters

President Robert Dorian
13211 E 45th Terr
Independence, MO 64055

No report.

Quivira

President Wayne Smith
RR 1 Box 44
Raymond, KS 67573

No report.

COUNCIL TROVE

—DOCUMENTS—

SPRUCE M. BAIRD

[Bonita M. Oliva found the following material in newspaper clippings in the Arrott Collection at New Mexico Highlands University, Las Vegas. It complements the Baird Journal which begins elsewhere in this issue.]

In January and February 1885, an unidentified veteran bugler from Company B, 5th New Mexico Volunteers, wrote a number of letters to the Las Vegas, NM, *Chronicle*, describing events of the Civil War in New Mexico to commemorate the the twenty-third anniversary of Battle of Valverde. His letter published in the February 21, 1885, issue (the anniversary of the battle) in which he recounted actions during the skirmish between General Canby's troops and the retreating Confederate forces at Peralta, April 16, 1862, the author diverted his attention to describe the retreat of a notable civilian, Judge Spruce McCoy Baird, and his family who were caught in the

conflict and continued to give a brief account of his life. The relevant excerpts follow.

... A train was seen coming just at that time down the road. The scouts were off in a minute to reconnoitre and sent back word that it contained the household goods and private property of Judge Baird of Albuquerque, or rather of Baird's Ranch near that town. As it was known that he not only was in sympathy with the enemy, but also in the act of joining his fortunes with that of the now "Lost Cause" of course orders were given to confiscate the train and capture everybody in it. Justice to the deceased compels us to interline here a paragraph, why Judge Baird had decided to abandon New Mexico. It is a historic fact that soon after the war with Mexico, Texas claimed New Mexico as part and parcel of the Lone Star State as soon it was known that the Territory was to be annexed to the United States. The Texas government nominated the deceased as judge of the district court of New Mexico and he came here to carry out instructions. The federal government, about the same time, had sent out the late Judge Houghton to mete out justice as Judge on the part of the United States. Of course Baird and Houghton could not agree as to who should RULE SUPREME and the matter in dispute had to be turned over to the United States government for decision. It decided that New Mexico was not a part of Texas, therefore upheld Judge Houghton in his position and Judge Baird upon being notified to that effect, and liking the new home settled down near Albuquerque and commenced the practice of his profession in the court of the Territory. Few of the lawyers in New Mexico, and we had then veterans like Ashurst, Benedict, Wheaton, Clever, and Jones — could expound the law in civil cases, or keep a native jury spell-bound and then gain them over to his side, in their own language, in criminal cases like the Chino Texano—the curly-headed Texan—as the Mexicans called him. Soon after establishing himself in this Territory he went back to his home to get married, bringing his bride with him to share his fame in his newly adopted home. He was a doting husband and kind father, when at home, on his ranch' where he spent his time, if not otherwise occupied in his practice, tilling the soil and soon gained the reputation of having the MODEL FARM IN NEW MEXICO. Himself and family of southern birth, of course he offered his fortune and services to the confederate cause. The ambulance containing himself and family escaped unhurt, but his chattels fell into the hand of HIS ENEMIES.

Before returning to the narrative of the doings of Canby your readers will excuse me for occupying their attention a little longer about Judge Baird. Arriving safely in Texas, he offered his services to the south and served till the end of the Late War as

Colonel in the Texas troops. After the surrender of Lee he came to Colorado and adopted Golden as his family residence, although he himself resided most of the time in Trinidad, Colorado, where he established his law office, and from where he attended also court in the first judicial district of New Mexico. On his return home from one of his trips to Cimarron, he suddenly took sick and died, during the summer of 1872, lamented and mourned by all who ever knew or came in contact with him.

TRAIL NEWS, 1847

Mel and Mary Cottom, Manhattan, KS, found the following item in the August 9, 1847, Washington, D.C., *Daily Union*. It was reprinted from the *St. Louis Reveille*, July 30, 1847. The writer was not identified. In addition to news about troops in New Mexico and on the Trail during the war with Mexico, this item provides documentation for the stories about "Windwagon Thomas," who constructed a large wagon equipped with sails to travel across the plains.

Westport, July 23, 1847

Gentlemen: Judge (or Col.) Brown, in company with Lieut. Easton, of the Cole county intrantry, and young Mr. Hughes, of Howard county, arrived here this morning, *en route* from Santa Fe. They left New Mexico on the 20th of June, and report the troops there generally in good health. Not more than six or seven are in the hospital. No news of importance was stirring at the time of their departure.

On the route in, they met Lt. Love's command, encamped ten miles above Fort Jackson, the new fort which was recently burnt. They also met Capt McNair's company at Pawnee Fork. The Cumanches had attacked them on the Cimarrone, but none had been killed or wounded on either side.

Our enterprising citizen, Mr. Wm. Thomas, will positively start in a few days for Council Grove, with his *wind ship*. It works *well*—he has been out twenty miles on a trial trip.

Yours, in haste B.

HELP WANTED

I have searched for pictures of the Santa Fe Trail Six Mile Ranch Stage Station with no success. It is located 2½ miles north of Burdick, Morris County, Kansas. There was a three-room house of stone, a log cabin, both with dirt roofs, a stone corral, and stabling device for 10 horses.

I would also like to find the picture that was taken the day the State of Kansas and DAR marker were dedicated at that site, October 10, 1908. If anyone knows of any of these photographs, I would appreciate hearing

from you.

Bonnie Sill
RR 2, Box 14
Burdick, KS 66838

On November 13, 1996, 175 years will have passed since William Becknell and Captain Pedro Ignacio Gallego met just south of Las Vegas. This event signals the opening of the American phase of the Santa Fe Trail. Although trade had been conducted across the plains for many years prior to this, 1821 is recognized as the opening of legal international trade between Mexico and the United States.

The 175th anniversary committee, of which I am chairman, is soliciting ideas on how to celebrate this event on a nationwide scale. Ideas already proposed are a postage stamp, marking the length of the Trail, a juried art show, and a historic wagon train. Chapters should be thinking about how they will celebrate this significant event and call attention to both the Association and the Santa Fe Trail. Please send ideas to:

Harry C. Myers
PO Box 7
Watrous, NM 87753

NEW SFTA MEMBERS

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

FAMILY MEMBERSHIPS

Charles & Marilyn Bradley, 617 S Gore, Webster Groves MO 63119
Edward J. & Mary D. Eames, 4601 Calvillo Ct SE, Rio Rancho NM 87124
Susan & Alex Farrand, 5 North Taos Trail, Corrales NM 87048
Dennis Gates Family, 10081 Hwy 35, Bloomington WI 43804
George & Stormy Lee Kennedy, 1029 Bertrand, Manhattan KS 66502
Findley & Hazel Morrow, 233 Mesilla NE, Albuquerque NM 87108
Fred & Jackie Orr, PO Box 1293, DeSoto TX 75115
Fred & Ruby Squyres, PO Box 494, Dumas TX 79029

INDIVIDUAL MEMBERSHIPS

James Baum, HC 73 Box 67, Roy NM 87743
Homer Beck, 2530 Sennett St, Wichita KS 67211
Jeffrey S. Bender, PO Box 3, Vassar KS 66543
Dick Brown, 137 W 61st Terr, Kansas City MO 64113
Richard F. Carrillo, 724 W 2nd St, La Junta CO 81050
Dr. Diana Dunn, 525 Glenn Rd, State Col-

lege PA 16803
 Tony Hines, 422 S 6th, Raton NM 87740
 Ovie Holland, 1304 N James, Guymon OK 73942
 Anita Hyatt, PO Box 855, La Junta CO 81050
 Don McCubbin, 7034 S Clarkson, Littleton CO 80122
 Dr. John R. Morris, 200 N Globe, Portales NM 88130
 Dotty Lou Riggs, 18293 Road EE 1/2, Rocky Ford CO 81067
 Ralph Solano, 131 Park Ave, Raton NM 87740

TRAIL CALENDAR

Everyone is invited to send notices for this section; provide location, date(s), time(s), and activity. Remember this is a quarterly. The next issue should appear in February, so send information for March and later to arrive by January 20. Thank you.

Dec. 7 & 9, 1993: Christmas Tour, Alexander Majors House in Kansas City. Contact Ross Marshall (816) 333-5556.

Jan. 11, 1994: Heart of the Flint Hills Chapter meeting.

Jan. 13, 1994: Wagonbed Spring Chapter meeting, Ulysses, KS.

Jan. 20, 1994: Deadline for next issue of WT.

Jan. 30, 1994: Wet/Dry Routes Chapter

meeting, Kinsley, KS, 2:00 p.m.

June 3-5, 1994: Santa Fe Trail Rendezvous, Santa Fe Trail Center, Larned, KS.

Oct. 8, 1994: Wet/Dry Routes Chapter Tour of Fort Hays- Fort Dodge Trail.

Sept. 21-24, 1995: Biennial Symposium, Larned and Great Bend, KS, Steve Linderer, Fort Larned NHS, program coordinator.

FROM THE EDITOR

No two people were ever more surprised and honored than Bonita and I when the recipients of the Rittenhouse Award were announced at the symposium. We had never considered that we were eligible or qualified for such recognition and were truly dumbfounded. We thank Ray Dewey of Santa Fe, the awards committee, and everyone in SFTA for this sublime award. We appreciate the notes of congratulations sent our way. We cherish the plaque, adore the blanket, and will use the money to add to our library holdings. My only disappointment is that the news release sent to newspapers along the Trail never mentioned that Bonita was a co-recipient, and she deserves much of the credit for what we have accomplished together. This award is the finest prize to come my way since

Bonita entered my life over 20 years ago.

SFTA now stands at an important crossroads. It has survived and grown in seven years, but has done little beyond exist from one fine symposium to another and publish a quarterly. A number of good chapters have developed, and several have undertaken significant projects that reflect most favorably on SFTA. Until now, however, SFTA has offered little in return to the chapters. Clearly, they possess much of the potential for the future work of the Association. Public interest in the Trail has grown markedly, which also has benefited the organization. A number of people, however, have begun to wonder what SFTA stands for and what it plans to do.

The Association now has a new set of bylaws, and the time is here for decisions to be made about the relationship of SFTA to the chapters, the relationship of SFTA to other organizations (such as the National Park Service), projects to sponsor (a marker fund has never been used, attempts to inaugurate an education program have faltered, and special events have only been discussed), and how the governing board can deliberate regularly rather than race through a crowded agenda at very occasional meetings.

One challenge for the organization lies in the planning and execution of the commemoration of the 175th anniversary of the opening of regular trade between Missouri and New Mexico in 1996. The possibilities for the future are numerous, but we must draft some policies to pursue and assure that SFTA lives on. Otherwise, support will decline and this Association, like its predecessors, will slowly sink into oblivion. We ought to do better.

Happy Trails!

—Leo E. Oliva

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All inquiries regarding membership should be directed to the secretary-treasurer:

Ruth Olson Peters, Santa Fe Trail Center, RR 3, Larned KS 67550 (316) 285-2054.

All matters relating to *Wagon Tracks* should be addressed to the editor:

Leo E. Oliva, PO Box 31, Woodston KS 67675 (913) 994-6253, FAX (913) 994-6255.

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

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