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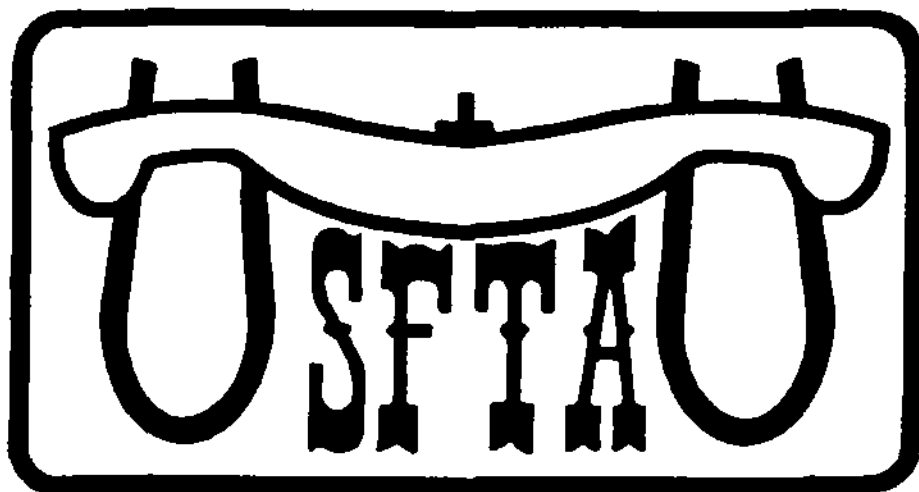


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WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 8

MAY 1994

NUMBER 3

SPEAKERS' DIRECTORY

THE SFTA is establishing a directory of speakers who are available to discuss a broad range of subjects related to the Santa Fe Trail. The directory will include information on the speaker's topics and qualifications, length of presentations, any fees required, and the distance the speaker is willing to travel. Available free of charge upon request, the directory will be particularly useful to SFTA chapters, local historical societies, public schools, libraries, and the media. The volunteer coordinator for the directory is Patricia Heath. Speakers wishing to be included in the directory are encouraged to contact her right away for an application and guidelines at PO Box 907, Lakin, KS 67860, telephone (316) 355-7598.

LIMESTONE TRAIL MARKERS

THE Wet/Dry Routes Chapter is urging other chapters interested in marking the Trail to use limestone posts. The Wet/Dry Chapter has found these posts to be durable and economical. Chapter members are willing to share information about the cost, availability, and transportation of limestone posts to interested parties. Information is also available regarding the preparation and mounting of plaques on the posts. Should other chapters choose to use limestone posts, a continuity of markers can be established throughout the length of the Trail. Interested chapters may contact the chapter secretary, Ida Yeager, 416 Wichita Ave, Larned KS 67550.

STAGE STATION FARE

THE *Junction City Union*, June 4, 1865, reported:

WARM INVITATION.—At a station on the overland route, the keeper got rather short of provisions—in fact, had nothing left but a bottle of mustard and some bacon. As the stage stopped there one day to change horses, the passengers seated themselves at the table—and the host said:

"Shall I help you to a piece of bacon?"

"No, thank you; I never eat bacon," said one traveler.

"Well, then," said the station keeper, "help yourself to the mustard."

TRAIL RENDEZVOUS, LARNED
JUNE 3-4, 1994

SFTA BOARD MEETINGS
JUNE 3 & 5, 1994

NATIONAL TRAILS DAY
JUNE 4, 1994

TRAIL BICYCLE TREK
SEPT 18-OCT 7, 1994

TABO CREEK DAR MARKER RETURNED & REDEDICATED

by Michael Crawford

Tabo Creek was one of the locations of the 29 red granite markers placed along the Missouri portion of the Santa Fe Trail by the DAR some 80 years ago. This marker was dedicated on May 6, 1913. It was moved from its original site by the Missouri Highway and Transportation Department when a new bridge was built over the creek a few years ago. Until recently it stood next to the DAR Madonna of the Trail statue in Lexington.

Santa Fe Trail organizations, including the Santa Fe Trail Association and its chapters, and the DAR have been working to return those markers which have been moved from their original locations. With the cooperation of the Highway and Transportation Department, the Tabo Creek marker was recently returned to its proper site seven miles east of Lexington and just east of the stream. A turnout was created, making the marker accessible.

On Sunday, April 10, 1994, the Lafayette-Lexington Chapter of the Daughters of the American Revolution rededicated this marker. Approximately 30 people braved a cool wind and light rain for the ceremony conducted by Mrs. Ollie L. Tracy, Missouri State Society Regent, DAR. Mrs. William P. Moore, regent of the host chapter, gave the welcome. The address was given by Jane Mallinson, DAR state chairman of trails, who received an award of merit from the SFTA last fall for her work on the Santa Fe Trail. She gave a brief history of the Trail and of



Tabo Creek DAR marker rededication, April 10, 1994, l to r: Jane Mallinson, Sandy Slusher, and Roger Slusher.

the DAR efforts to mark it. Mallinson concluded her remarks by commingling soil she brought from New Mexico with Missouri mud near the marker.

Virginia Slusher Fisher, member of SFTA board of directors who grew up on a farm just south of where the marker is located, spoke on the Trail and her family's recollections of it. She read an article written by her mother and published 60 years ago in the Missouri Farm Bureau News.

The program included the Gloria Dei singers and the Wentworth Military Academy color guard. The ceremony honored the women of the Missouri Society DAR for their foresight in marking the historic road to New Mexico early in this century. The current members deserve special recognition for returning this monument to its proper location. Trail travelers are invited to visit the Tabo Creek site.

SFTA BOARD MEETINGS

PRESIDENT Bill Pitts has called the SFTA governing board to meet at the Santa Fe Trail Center near Larned, KS, at 9:00 a.m., June 3, 1994. All SFTA members are welcome. Following the 1994 Rendezvous, the board will meet at 8:00 a.m., June 5, at the Harvest Inn Restaurant in Larned for a planning session to chart the future course of SFTA. Again, interested members are invited.

PRESIDENT'S COLUMN

WHAT does the Santa Fe Trail Association do? This question is often asked when I present programs. And sometimes I find SFTA members who do not know the extent of activities of the Association. Here are some of the activities which are obvious:

1. Present awards for work related to the Trail.
2. Membership meetings every odd-numbered year.
3. Ambassadors and other members promote the Trail and Association.
4. *Wagon Tracks* is an excellent publication relating to the Trail, past and present, and is a forum for members.
5. The Association officers and members are "clearing houses" for information about the Trail. (I recently received a letter from a German travel agent asking about prospecting for gold along the Trail in Oklahoma.)
6. The chapters provide programs for schools and groups.
7. The chapters advise on locating Trail remains.
8. Trail books and maps are offered through the Last Chance Store.
9. Members share common interests at SFTA and chapter meetings.

To get an insight into the SFTA, attend the public meeting of the board on Friday, June 3, 1994, at 9 a.m. at the Santa Fe Trail Center near Larned, KS. The Center's 1994 Rendezvous will begin at noon that day. I hope to see you there.

The SFTA's board of directors is also holding a concentrated planning meeting on Sunday, June 5, 1994, in Larned, KS. Some of the concepts the Association is now reviewing include:

1. The rapid growth of the SFTA and the future need for a paid director.
2. The demand on the Association members to assist all levels of governments in Trail research and marking.
3. What government and private projects should the Association support and possibly fund?
4. Should the Association accept land with Trail remains willed to the SFTA for protection?
5. What relationship should the SFTA take toward other trail associations and government agencies.
6. What should be the relationship of the board committees and the chapters to the Association?

Board members are presently sending additions to the agenda. This planning review process by the board will

likely become an annual affair.

I hope to see you all in Larned June 3-5, 1994, where we will reaffirm that "The Santa Fe Trail Lives On!"

—Bill Pitts



WILLIAM H. BENT

by Richard W. Godin

SFTA member William H. Bent, great-grandson of William Bent of Bent's Old and New Forts fame, and Owl Woman, a Cheyenne; and grandson of George Bent (see George Hyde's *Life of George Bent*) and Standing Out Woman, died at the Clinton Indian Hospital in Oklahoma on March 9, 1994. He was 64.

William, whose Indian name was Scet'Vehoi, was proud of his heritage, both American Indian and European American. Sincere condolences are extended to his sister, Lucille M. Bent of Clinton, OK, and other members of his family.

ELWOOD VAN PETTEN MEMORIAL CONTRIBUTION

THE HNTB Urban Planning and Transportation Groups of Kansas City, MO, recently made a memorial contribution to honor the late Elwood J. Van Petten, their former co-worker and a charter member of the Santa Fe Trail Association. David Contag of HNTB consulted with SFTA members Dan and Susan Van Petten in choosing SFTA for this unrestricted gift. In view of the fact that funds are now being raised to place a marker in Union Cemetery in Kansas City, MO, to honor New Mexico Territorial Governor James S. Calhoun who died on the Santa Fe Trail, June 30, 1852, the Van Petten memorial donation was allocated to that special project. Thanks to all who made this generous tribute possible.

ROY STUBBS

The community of Arrow Rock, MO, and the Santa Fe Trail Association lost a devoted scholar and generous promoter of history with the death of Roy Stubbs last November at the age of 68. Dr. Stubbs, a native of Kansas City and former professor of history at Central Missouri University at Warrensburg, and his wife, Sue, had their second home in a log cabin at Arrow Rock, where they were active in community projects, historic preservation, and historical interpretation. They both were instrumental in the restoration of the J. P. Sites House, which participants in the Arrow Rock symposium will remember. Roy's many talents and his amiable personality are sorely missed. A memorial fund has been established to provide a heating and cooling system for the Sites House. Contributions may be sent to Kathy Borgman, Friends of Arrow Rock, PO Box 124, Arrow Rock MO 65320.

WAGON TRACKS is the official publication of the Santa Fe Trail Association, a non-profit organization incorporated under the laws of the State of Colorado. Letters and articles are welcome, but they become the property of WT and may be edited or abridged at the editor's discretion. All rights reserved. Inquiries can be directed to the appropriate address below. Annual subscriptions are obtained through membership in the Association, whose dues are fixed per calendar year. Checks should be made payable to the Santa Fe Trail Association and sent to the secretary-treasurer

Membership Categories

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

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Dave Webb, At Large
Tim Zwink, Oklahoma

SIMMONS AT PUEBLO

MARC Simmons, father of the SFTA and its first president, will be the featured speaker at the Pueblo County Historical Society, June 9, 1994, 8:15 p.m., Union Depot, 132 West B St. Pueblo, CO. His topic is "Myth, Cultures and History—the Legend of 1492." Admission to the program is free because of the generosity of the Colorado Endowment for the Humanities. There is a dinner before his presentation which is not free (buffet dinner at 6:45 p.m. for \$10). For more information, call (719) 543-6772.

OLD SPANISH TRAIL ASSOCIATION FOUNDED

THE Old Spanish Trail between Santa Fe, NM, and Los Angeles, CA, was a route of commerce like the Santa Fe Trail. In some ways, it was an extension of the Santa Fe Trail to California. Its heyday was in the 1830s and 1840s. It was once described as "the longest, crookedest, most arduous pack mule route in the history of America." A good introduction to the history of this route is LeRoy and Ann Hafen's *Old Spanish Trail*, 1954, reprinted by University of Nebraska Press, 1993.

In January 1994 a group of historians, archaeologists, land managers, writers, museum curators, and interested citizens, under the leadership of Ron Kessler of Monte Vista, CO, formed the Old Spanish Trail Association. The OSTA is dedicated to the study and preservation of this major historic trail and its place in our national heritage.

The first official meeting of OSTA will be held June 4, 1994, 10:00 a.m., at the Rio Grande County Museum in Del Norte, CO. There the organizational work will be completed and officers elected. Presentations by several people who have done research on the route are planned.

The OSTA will publish a newsletter, establish an archives and library, compile a bibliography, and develop a list of contacts along the route. Anyone with information about the Old Spanish Trail is invited to share it with OSTA. The organization supports legislation offered by Senators Ben Campbell and Hank Brown of Colorado to direct the National Park Service to conduct a feasibility study of the Old Spanish Trail and its eligibility for addition to the National Trails System.

The founders are seeking members interested in forming local chapters along the 1,200 miles of trail through New Mexico, Colorado, Utah, Nevada,

and California. They are also seeking members everywhere who have an interest in this historic route. Many members of SFTA may enjoy membership in this new association. Annual dues are \$10 for individuals, \$15 for a family, and \$25 for an institution. Dues may be sent to Suzanne Off, Treas., OSTA, c/o Rio Grande County Museum, PO Box 430, Del Norte CO 81132.

SPECIAL EXHIBIT AT FRONTIER TRAILS CENTER

THE National Frontier Trails Center in Independence, MO, has a special exhibit, "Trail Tales and Treasures," which will continue through August 31, 1994. The display is comprised of family stories and keepsakes passed down from ancestors who traveled the Santa Fe, Oregon, and California trails. The artifacts, books, documents, and photographs depict the lives of trail-travelers through family heirlooms.

There are surgical tools of frontier doctors, the old Kentucky rifle (along with powder horn, pouch, and bullet mold) of marksman Henry Hardin Harris, a hammer used by stonemason W. G. Brammer, and various personal and household items used by pioneers. An original manuscript by James Riley about bullwhacking and freighting on the Santa Fe Trail accompanies a section of buffalo robe that once served as Riley's bed under the prairie stars.

A photograph of Clara Blinn, a section of her bloodstained dress, and the desperate letter she wrote from captivity in a Cheyenne Indian camp comprise one of the most fascinating displays. These items are on loan from Mary Moorehead of Santa Fe, a grandniece of Clara Blinn who has researched the tragic story of the capture of 20-year-old Mrs. Blinn and her young son Willie by Cheyennes along the Santa Fe Trail in present eastern Colorado in 1868. Mother and child died during the Battle of the Washita, when Lt. Col. George A. Custer attacked Black Kettle's Cheyenne village on November 27, 1868.

Clara Blinn's poignant letter was smuggled out of the Indian camp by a man named Sylvestro, believed to be an employee of Indian trader William Griffenstein (one of the founders of Wichita, KS). Her plea for help stirs emotions to this day. During the time of this exhibit, a recorded reading of the letter may be heard by calling (816) 889-7827 and entering 1107. The text of the letter follows:

"Kind friend, whoever you may be, I

thank you for your kindness to me and my child. You want me to let you know my wishes. If you could only buy us from them with ponies or anything and let me come and stay with you until I could get to my friends, they would repay you. I would work and do all I could for you. If it is not too far to their camp and you are not afraid to come. I pray that you will try. They tell me as near as I can understand that they expect traders to come and they will sell us to them. Can you find out by this man and let me know if it is White men? If it is Mexicans, I am afraid they would sell us for slaves in Mexico.

"If you can do nothing for me, write to W. T. Harrington, Ottawa, Franklin County, KS, my father. Tell him we are with the Cheyenne and they say when the White men make peace, we can go home. Tell him to write to the governor of Kansas about it and for them to make peace. Send this to him.

"We were taken on the 9th of Oct. on the Arkansas [River] below Fort Lyon. I can't tell if they killed my husband or not. . . . Do all you can for me. Write to the peace commissioners to make peace this fall. Do all you can and God will bless you. If you can let me hear from you again, let me know what you think. Write to my father and send him this.

"Goodbye. Mrs. R. F. Blinn"

On the back side of the note she added, "I'm as well as can be expected but my baby is very weak."

Visitors are invited to view these items at the National Frontier Trails Center, 318 W Pacific, Independence, MO. Museum hours are 9:00 a.m. to 4:30 p.m., Monday through Friday, and 12:30 p.m. to 4:30 p.m., Saturday and Sunday. Admission is \$2.50 for adults and \$1.00 for children 10-17. For more information, call (816) 325-7575.

NEW EXHIBIT AT LAS GOLONDRINAS

THE Spring Festival at El Rancho de las Golondrinas south of Santa Fe, June 4 & 5, 9 a.m. to 4 p.m., will display a new exhibit. "The Spanish Ark" features domestic animals introduced into the New World by the Spanish. Las Golondrinas, founded in 1710, was an overnight stop (paraje) on El Camino Real. Those who attended the Santa Fe symposium will remember this restored Spanish frontier rancho. Many other activities may be enjoyed at the festival, including traditional artisans and craftsmen, good food, and music and dancing. For more information, call (505) 471-2261.

TRAIL WRITERS HONORED

TWO Santa Fe Trail-related publications recently received awards of honorable mention from the National Park Service. They are Robert M. Utley's *Fort Larned National Historic Site* and SFTA Vice-President Mark L. Gardner's *Santa Fe Trail National Historic Trail*, both published by Southwest Parks and Monuments Association, Tucson, AZ.

The text of Utley's *Fort Larned* was judged to be "far and away the best in this particular series—lively, informative, and concise." It received "high marks for historical and educational value. . . . A lot of information and handsome illustrations." Gardner's *Santa Fe Trail* was declared to be "a good brief history of the trail." It also received high marks for "educational value . . . for a very reasonable price. . . . Sure to promote further interest in the subject." Congratulations to both of these fine writers.

MAHAFFIES TOGETHER

JAMES B. Mahaffie and his wife Lucinda operated a Santa Fe Trail stage stop in their home at present Olathe, KS. The Mahaffie Farmstead and Stagecoach Stop has been operated as a museum by the City of Olathe for several years. For about ten years a large portrait of James Mahaffie has been displayed in the museum. It was painted and donated by local artist V. J. Stevens. Recently Stevens completed a portrait of Lucinda, and now she hangs beside her husband.

Both portraits were done from old photographs. Michele Caron, Mahaffie historic site interpreter, is pleased with the addition. "We need the pair, because she worked just as hard as he did, maybe more," Caron said. "It was a team effort. She did just as much as he did." Visitors are welcome to view the portraits and the museum. For more information, contact the Mahaffie Farmstead & Stagecoach Stop, PO Box 768, Olathe KS 66061.

BURLINGAME BOOSTS SFT

THE Burlingame, KS, Chamber of Commerce would like information on any trail rides, wagon trains, or tours that pass through the town. If notified in advance, the town leaders will welcome visitors, provide directions and information, and demonstrate some old-fashioned hospitality. Please send notices to the C of C, PO Box 74, Burlingame KS 66413.

The Osage County Economic Development Corporation has designated SFTA member Karen Pickett's Kansas Treasures along the Santa Fe Trail,

located at 119 W Santa Fe, Burlingame, as the visitors' information center in the community. The store is right on the old Santa Fe Trail, and many visitors pass through. Any community or organization along the Trail is invited to send brochures to be placed in the center for distribution. Send materials to Karen Pickett, PO Box 74, Burlingame KS 66413.

COLLECTION AT LAS VEGAS

A Santa Fe Trail studies collection is being developed at New Mexico Highlands University, Las Vegas. The library recently received \$4 million for expansion, which will double the size. Included in the plans is a special collections room which will be called the "Santa Fe Trail Collection." The university's already extensive materials on the Trail will be housed there, including the Arrott Collection of Santa Fe Trail, New Mexico, and Southwest military history; the Fort Union Archives; the historic New Mexico newspaper collection; and microfilm of the Spanish and Mexican Archives of New Mexico and the archives of the Catholic Archdiocese of New Mexico.

Bound volumes will be displayed in and available from specially constructed glass-fronted cases in the Santa Fe Trail Room. As funds are available the library will fill in gaps in its Santa Fe Trail materials. Connected to the Santa Fe Trail Room will be the Arrott Room, a climate-controlled space for other rare and important items. Construction should be completed by the fall of 1996, in time for the 175th anniversary of the commercial opening of the Santa Fe Trail.

ADT MAP AVAILABLE

TRAILS Illustrated has completed an American Discovery Trail poster, a 1:5,500,000 scale, multicolored, shaded relief map of the United States showing the ADT along with its connecting National Scenic Trails: Appalachian Trail, North Country Trail, Continental Divide Trail, and Pacific Crest Trail.

The ADT is 6,000 miles of continuous multi-use hiking trail stretching from California to Delaware. It follows a portion of the Santa Fe Trail in Colorado, Kansas, and Missouri. It is the first coast-to-coast trail, designed to become the backbone of the National Trails System. The American Hiking Society has been working on this project since 1989.

The poster map may be ordered for \$9.95 plus \$3.00 shipping. It is printed in four colors on 100 pound stock measuring 25 by 37 inches and arrives rolled and ready for framing. A portion

of each sale goes to support the American Hiking Society. To order, call Trails Illustrated at (800) 962-1643.

DUNCAN CROSSING SIGN

ON March 20, 1994, a handsome roadside sign was erected on U.S. Highway 156 west of Burdett directing the public to Duncan's Crossing, a well-known site on the Fort Hays-Fort Dodge Road. The installation of the sign was the culmination of an Eagle Service Award project undertaken by Scott Divis, Troop 238, Lewis, KS. Scott is the son of Mr. and Mrs. Lyle Divis of Lewis; his scout master is Ron Lindberg. Serving as advisor for the project was David Clapsaddle, Program Director for the Wet/Dry Routes Chapter of the Santa Fe Trail Association.

CIMARRON HERITAGE CENTER DEDICATION

THE new Cimarron Heritage Center in Boise City, OK, was dedicated on February 20, 1994, with many SFTA members involved. A student, Andy Courtney, was rewarded for naming the large dinosaur sculpture erected last year. The official name is Cimarronasaurus, but the common name will be "Cimmie." Norma Gene Young of Boise City was recognized for the work she has done in preserving Cimarron County history and in development of the Heritage Center. Cimarron Cutoff Chapter President David Hutchison was one of the speakers. SFTA Ambassador Paul Bentrup also addressed the crowd, as the newspaper reported, "with inspiring encouragement and praise, and at one point even broke into song." Congratulations to all the good folks in Cimarron County on this achievement.

TOUR GUIDE AVAILABLE

THE Wet/Dry Routes Chapter of SFTA is pleased to announce the publication of *A Self-Guided Auto Tour of the Santa Fe Trail in Pawnee, Edwards, and Ford Counties, Kansas*. This booklet provides (1) a map of the five routes of the Santa Fe Trail which ran between present Larned and Dodge City, as marked by the chapter, (2) a brief historical background of each site marked, and (3) explicit directions to each of the 58 sites. This booklet was printed by the generous support of the Larned Convention and Tourism Committee, and copies are free to the public (postage required for mailings). To obtain a copy write to Ida Yeager, Sec/Treas, Wet/Dry Routes Chapter, 416 Wichita Ave, Larned KS 67550, and include two 29-cent stamps for postage.

WATCH FOR TRAIL THREATS

by Virginia Lee Fisher

[Virginia Lee Fisher, Arrow Rock, MO, serves on the SFTA board and is a frequent contributor to WT.]

SFTA members everywhere should constantly be on the alert for possible threats to Trail remnants. Projected highway improvement west of Arrow Rock, MO, may threaten the route here. Most vulnerable is a seven-mile segment from Malta Bend to Waverly where US Highway 65 is laid out over the Trail. Trail ruts visible at Grand Pass are in the cemetery and should thus be protected for the present.

There will be opposition from area farmers to the building of a new four-lane highway across prime agricultural land. The construction of causeways across the flood plain will be costly. SFTA members can join in public hearings to see that the historic road is preserved.

Jean Hamilton and I attended a workshop at Marshall, MO, sponsored by the Missouri State Highway and Transportation Department (MSHTD), organized by the consulting firm of Burns and McDonnell. We pointed out the Trail segments to the MSHTD representatives and provided copies of the National Park Service Manage and Use Plan and the Map Supplement (thank you Greg Franzwa). Several who attended the meeting proposed routes which would bypass the Santa Fe Trail and leave it as a "blue highway" for Trail travelers.

Highway development and other developments may damage Trail remains in any of the Trail states. SFTA members everywhere need to speak up and help work out plans that assure preservation of the historic route. We commend our MSHTD for early planning to gather the views of those in the Trail area. Those who see potential threats anywhere might alert others through WT. If anyone would like to comment on the situation west of Arrow Rock and express concerns that plans for Highway 65 improvements provide for protection of the Trail, please write Tom Daves, Burns and McDonnell, 4800 E 63rd St, Kansas City MO 64130, FAX (816) 333-3690.

SUMMER TRAIL SEMINAR

MICHAEL Olsen, professor of history at New Mexico Highlands University, Las Vegas, will offer a seminar on the Santa Fe Trail during the summer term, June 13 through July 19. This class will include on-campus lectures, research, and discussion, and off-campus visits to Pecos National His-

toric Park, San Miguel, and Fort Union National Monument. The history and route of the Trail in Las Vegas will be particularly emphasized. At last report this class had already filled, perhaps an indication of interest in Trail.

TIMPAS AND HOLE-IN-THE-PRAIRIE STAGE STATIONS

by Jesse Scott

[SFTA Ambassador Jesse Scott of Garden City, KS, is an authority on Santa Fe Trail stage stations. He is also concerned about preservation of Trail remains.]

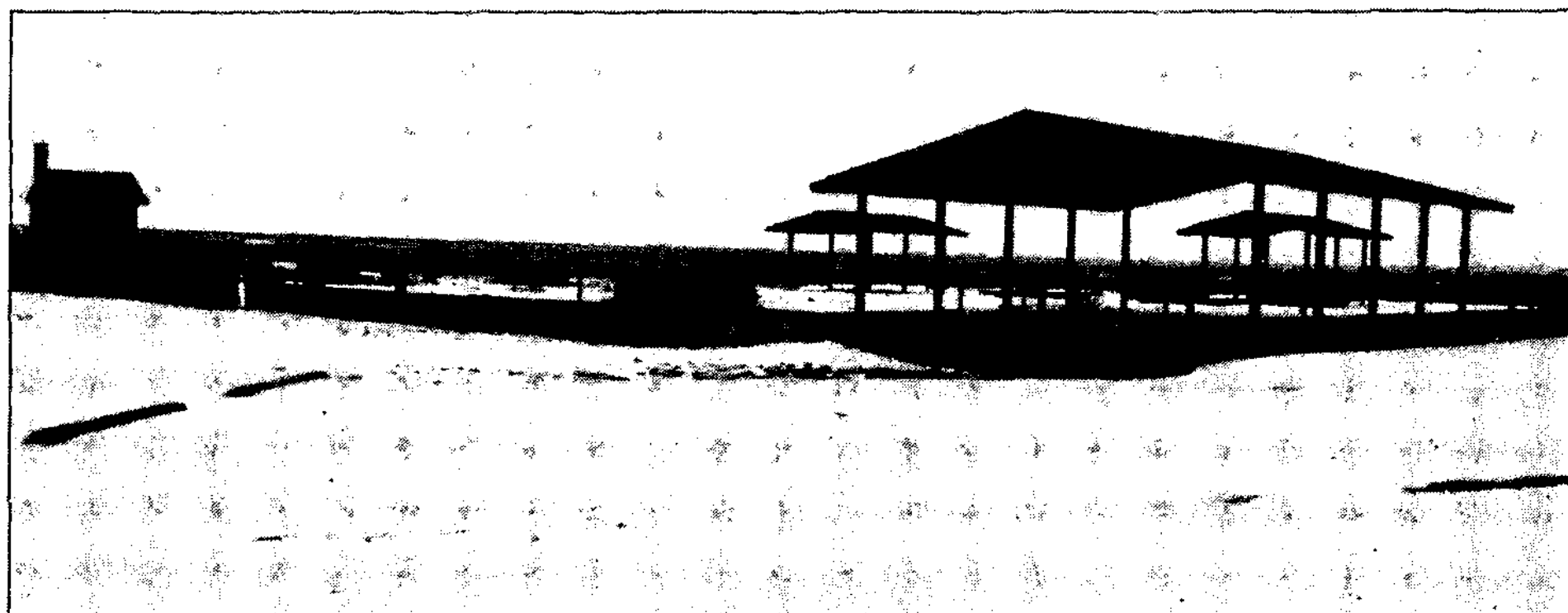
WHILE driving to Arizona in January, I took the Timpas route of the Santa Fe Trail. I was quite surprised to see some fine new picnic shelters, restrooms, grills, and interpretive sign standards at the Timpas Stage Station location (see accompanying photo). There is nothing fragile about this site; however, it is my personal opinion that the Association should request the highway and other governmental entities to contact us before featuring other, possibly sensitive, historical Santa Fe Trail attractions. Also, most likely, we could provide accurate historical information.

The DAR marker and washed out trail ruts (another photo) are located at

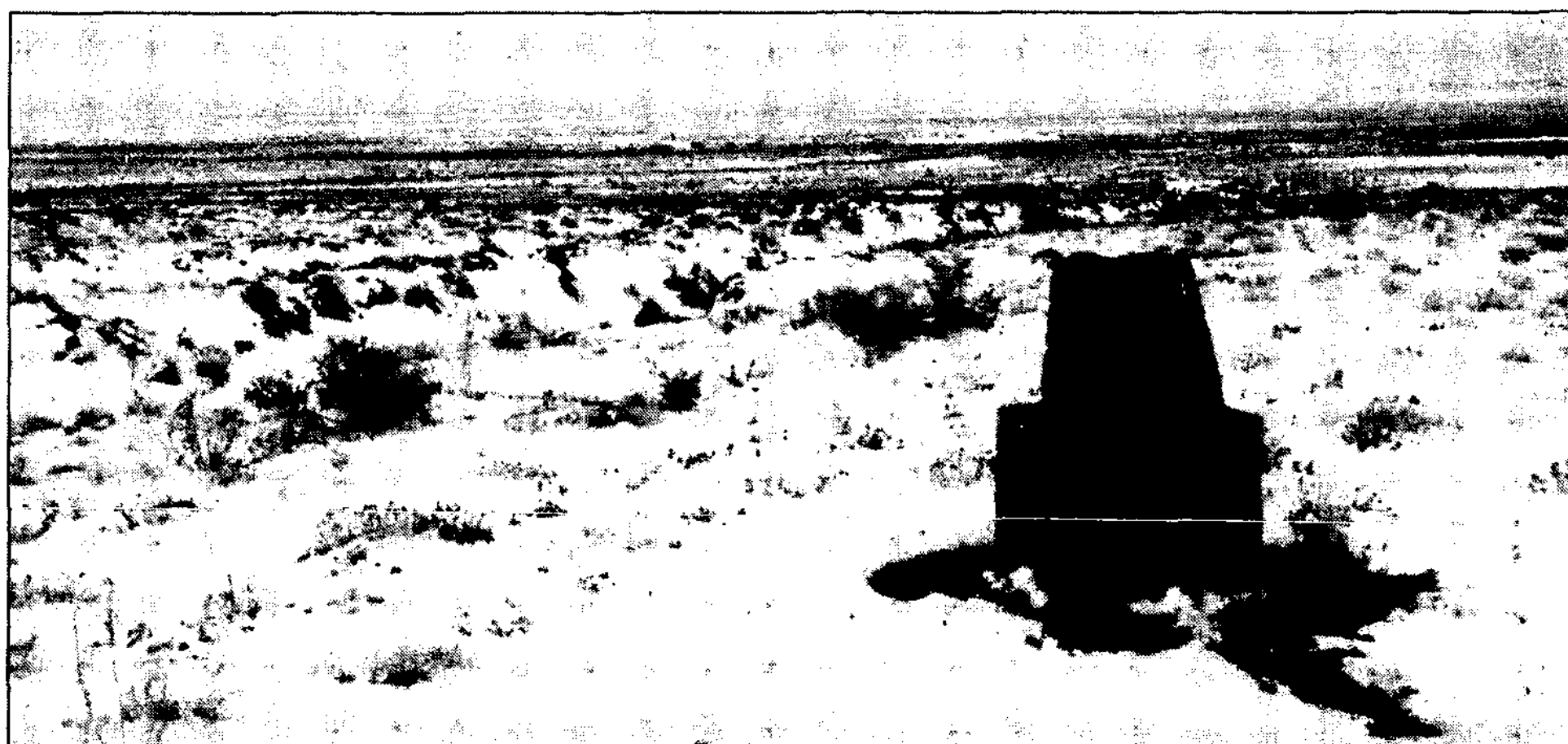
the southwest edge of the Van Bremer Creek basin in which was situated Hole-in-the-Prairie Stage Station. Farther down prevailing winds and occasional torrential rains have eroded the ruts to a depth of 20 feet. The fine powdery soil that washed down has covered the sage brush and chico to a depth of several feet over the station site. The snow in the photo is as the Trail would have appeared when William Bent contracted his fatal illness on the Timpas in 1869 (see Wagon Tracks, August 1993, pp. 6-7).

WET/DRY ROUTES CHAPTER ANNUAL TOUR OCTOBER 8

THE third annual tour to be conducted by the Wet/Dry Routes Chapter is scheduled for October 8, 1994. The first tour in 1992 followed the Wet Route; the second tour in 1993 followed the Dry Route; and the third annual tour will follow the Fort Hays-Fort Dodge Road. Because of the extra mileage involved in this tour, the departure time from Larned will be at 7:30 a.m., and the cost of the trip including travel, lunch, and literature will be \$15.00. A maximum of fifty participants can be accommodated. Our best advice, send your reservations soon to Ida Yeager, 416 Wichita Ave., Larned, KS 67550.



Developments at site of Timpas Creek Stage Station



DAR marker and ruts at Hole-in-the-Prairie Stage Station Site

REVISITING GREGG'S 1840 TRAIL ACROSS THE TEXAS PANHANDLE

by Charles Pitts

[Charles Pitts of Amarillo, TX, is a charter member of the Santa Fe Trail Association and served as organizer and first president of the Texas Panhandle Chapter. He is especially interested in finding Josiah Gregg's trade route between Fort Smith, Arkansas, and Santa Fe, New Mexico, which crossed the Texas Panhandle, and seeing that it is recognized as one of the many trails in the historic Santa Fe Trail network.]

JOSIAH Gregg was in Mexico one hundred fifty-four years ago on the date I recently revisited his trail across the Panhandle of Texas, from the 103rd to the 100th meridian, using Gregg's 1844 map of the "Indian Territory, Northern Texas and New Mexico, showing the Great Western Prairies" and that of the Panhandle Geological Society's field trip in September of 1963, "Valley of the Canadian River," by Ernest Archambeau. Gregg had followed this trail during March of 1840 on his way from Santa Fe, New Mexico, to Fort Smith and Van Buren, Arkansas. It was his eighth trip across the plains. This route is also part of the Santa Fe Trail.

On January 13, 1994, I set out alone from Amarillo, Texas, with compass, camera, maps, and notebook, with my constant companion, *Commerce of the Prairies* by Josiah Gregg, to revisit and relive, as much as possible, the route of his eighth trip across the prairie.

From the approximate center of Glenrio, at the Quay County, New Mexico, and Oldham County, Texas, line, I took magnetic north compass reading, photographed the general area, and headed north on a section line for two miles by odometer, then walked another mile. I am 90% sure the tracks are about 2.5 miles north of Glenrio. US Highway 66 paralleled Gregg's route for the next 12 miles to the east 30 north, until he crossed Agua de Piedras (Rocky Dale), the first creek west of Adrian, leaving the Caprock.

Gregg's next heading was about due east for the next 20 miles. At this point, approximately 2.5 miles north of Route 66 and 3.6 miles northwest of present Vega, Texas, Captain Randolph B. Marcy's 1849 military expedition crossed Gregg's trail from the east-northeast. Marcy's report is helpful in locating the trail.

Gregg's heading was east 20 south for the next 12.5 miles, where he entered Potter County 2.5 miles north-

east of present Wildorado, Texas, and two miles north of Route 66. Crossing the Potter County line, Gregg's course was east-northeast for 2.5 miles, where he made camp 3.5 miles northwest of present Bushland, 2.1 miles north of Route 66. This night a Nor-wester blew in and stampeded his sheep and goats who were lost to the Llano Estacado, never to be seen again.

On March 14 Gregg set a course of east 10 south, which was almost a direct line to the north side of Wild Horse Lake (present Amarillo), where his party camped that night. The playa lake was dry in March 1840. On the advice of Manuel El Comanche (his guide), he decided to set a course of north-northeast, as he was approximately 20 miles south of the Canadian River, a known water source.

On March 15 Gregg set a course of north by northeast for the next 11 miles. He first crossed the present campus of Palo Duro High School in Amarillo, where the DAR placed a monument noting the crossing of the Panhandle in 1840 by Gregg and Marcy's trip in 1849. Gregg's route then crossed present Highway 136 about 11 miles northeast of Amarillo. At this point the tracks are still visible, looking to the southwest from the state historical marker.

Gregg made many miles this day but found no water at the site where he camped. Gregg had pursued a more northerly course after crossing today's Highway 136 and was about five miles from present Fritch, Texas.

Gregg's heading became more north-east for about eight miles, where he arrived at what is now Buena Vista on the outskirts of Borger, Texas. Just to the east, Marcy crossed this trail. Gregg headed in a more northerly direction to the Canadian River, and for the next five days he traveled along and within a mile of the river on his left.

At today's Canadian, Texas, located a mile south of the river by the same name, Gregg camped at the west edge of the present town on Red Deer Creek. This was the last landmark of this trail in Texas. This campsite is approximately three miles west of the Oklahoma state line and four miles south of the river which flows to the east-northeast. At this point, Gregg also followed a northeast heading and crossed the 100th meridian about two miles north of present Highway 33 on

the Texas-Oklahoma border.

Today anyone following Gregg's 1840 trail across the Panhandle of Texas will find the general terrain to be much as he described it in *Commerce of the Prairies*, especially when you get off modern roads into the rangelands. From the Oldham-Potter county line, the riverbanks become more pronounced and continue that way until you are about 30 miles west of the 100th meridian. This area is more of a level plain, similar to the western edge of the Caprock.

I can find no valid reason to question Gregg's map or the one of the Panhandle Geological Society. Some people become confused, however, because Indian and Spanish trails crisscross the prairies where Gregg and Marcy traveled. I had to put everything else out of my mind and totally focus on Gregg's accounts, with occasional references to Captain Marcy, to see and study the open plains. I tried to get as far away as possible from modern roads, power lines, and barbed-wire fences, with only cattle, wild game, and once in a while contrails from a high flying plane. It is a memorable trip.

I invite the New Mexico and Oklahoma chapters of the SFTA and other interested Santa Fe Trail groups to revisit the Texas Panhandle section of Gregg's route as a Santa Fe trader on his way from Santa Fe to Fort Smith and Van Buren, Arkansas, in the late winter and early spring of 1840. This is a course of the Santa Fe Trail that deserves more attention and appreciation.

ANNUAL MISSOURI WAGON TRAIN REENACTMENT SET FOR JUNE 18 & 19, 1994

THE South Howard County Historical Society will be hosting the 4th Annual Santa Fe Memorial Wagon Train sponsored by the Lexington Bit & Bridle Club June 18 and 19, 1994. There will be a historic reenactment with mountain men, pioneers, and wagoners. Saturday's events will include a black powder shoot, pioneer encampment, and an old time fiddling contest. The wagon train will journey down the Trail Sunday with a symbolic river crossing that afternoon. An information booth will be providing free brochures and maps of the region in recognition of National Trails Day. Join in or come by and watch as volunteers bring history to life at Franklin, Missouri, this summer.

YELLOW WOLF, WILLIAM BENT, AND THE SANTA FE TRAIL

by Craig Moore

[Craig Moore is a park ranger at Bent's Old Fort NHS and a member of SFTA. His article on Yellow Wolf reminds us that Indians were an important part of Trail history, too.]

TRAVELERS along the Bent's Fort Route of the Santa Fe Trail and visitors to Bent's Old Fort frequently mentioned seeing Cheyenne Indians. A few attempted to meet and become personally acquainted with some of the tribesmen. Chief Yellow Wolf, a leader of the Southern Cheyennes, caught the attention of Anglo-Americans. He was a friend to William Bent, traded at Bent's Fort, and the life of his people was affected by the Santa Fe Trail.

Yellow Wolf was a chief of the Hairy Rope band of Cheyennes and a member of the tribal council of chiefs. He was one of the first Cheyenne chiefs to bring his people to Bent's Old Fort. His band was apparently named for ropes made from either horse hair or buffalo beards. The Hairy Rope people maintained a traditional position in the tribal circle and were especially known for their skills at barter, both with the white traders and as middlemen among Indian nations.

Yellow Wolf generally promoted peace with the whites, realizing that trading opportunities for his people were better if peace were maintained. The production of buffalo robes became a driving force behind the dynamics of his political life. At scattered trading houses throughout Cheyenne country, the Cheyennes traded their tanned robes for beads, seashells, tobacco, blankets, food, tools, weapons, and other items.

Yellow Wolf was among the leaders who moved a portion of the Cheyennes to the region north of the Arkansas River in present eastern Colorado and western Kansas during the 1820s. These people became known as the Southern Cheyennes, while those who remained on the northern plains were called Northern Cheyennes. Over the course of some 200 years, the Cheyenne people had moved southwest from the upper Mississippi Valley into the present Dakotas, to the Black Hills, down the front range to the Platte River, then south to the Arkansas Valley. During these migrations they had nearly abandoned agriculture and became hunters, gatherers, and traders. Prior to their arrival on the Colorado plains, the Cheyennes had aligned with and then nearly absorbed the Suhtai, originally a separate tribe. Also, during their migrations, Bear

Butte near modern Sturgis, South Dakota, became a sacred place. There the Cheyennes received many of their ceremonial traditions.

The exact date when Yellow Wolf first met William Bent is not known. William's son, George Bent, stated that his father and uncles had built stockades near the Arkansas River to trade with Indians prior to 1830. About that time Yellow Wolf and William Bent met to trade and, in time, became friends. Exactly what transpired at these early meetings is unknown, though it was not long until William Bent was advised by Chief Yellow Wolf that the Big Timbers area along the Arkansas River would be a good location for a trading post. William apparently wanted to construct what became Bent's Old Fort there, but his partners, brother Charles Bent and Ceran St. Vrain, overruled and the historic fort was built west of the Big Timbers. Later, in 1853, William Bent built Bent's New Fort at Big Timbers, as Yellow Wolf had earlier recommended.

By the time that Bent's Fort was in operation in 1833, Yellow Wolf and the Cheyennes were at war with the Kiowas, Utes, Pawnees, and others. Traders like Bent must have walked a fine line between these different people, although William Bent was closely associated with the Cheyennes. Both his wives were Cheyennes.

The intertribal battles changed Cheyenne society by increasing the influence of warriors and war leaders, sometimes at the expense of trading chiefs who argued for peace. Even so, peace chiefs such as Yellow Wolf, and later Black Kettle, continued to maintain a strong following. Yellow Wolf and his band remained prominent up to the autumn of 1864.

George Bent remembered Yellow Wolf as "a small man and light on his feet." Yellow Wolf lived in a lodge painted yellow, with a blue crescent above the door and a green morning star just below the smoke hole. Two buffalo bulls faced the door, each followed by several cows. George Bent's memory of the chief was corroborated by Porcupine Bull and other Cheyennes. Yellow Wolf was accompanied in his move south by Little Wolf, Afraid of Beavers, and Wolf Chief. During one of the early meetings with William Bent, these men began to call William "Little White Man," a Cheyenne name still used by Bent's great-grandson.

Among the first white men to write about Chief Yellow Wolf was Lieuten-

ant James Abert, topographical engineer, who traveled to Bent's Fort several times with government expeditions. In 1846 he called Yellow Wolf "a man of considerable influence, of enlarged views, and gifted with more foresight than any other man in his tribe. He frequently talks of the diminishing numbers of his people, and the decrease of the once abundant buffalo. He says that in a few years they will become extinct; and unless the Indians wish to pass away also, they will have to adopt the habits of the white people." Many of his people did not arrive at the same conclusions until the 1860s.

Abert first met Yellow Wolf in 1845 and asked him to pose for a sketch. Abert was surprised when his model "evinced great dissatisfaction and said that I had represented him badly; but we made him understand that the pencil sketch was incomplete, which seemed to satisfy him."

The English adventurer George Ruxton visited the upper Arkansas in 1847. After hearing a speech by Yellow Wolf, Ruxton claimed the "grand chief of the Shian, complains of certain grave offenses against the dignity of his nation!" Ruxton said Yellow Wolf was disgusted with the white traders, whom the chief declared, merely "squeezed out his present(s) between his fingers."

In addition to Abert and Ruxton, Yellow Wolf witnessed the passing by of other white men. The chief apparently never visited Washington, D.C., as did several other Cheyenne leaders, though it seems likely that he met the military expedition of Colonel Henry Dodge in 1835. Dodge met with Cheyenne chiefs at Bent's Fort in August, a council that may have prompted Charles Bent to write a letter three years later advising William Clark that Indians along the Arkansas had "become desirous to obtain Medals & Flags, from the American Government." Clark recommended to Commissioner of Indian Affairs Carey Harris that Yellow Wolf be one of the six chiefs who should receive a large Andrew Jackson Peace Medal.

Various Cheyenne bands were "officially" recognized by the U.S. government as early as 1825. Except for trade, however, the Cheyennes had little contact with the whites, and they avoided military contact with U.S. soldiers until 1857. Conflicts with other tribes, however, were sometimes costly. In 1837 Cheyenne Chief Medi-

cine Snake and 42 Bowstring Society men were killed by Kiowas. Both Indians and whites who engaged in trade wanted to stop the fighting.

In 1840, at a large intertribal gathering near Bent's Old Fort, the Cheyennes and Arapahoes made peace with their traditional enemies, the Kiowas and Comanches. The Bent brothers probably were an influence in this, for peace facilitated their trade, too. It seems certain that Yellow Wolf was there. The place of the meeting became known to the Indians as "Giving Presents to One Another Across the River." Making amends for the killing of several dozen Cheyenne warriors and a consequent battle on Wolf Creek, the southern tribes presented Yellow Wolf's people with gifts of horses. The Cheyenne leaders then provided a feast and gave away blankets, calico, and brass kettles. Intertribal conflicts decreased while the white migration into and through Indian lands increased.

After the Mexican-American War, 1846-1848, with increasing travel on the Santa Fe Trail, the prophecies of Yellow Wolf were proving to be true. Hard times, even the threat of starvation for some tribes, seemed imminent. Also, whiskey continued to pour into Indian country despite laws to the contrary. An increased U.S. military presence along the Santa Fe Trail was responsible for several incidents, among them the death of Tobacco, a Cheyenne whom Yellow Wolf later described as "one of our wisest and best Chiefs."

Diseases took a heavy toll. The condition of Yellow Wolf's band after bouts with whooping cough, measles, an epidemic of smallpox, and then the cholera epidemic of 1849 is unknown, but the losses were undoubtedly extreme. It seems that the devastation from the cholera epidemic ranks second only to the loss of sacred objects as the Southern Cheyennes' greatest tragedy.

Prior to the abandonment of Bent's Old Fort in 1849, the same year as the cholera epidemic, Indian Agent Thomas Fitzpatrick used the site to meet with the tribes on several occasions. Fitzpatrick advocated both a treaty and the establishment of military posts along the Santa Fe Trail. The treaty council that Fitzpatrick had envisioned came to pass in 1851. It was held some thirty miles east of Fort Laramie. The next year several Cheyenne leaders, Yellow Wolf perhaps among them, gave the amended treaty their signatures in a council held at the ruins of Old Fort St. Vrain.

It was also near Fort St. Vrain that Yellow Wolf and his family became involved in a dispute with other Chey-

ennes. Yellow Wolf's adopted son, Walking Coyote, claimed that White Horse had stolen his wife, eventually killing him for this. Later, Walking Coyote himself was killed by a jealous husband. Still later, the families or societies of these two men pledged the ceremonial renewing of tribal medicines. This was needed to help purify the Cheyenne nation.

Throughout the 1850s Yellow Wolf remained on the Cheyenne council of chiefs. His band, after losing countless numbers to sickness, war, and other causes, was simultaneously gaining people by taking Crow and Ute captives and through peaceful intermarriage with the Arapaho and Lakota. White incursions continued to increase along the Santa Fe Trail and, as Yellow Wolf had predicted, the future for his people was not bright. Cheyennes were attacked by U.S. soldiers in 1857. A few years later successive treaties at Forts Laramie and Wise placed the Hairy Rope people in a tenuous position by the spring of 1861 when restrictions were placed on their traditional way of life and reservations were assigned (though not yet enforced). The era of the Civil War saw increasing warfare on the plains, undoubtedly much of it opposed by a peace chief like Yellow Wolf. He surely feared for the future of his people and their traditional ways.

Yellow Wolf, who according to George Bent was born sometime before 1785, was only middle aged when he first met William Bent somewhere near the Arkansas River. Thirty years later, September 1860, when Bent resigned from his duties as Indian agent, Yellow Wolf was approaching his 80th winter. Shortly before his resignation, Bent was writing about Yellow Wolf's Southern Cheyennes when he informed Superintendent of Indian Affairs A. M. Robinson that the Indians were sure to "suffer now if they don't raise grain to subsist on." The veteran trader was also concerned that "the game are now to scarce for them (Indians) to depend on it for subsistence." Earlier, Bent had warned Colonel Robinson that the emigration to the gold fields, much of it along the Arkansas River, was depriving the tribes of their hunting grounds, a fact that "goes rather hard with them." Bent warned the commissioner that this could mean "great trouble to the Whites and Mexican Traders traveling through and over this country."

Tensions between the whites and Cheyennes had escalated after 1857, forcing the Cheyenne council of chiefs to make difficult decisions. During the era of the Civil War the war leaders on

both sides increased in influence, and peace advocate saw their influence erode. It was during this time of uncertainty in 1864 that Yellow Wolf and his followers pitched their lodges along Sand Creek in Colorado Territory along with others disposed toward peace. There Yellow Wolf and many other Cheyennes and Arapahos were massacred by volunteer troops led by Major John M. Chivington on the morning of November 29, 1864.

Yellow Wolf, who was born nearly a generation prior to the expeditions of Lewis and Clark and Zebulon Pike and half a lifetime before William Becknell's first journey into New Mexico, had been among the first Cheyennes to lead his people onto the southern plains, subsequently becoming a prominent chief. He had been closely associated with William Bent and Bent's Old and New forts. He had watched the increase of traders following the Bent's Fort Route of the Santa Fe Trail.

His people had briefly flourished on the southern plains and then they were defeated by a rapidly-expanding United States. Yellow Wolf's abilities as a horse catcher are now a legendary part of Cheyenne history. The remnants of his Hairy Rope Band were sent to a reservation in present Oklahoma, where they later settled on allotments near the Darlington Agency in Indian Territory. Currently, many of his descendants reside near the towns of Hammon and Thomas, Oklahoma.

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THE FOURTH OF JULY 1910 IN LAS VEGAS, NEW MEXICO: WAS IT THE LAST ROUNDUP FOR SANTA FE TRAIL VETERANS?

by Michael Olsen

[Michael Olsen is professor of history at New Mexico Highlands University, Las Vegas. He has done extensive research on the Santa Fe Trail. This item will be especially interesting to those looking for ancestors who may have traveled the Trail. WT Associate Editor Bonita Oliva was thrilled beyond expression to discover that one of her relatives, Jacob Weltmer of Santa Fe, was included on this list. Perhaps you will find a Santa Fe Trail connection, too.]

THE headline in the *Las Vegas Daily Optic* for July 2, 1910, said it all: "Bridge Dedication and Old Trailers' Reunion To Be Chief Features." In small type underneath, as was the custom of the day, readers were informed of "Thousands of Visitors Expected," and, in smaller type yet again, "Rousing Observation to Start with Mammoth Parade and End With Brilliant Pyrotechnic Display—Ball Game and Horse Races." Las Vegas, New Mexico, in even finer style than usual, was going to have a humdinger of a Fourth of July.

For historians of the Santa Fe Trail, the "old trailers' reunion" and the bridge dedication are of particular interest. The bridge was a new concrete structure over the Gallinas River at the site of the ford of that stream where the Santa Fe Trail had crossed on its way to the Las Vegas Plaza, just a few hundred yards west.

That bridge is still in place. It carries an incised granite plaque which mentions the Santa Fe Trail and features a relief of mules drawing a stage coach. The dedication in 1910 was celebrated by "raising to a dizzy height above the new bridge of the historic flag which was floating over the national capital at Washington on the day of the passage of the bill granting statehood to New Mexico."

Every state, county, and city official who could be rounded up spoke at the dedication, including Governor William J. Mills. The July 5 issue of the *Optic* gave a full account. The Hon. Ramon Gallegos, San Miguel County Board of Commissioners chairman (the county had paid for the bridge), said the bridge would "stand as an everlasting monument to that once great highway of commerce, the Santa Fe Trail." Thomas B. Catron, once one of the most powerful political figures in the territory of New Mexico, was iden-

tified by the newspaper as "one of the old trailers, he having made the trip from Westport landing, now Kansas city, to Santa Fe, in 1866, over the trail." It continued, "Mr. Catron's speech was a complete narrative of the Santa Fe Trail, from its beginning down to the present day. The vast crowd listened with rapt attention to the vivid description by one who had actually traversed the famous highway." Later speakers, too, invoked trail days, but their remarks had to be cut short as the ceremony dragged on. Even former territorial governor L. Bradford Prince, who, "having made a close study of the history of the Santa Fe trail" and who, "was particularly interesting . . . on the subject," got cut short.

The gathering of about 100 individuals who could claim that they had traveled the trail also generated excitement. It is not exactly clear how this reunion, if it can be called that, was planned. It was mentioned in the June 27 issue of the *Optic*, when the first of three lists of "pioneers who traveled the Santa Fe Trail" was published. Names were added to this list in the June 28 and the June 30 issues, with the total eventually reaching 450. How this list was compiled is not evident.

The chief activity of the "old trailers" seems to have been to march in the grand parade, which formed in front of the Casteñada Hotel on Railroad Avenue and proceeded to West Las Vegas (Old Town). The *Optic* noted, "Over one hundred Santa Fe trailers in carriages and on foot, were in evidence in the parade and were roundly cheered as they passed." They were followed by "ox teams, cowboys, the fire departments of the two cities (East and West Las Vegas), [and] decorated carriages," which "passed in bewildering array." In addition, Mr. Valerio Baca, "drove an old stage coach which traveled the trail in the forties. This was drawn by four mules." The Romero Drug Company "had an ox team hitched to an old fashioned cart such as was used in lieu of other means of transportation in the days of the old trailers." All in all, the day lived up to its billing as "The Biggest Celebration in the Whole Southwest."

The list of "old trailers," and a short introduction to it as printed in the *Optic*, June 30, 1910, reads as follows. The list of names has been alphabet-

ized for the convenience of readers and obvious misspellings have been corrected.

PIONEERS WHO TRAVELED OLD SANTA FE TRAIL LAS VEGAS DAILY OPTIC June 30, 1910

In view of the old trailers' reunion in Las Vegas on the Fourth of July, the *Optic* is publishing a list of the pioneers who traveled the Santa Fe Trail when that great highway between Westport and Santa Fe, was the main artery of commerce between the Missouri River and the Rocky Mountains. This list is being added to from day to day, as rapidly as names of old trailers are received. Appended is a complete list to date:

Abercrombie, James, Anton Chico
Abeyta, Lorenzo, Mora
Akers, J. W., Santa Fe
Alarid, Trinidad, Santa Fe
Alderete, Jesus M., Ranchos de Atrisco
Aldies, Pete, La Cueva
Andrews, Dr. E., Santa Fe
Anzi, Martin, Mora
Achibeque, Serafin
Archuleta, Hipolito, Mora
Armijo, Carlos, Albuquerque
Armijo, Justo, R., Albuquerque
Armijo, Mrs. (librarian), Santa Fe
Armijo, Mrs. Nicolas T., Albuquerque
Armijo, Perfecto, Albuquerque
Armijo, Policarpo, Rancho de Atrisco
Baca, Fernando, El Tecolotito
Baca, Fernando, Anton Chico
Baca, Jose, Old Albuquerque
Baca, Jose C.
Baca, Jose, M., Las Colonias
Baca, Jose Manuel
Baca, Juan, Albuquerque
Baca, Manuel, Old Albuquerque
Baca, Valerio, Las Vegas
Barela, Atanacio, Albuquerque
Barela, Encarnacion, Santa Fe
Barreras, Brigido, Santa Fe
Bearer, Cooley, Santa Fe
Biernbaum, E. H., Mora
Blanchard, Charles, Las Vegas
Borney, Chas., Lucero
Borrego, Benito, Santa Fe
Bowman, Dr. Charles, Lucero
Bowman, Mrs. Charles, Lucero
Browne, Millard W.
Bruhn, Ben, Las Vegas

Bustamante, P., Alameda
 C. de Baca, A., Albuquerque
 C. de Baca, Amado, Albuquerque
 C. de Baca, Librado, Albuquerque
 Camilo, Father, San Juan
 Capilupi, Rev. C. M., Old Albuquerque
 Casados, Manuel, Cleveland
 Cassidy, Daniel, Mora
 Catron, Thomas B., Santa Fe
 Cayto, Frank
 Cervantes, Julian, Old Albuquerque
 Chapman, Mrs. Anita, Santa Fe
 Chapman, J. L., Santa Rosa
 Chase, M. M., Cimarron
 Chaves, Melquiadez, Old Albuquerque
 Chavez, Amado, Albuquerque
 Chavez, Carlos B., Old Albuquerque
 Chavez, Elias, Old Albuquerque
 Chavez, Estanisiado V., Albuquerque
 Chavez, Juan
 Chavez, Jose A., Atrisco
 Chavez, Julian, Albuquerque
 Chavez, Julio
 Chavez, Luciano, Socorro
 Chavez, Tomas, Las Vegas
 Clancy, F. W., Albuquerque
 Clay, T. F., Las Vegas
 Clouthier de Abreu, Mrs. Petrita, Rayado, N. M.
 Coddington, Mrs. Almarion M., Albuquerque
 Coddington, Ed, Albuquerque
 Coddington, Walter, Albuquerque
 Contreras, Mattias, Socorro
 Coulter, Querino, Old Albuquerque
 Cousins, W.A., Socorro
 Cunningham, Dr. J. M.
 Curran, Thomas, Albuquerque
 Dalton, Mrs. John, Santa Fe
 Darling, F. M., Raton
 Davis, Sylvester, Galisteo
 De Herrera, Miguel A., Ledoux
 Del Valle, Agustin, Old Albuquerque
 Del Valle, Anastacio, Old Albuquerque
 Delgado, Juan, Santa Fe
 Delgado, Manuel
 Dendahl, John, Santa Fe
 Devine, James, Old Albuquerque
 Devine, Robert, Old Albuquerque
 Dougherty, Joseph, Cleveland
 Dudrow, Chas. W., Santa Fe. Mr. Dudrow was employed as a messenger and driver by Barlow and Sanderson and is the only living driver now residing in these parts.
 Duel, D. C., La Cueva
 Duncan, James S.
 Dunn, Richard, Gascon
 Duran, Francisco, Old Albuquerque
 Duran, Guadalupe, Mora

Duran, Juan R., Old Albuquerque
 Duran, Miguel, Old Albuquerque
 Duran, R.
 Eaton, E. W., Socorro
 Eaton de Gildersleeve, Mrs. Teresa, Santa Fe
 Ehrich, August, Watrous
 Ellsworth, Wm., Las Vegas
 Espinosa, Tomas, Holman
 Esquibel, Guadalupe, Mora
 Esquibel, J. S.
 Esquibel, Jose Felix
 Esquibel, Jose Ignacio
 Fabin, Brother, Ortiz
 Falvey, J. S., Las Vegas
 Florsheim, Sol, Springer
 Forsha, Mrs. John, Santa Fe
 Fourchegu, Father Antonio, Santa Fe
 Frank, William, Los Alamos
 Fuss, Mrs. J. J., Mora
 Fuss, J. J., Mora
 Gallegos, A. G., Los Alamos
 Gallegos, Antonio
 Gallegos, Mrs. Candelaria M., Santa Fe
 Gallegos, Felix, Holman
 Gallegos, Gaspar L., Mora
 Gallegos, Isidoro
 Gallegos, J. N., Los Alamos
 Gallegos, Prudencio, El Puertocito
 Gamer, W. M., Wagon Mound
 Garcia, Antonio Aban, Las Vegas
 Garcia, Anto. Jose, Old Albuquerque
 Garcia, Candelario, Socorro
 Garcia, Crisento
 Garcia, Demetrio, Old Albuquerque
 Garcia, Donaciano, Las Vegas
 Garcia, Florencio, Anton Chico
 Garcia, Jose, Old Albuquerque
 Garcia, Mrs. Jose, nee Koslowski (Hannah), daughter of old man Koslowski, of the Koslowski ranch, near the Pecos pueblo church on the trail, Old Albuquerque
 Garcia, Livorio, Anton Chico
 Garcia, Manuel, Old Albuquerque
 Garcia, Nestor, Anton Chico
 Garcia, Seguno, Holman
 Garcia, Simon, Old Albuquerque
 Garcia, Sixto, Old Albuquerque
 Garcia, Tomas, Alameda
 Garcia Medina, Jose de, Mora
 Garrard, Captain T. W., Las Vegas
 Garrard, Mrs. T. W., Las Vegas
 Gates, Frank, Springer
 Guana, Miguel
 Geoffrion, Octave, Las Vegas
 Gerdes, J. H., Santa Fe
 Gerdes, Mrs. J. H., Santa Fe
 Givens, Mr. and Mrs. W. A.
 Gloskey, Bob, Lucero

Goke, Henry, Sapello
 Gonzales, Alejandro, La Cueva
 Gonzales, Herculano
 Gonzales, Pablo, Los Martinez
 Gonzales y Armijo, Manuel, Anton Chico
 Gonzales Y Chavez, Franco, Santa Fe
 Gonzalez, Donaciano, Las Colonias
 Gonzalez, Jose Leon, Chupaderos
 Gordon, Dr. C. C., Las Vegas
 Gordon, M. C., Mora
 Green, A. G., Las Vegas
 Griego, Maximo, Las Griegos
 Grunsfeld, Mrs. Albert, Albuquerque
 Guassoion, Theodore, Los Alamos
 Gurule, Donaciano, Albuquerque
 Gurule, Felipe J., Albuquerque
 Gurule, Tomas A., Albuquerque
 Gutierrez, Eliseo, Los Griegos
 Gutierrez, Jorge, Old Albuquerque
 Gutierrez, Miguel, Old Albuquerque
 Gwyn, Thos., Santa Fe
 Hainlen, Theodore, Sapello
 Harris, Mrs. Henry V., Albuquerque
 Harrison, John W., Pecos
 Hartman, John, now in California
 Harwood, Rev. Thomas, Albuquerque
 Hays, Domingo, Apache Springs
 Herrera, Benecio
 Herrera, Manuel C.
 Hersch, Mrs. Joseph, Santa Fe
 Higgins, Barney, Mora
 Houghton, O. L., now in California
 Hubbell, Frank A., Albuquerque
 Hubbell, J. Lorenzo, Albuquerque
 Hughes Levi A., Santa Fe
 Hull, John, Santa Fe
 Hunning, Mrs. Frank, Albuquerque
 Hunt, Jas. K., Raton
 Ilfeld, Bernard, Albuquerque
 Ilfeld, Charles
 Ilfeld, Louis, Albuquerque
 Ilfeld, Noah, Albuquerque
 Jaramillo, Manuel A., Atrisco
 Jaramillo, Pablo, Los Alamos
 Johnson, E., Raton
 Johnson, Mrs. Francisca, Old Albuquerque
 Johnson, Mrs. Francisca S., widow of Hon. H. D. Johnson, Old Albuquerque
 Johnson, James L., Albuquerque
 Johnson, Miss Maggie, Santa Fe
 Jones, Mrs. F. Merdyth, Las Vegas
 Kelly, H. W.
 Kihlberg, F. O.
 Kihlberg, Mrs. F. O., Las Vegas
 Kozlowski, Thomas and William Kozlowski, sons of old man Martin Koslowski, Albuquerque
 Krayner, Rev. George, Sapello
 Kroenig, Alex, Watrous

Kroenig, Wm., Watrous
 La Croix, Batis, Mora
 Lambert, H., Cimarron
 Leal, Casilio, Ocate
 Leal, Donaciano, Ocate
 Ledoux, Felipe
 Leibschner, Mr. and Mrs. Charles
 LeRue, Col. J. A.
 Leyba, Susano
 Litton, A. K., Raton
 Longeuvano, Zeah, Mora
 Lopez, Jesus, Las Vegas
 Lopez, Jesus Ma., Las Vegas
 Lucero, Canuto, Chaperito
 Lucero, Carlos, Mora
 Lucero, Juan Cristobal, Albuquerque
 Lucero, Pablo (1st), Las Vegas
 Lucero, Pablo (2nd), Las Vegas
 Lucero, Victor, Los Alamos
 Ludi, J. J., Las Vegas
 Lujan, Dona Luz, Cleveland, mother-in-law
 of Dick Wooten of Raton fame.
 Maestas, Matias, Mora
 Maez, Pedro, Alameda
 Mair, Mrs. James, Las Vegas
 Martinez, Antonio, Los Alamos
 Martinez, Candelario, Santa Fe
 Martinez, Desiderio, Los Griegos
 Martinez, Eduardo, Anton Chico
 Martinez, Jose H., Sr., Ledoux
 Martinez, Juan B., Mora
 Martinez, Miguel, Las Colonias
 Martinez, Romulo, Santa Fe
 Martinez, Rumaldo, Des Moines
 Martinez y Lopez, Antonio, Maxwell City
 McBite, Thos., Raton
 McGinnis, Wm., Old Albuquerque
 McNair, T. B.
 MeHaffey, George, of Richland Center,
 Wis., who will come to Las Vegas to attend
 the old-timers' reunion on July 4.
 Melache, Mrs. A. J., Raton
 Mennet, Mr. and Mrs. A.
 Metzgar, W. H. H., Pajarito
 Meyer, Mrs. Ben, Albuquerque
 Miller, David, Santa Fe
 Miller, D. L., Santa Fe
 Miller, Edward, Santa Fe
 Milliman, Wm. P., Mora
 Mills, M. W., Springer
 Montoya, Antonio Mana, Guadalupita
 Montoya, Jose Andres
 Montoya, Juan Albino, Sapello
 Montoya, Marcelo, Lucero
 Montano, Susano
 Moore, Mr. and Mrs. George H., Alberquer-
 que
 Muniz, Pefecto, Los Griegos
 Muniz, Ramon, Mora

Murphy, Comelio D., Old Albuquerque
 Nanning, Pat, Santa Fe
 Narvais, Francisco
 Navarro, Juan, Mora
 Norman, Joseph
 Nuanes, Pablo, Los Griegos
 Nusbaum, Simon, Santa Fe
 O'Bannon, Louis, Old Albuquerque
 Olguin, Juan, Los Griegos
 Ortega, Juan
 Ortiz, Antonio J., Galisteo
 Ortiz, Clemente, Santa Fe
 Ortiz, Gabino, Santa Fe
 Ortiz, Jesus, Santa Fe
 Ortiz, Juan, Galisteo
 Ortiz, Miguel, Santa Fe
 Otero, M. R., Santa Fe
 Otero, Manuel R., Albuquerque
 Otero, Miguel A., Santa Fe
 Otero, Page B., Santa Fe
 Pacheco, Ignacio, Guadalupita
 Pacheco, Juan, Mora
 Pacheco, Vidal, Guadalupita
 Padilla, Benito, El Pueblo
 Padilla, Canuto, El Pueblo
 Padilla, Juan Anto.
 Palen, Rufus J., Santa Fe
 Panboeuf, Leon, Anton Chico
 Patrick, Brother, Santa Fe
 Perea, Col. Francisco, Santa Fe
 Perea, Ignacio, Old Albuquerque
 Perea, Jose L., Albuquerque
 Perea, Julian, Old Albuquerque
 Perea de Yrisarri, Mrs. Barbarita, Alberquer-
 que
 Peres de Armijo, Mrs. Beataris, Alberquer-
 que
 Peterson, Emile, Las Vegas
 Pigeon, E.
 Pinard, P. L., Las Vegas
 Pino, Ambrosio, Galisteo
 Pino, Herman, Galisteo
 Prince, L. B., Santa Fe
 Rael y Apodaca, Anastacio, Anton Chico
 Railliere, Father J. B., Santa Fe
 Ramirez, Augustin, Santa Fe
 Raynolds, Jefferson
 Reagan, Robert, Albuquerque
 Regan, Robt., Albuquerque
 Reinken, H. D., Watrous
 Rendon, Rev., Las Vegas
 Ribera, Urbano,
 Rimbert, John, Mora
 Rimbert, Sebastian, Las Vegas
 Rivera, Gavino, Guadalupita
 Rivera, Jesus Maria, Anton Chico
 Robbins, Charles
 Rodey, Mrs. Bernard S., Albuquerque

Roibal, Cruz
 Romero, Antonio, Holman
 Romero, Benigno
 Romero, Bento, Las Colonias
 Romero, Canuto
 Romero, Cartino, Las Vegas
 Romero, Desiderio
 Romero, Esquipuia, Old Albuquerque
 Romero, Don Eugenio
 Romero, Francisco, Old Albuquerque
 Romero, Hipolito, Las Vegas
 Romero, Jesus, Santa Fe
 Romero, Jesus Ma.
 Romero, Margarito
 Romero, Miguel, La Cueva
 Romero, Miguel, Las Colonias
 Romero, Rafael, Mora
 Romero, Roberto, Mora
 Rosana, Mother, (Sister of Loretto) Santa
 Fe
 Roseberry, Mrs. Nellie
 Rosenwald, E., Las Vegas
 Rossier, A. A.
 Roy, Frank
 St. Vrain, Mrs. Martha, Mora
 Saiz, Casimiro, Old Albuquerque
 Salazar, Engirque, Albuquerque
 Sanchez, Francisco, Pajarito
 Sanchez, Jose de la Luz, Ranchos de
 Atrisco
 Sanchez, Nestor, Albuquerque
 Sanchez, Nestor, Ranchos de Atrisco
 Sanchez, Pedro, Ledoux
 Sanchez, Placido, Old Albuquerque
 Sanchez, Rafael, Anton Chico
 Sanchez, Severo, Rancho de Atrisco
 Sanchez, Tomas, Ranchos de Atrisco
 Sanchez, Vicente, Anton Chico
 Sanchez, Zenobia, Mora. She drove her
 own team into Kansas City several times.
 She is about 80 years old.
 Sandoval, Anastacio, Galisteo
 Sandoval, Jose Atanacio, Los Alamos
 Sandoval, Jose Pablo, Anton Chico
 Sandoval, Placido, Las Vegas
 Sedillas, Eligio, Santa Fe
 Sedillo, Emiterio, Old Albuquerque
 Sedillo, Francisco, Albuquerque
 Sedillo, Vicente, Albuquerque
 Seligman, Adolph, Santa Fe
 Seligman, Arthur, Santa Fe
 Seligman, James L., Santa Fe
 Sena, Andres, Los Alamos
 Sena, Francisco, La Pintada
 Sena, Jose Dolores, Los Alamos
 Sena, Luis
 Sena, Manuel, El Pueblo
 Sena y Blea, Juan, Santa Fe
 Shank, Mr. and Mrs. John, Las Vegas

Shupp, W. H., Las Vegas
 Sisneros, Miguel, Mora
 Smith, Mrs. Isabel, Mora
 Smith, Orlando, Las Vegas
 Spiegelberg, A. F., Santa Fe
 Spiegelberg, Sol
 Spitz, Bertold, Albuquerque
 Spitz, S., Santa Fe
 Spitz, Edward, Albuquerque
 Springer, Chas., Cimarron
 Springer, Frank
 Springer, Levy, Old Albuquerque
 Staab, A., Santa Fe
 Stern, Jake
 Stockton, Hon. M. B., Raton
 Stover, Gov. E. S., Santa Fe
 Stover, Elias S., Albuquerque
 Sturges, F. P., Santa Fe
 Tamme, Charles, Las Vegas
 Taylor, Jesse
 Taylor, Mrs. M. E., Cuervo
 Texier, Louis, Anton Chico
 Thornton, W. T., Guadalajara, Mex.
 Tipton, S. E., Watrous
 Tipton, Dr. W. R., Las Vegas
 Tipton, William, Santa Fe
 Titlow, J. R., Sapello
 Tommazzini, Rev. Father, Old Albuquerque
 Trambly, Peter, Las Vegas
 Trimble, William L., Albuquerque
 Trujillo, Jesusito, Mora
 Trujillo, Luciano, Tecolote
 Ulibarri, Pablo
 Valdez, Simon, Holman
 Valencia, Fernando, Old Albuquerque
 Vaur, J. B., Gallinas
 Waldo, Henry, "wacked bulls" across the trail in 1862
 Walton, Tom, Mora
 Walton, Mrs. Thomas, Mora
 Ward, George W., Las Vegas
 Warden, John, Golondrinas
 Warden, L. F., Golondrinas
 Wards, John, Loma Parda
 Wards, Lon, Loma Parda
 Wardwell, William, Albuquerque
 Watrous, Joseph B., traveled ten round trips from Watrous to Kansas City and back from May 1857 to December 1864.
 Weltmer, Jacob, Santa Fe
 Whiting, J. R., Old Albuquerque
 Winternitz, D.
 Winters, David
 Wood, J. O., Las Vegas
 Wood, Mrs. J. O., Las Vegas
 Wuenschmann, Paul, Santa Fe
 Yrisarri, Jacobo, Albuquerque
 Yrisarri, Manuelita A., Albuquerque
 Zamora, Juan, Old Albuquerque

UNDISPUTED FASTEST TONGUE IN THE WEST

PAUL Bentrup, SFTA ambassador and sheep herder, has been known by many names, including "Dirty Shirt Bentrup," "Bulldog Bentrup," "Publicity Hound Bentrup," "Sheep Dip Bentrup," "Lamb Dyer Bentrup," and "Clown Prince of the Santa Fe Trail." He now also holds the undisputed title of "Fastest Tongue in the West."

After Bentrup's photo appeared on the front page of the last issue of WT, singing and dancing like someone half his age with half his IQ, several readers inquired if a nude centerfold of the old "Trail buff" was going to be next. Your editor could not bare the thought of such obscenity in this erudite publication. Bentrup declared that even he had limits beyond which he would not go (an unusual expression of modesty from the fast tongue of an incorrigible exhibitionist).

But, like the Boy Scouts, Bentrup is always prepared. Somehow he bribed a legitimate photographer to portray the mighty tongue, the only tongue in the world insured by Lloyd's of London. One wonders what speed of film was required to catch the flittering object and record it on parchment without so much as a blur. The vulgar result may be seen below (note this is close to the centerfold).

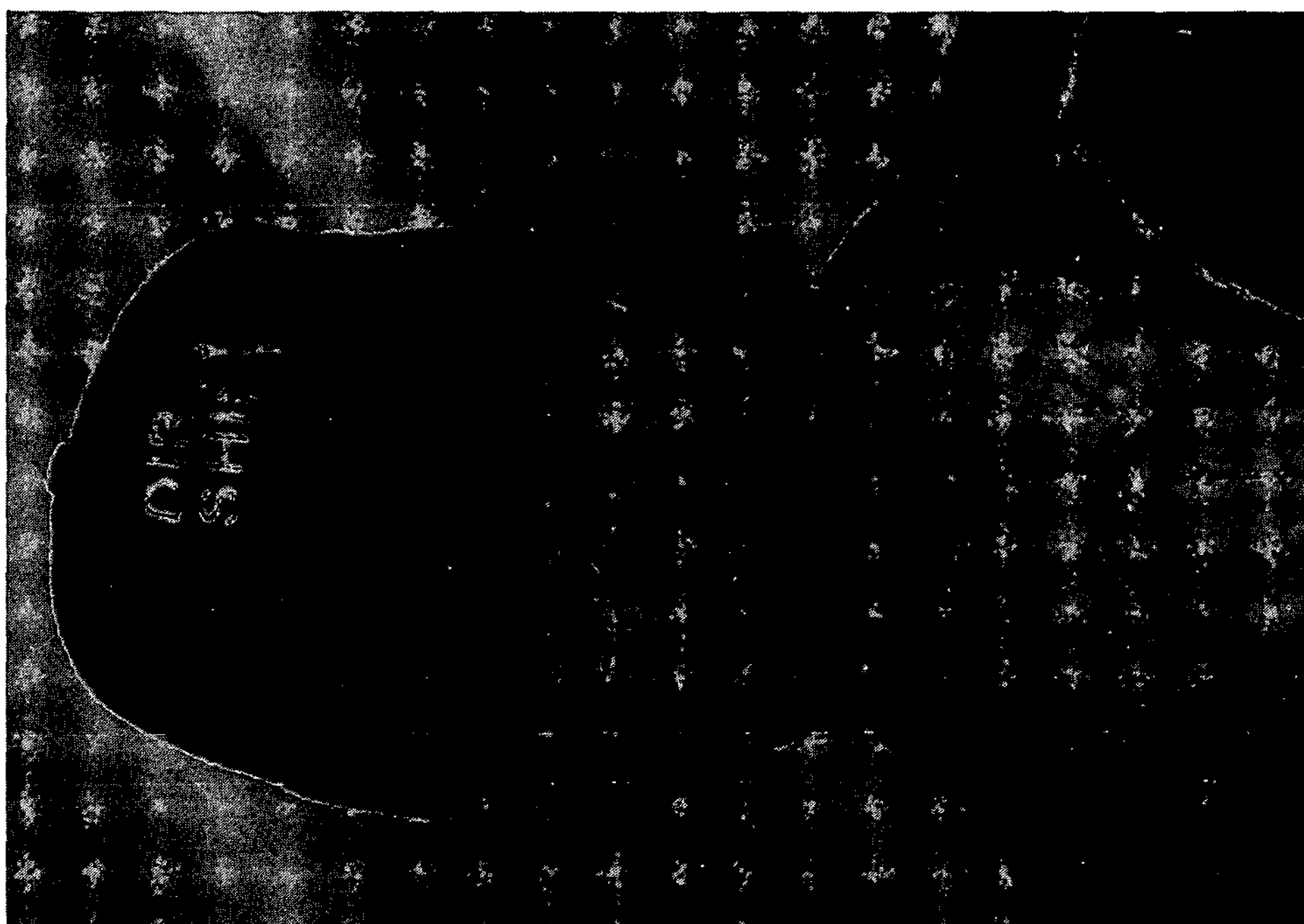
Bentrup's notorious tongue often gets him into hot water, but occasionally it saves the day. On March 3, 1994, the ambassador was speedily making his rounds on the Trail. At 4:18 p.m., at milepost 127 on US Highway 50 near Dodge City, KS, he was

clocked by an officer of the law traveling 74 mph in a 55 mph zone.

When the officer stopped him and approached the car, Bentrup shifted his tongue into high gear and told the officer he had to deliver important historical materials to the Kansas Heritage Center in Dodge City before the Center closed at 4:30. Forget the fact that the Center closes at 5:00 p.m. and that Bentrup had delivered the said materials a few weeks before. The officer, impressed with the fastest tongue and the flimsy excuse, forgave the fine and issued only a warning ticket. Mercy, not justice, prevailed.

Sources in high places and a copy of the warning ticket confirm this story. Incidentally, that ticket reveals several details about Bentrup that are not generally known. For example, it shows, contrary to popular belief, that he was born in the present century. After eluding the law, Bentrup went to the Kansas Heritage Center. Feeling guilty about not paying a fine, he determined to spend some penance money in Ford County. He purchased a \$40 ad in the Dodge City *Globe* to promote the Kansas Heritage Center.

One wonders if this is the first time a SFTA ambassador has run into trouble with the law on the Santa Fe Trail. For Bentrup it had better be the last time, or his infamous tongue will be flittering behind bars. So cool it Mr. Bentrup. No more speeding and no more outrageous photographs. We have suffered enough looking at and listening to the "fastest tongue."



TESUQUE INDIANS MEET THE PRESIDENT: EPILOGUE TO THE DEATH OF GOV. JAMES S. CALHOUN

by Mary Jean Cook

[Mary Jean Cook, Santa Fe historian, continues to seek information about Gov. James S. Calhoun. Funds are still needed to erect a memorial marker for Calhoun in Union Cemetery in Kansas City, MO. At press time \$242 had been received, about 12% of what is needed. Please send tax-deductible donations to Calhoun Memorial Marker Fund, Santa Fe Trail Center, RR3, Larned, KS 67550.]

A group of five Pueblo Indians were quietly ushered into the upstairs office of President Millard Fillmore in the White House on August 6, 1852. Fulfilling a mission deemed of the utmost importance by New Mexico's first territorial governor, the late James S. Calhoun (see WAGON TRACKS, Feb. 1994), these Tesuque Indians comprised the first delegation of Pueblo Indians to cross the Santa Fe Trail to visit a president of the United States. Citizen-strangers in their own land, American Indians would be denied full U. S. citizenship until 1924, and Pueblo Indians, the right to vote in a New Mexico state election until 1948.¹

José María Vigil, Carlos Vigil, Juan Antonio Vigil, José Abeyta, and José Domingo Herrera were from Tesuque Pueblo, a few miles north of Santa Fe.² Their arrival in and movement about Washington City made page one of the New York and Washington newspapers. The Tesuque Indians had crossed the Santa Fe Trail with the dying Gov. Calhoun, surely attending his burial in Old Town Cemetery on July 3 in The Town of Kansas, later called Kansas City, Missouri.³

Accompanied by William E. Love, Calhoun's son-in-law, David V. Whiting, Calhoun's secretary, and Dr. Michael Steck, a soon-to-be appointed New Mexico Indian agent, the Indians set out from The Town of Kansas for St. Louis aboard a Missouri River steamboat (undoubtedly their first ride) on their eastward journey to Washington without their esteemed friend, Gov. James S. Calhoun. The entourage arrived in St. Louis on July 14. David Whiting desperately telegraphed Washington twice over a period of three days for permission and funds to continue the journey with the Indians, requesting an immediate answer. The telegrams took two days each way in transmission.⁴

The Tesuque Indians reached the capitol of their new country, the United

States, on July 31, 1852.⁵ A total of three months had passed since they had first stopped at the Palace of the Governors in Santa Fe on May 13, before venturing into the white man's world. With assurances of good treatment in the States, Col. E. V. Sumner, Military Commandant of New Mexico, told the Indian delegation goodbye. Excellent horsemen, the Indians would soon catch up with Calhoun's wagon train somewhere beyond San Miguel del Vado, the Pecos River crossing of the Santa Fe Trail.

The train of Gov. James Calhoun had departed from the Palace of the Governors eight days earlier on May 5. That day, a large number of Indians from Tesuque (some of whom would soon leave for Washington themselves), Santa Clara, and Nambe Pueblos came to say a final farewell to a man they respected and called "Father." The bon voyage party of Pueblo Indians was then given bread and meat by Indian Agent John Greiner, as was routinely done whenever Indians came to the Palace or the Indian agency. Agent Greiner noted a cost of \$3.00. The Tesuque delegation to Washington would sorely miss their New Mexican chile and quiet pastoral life before journey's end.

Once in Washington City and after visiting the Indian Bureau, the Indians called upon President Fillmore. They waited in the White House East Room before meeting the President. Its size and magnificence dazzled them. In the presidential office, the Indians shook hands with the President and the Secretary of the Interior, after which a discussion ensued, David Whiting acting as interpreter.

José María assumed the role of spokesman for the Indian delegation, and after a few moments' delay asked permission to speak to the President on two or three subjects. A man of small stature, José María spoke in what was described as a soft and smooth Spanish which flowed from his lips. He said he had traveled very far to see the country and people of the United States, and what he saw greatly astonished him. The Tesuque Indian told President Millard Fillmore:

He had heard a great many strange things of the habits and customs of the people of this country, but now he saw it for himself. Much that he had heard he did not believe, but now he saw

more than ever [what] had been told him, with his own eyes. He lived, he said, when at home, in a poor country. He and his people suffered a great deal of trouble, but he looked upon the President as his Great Father, and the father of his people as well as of his white brethren, and as such he should look to him for help and succor. His people wished to live according to their own habits and customs, but his country was a very poor one. Living there was very high, and if he spends a dollar so much of it goes for food that he has nothing left with which to buy clothing.

Owing to mismanagement, or something unfavorable, there were a great many thieves in the country. This would sometimes lead to bad results, but for his part and his people's, they wished to live in peace and quietness. He complained of his Mexican neighbors, by whose dishonesty his people had lost several animals, which he wished to have restored. The Mexicans also cut more *acequias* than they had agreed to do, and took off too much water from their fields. He also said he wished that the stipulations of the treaty entered into three years ago with the United States should be fulfilled. He would like to take home some agricultural implements and other tools, for they had scarcely anything with which to make a door or window.

He wished to lodge a complaint against a man named Mestis, who had acted as agent for their Pueblo in selling some goods in Chihuahua; he had sold fifty-three buffalo robes, worth \$4 each, and had only returned \$70 and two calves for them. He could not say anything more. He was so much struck with the buildings and institutions and manners of the people of the United States, that he was at a loss to express himself. Before sitting down, he requested that before he returned he might have some church ornaments given him, a list of which had been given him by his Curé.⁷

President Fillmore responded by expressing his gratitude for the visit of the Tesuque Indians from such a distant part of the United States. He admitted that it was the first time in his life that he had had the pleasure of seeing a Pueblo Indian. In reference to the treaty signed three years ago, the President promised to look into it to insure its fulfillment. The Chihuahua

problem was out of his jurisdiction, however. He hoped the Indians would form a better opinion of the people than they had before they had come. President Fillmore also hoped the Great Spirit would bless them on their return and give them health and happiness. After another round of handshaking, the Pueblo Indians left the White House and were conducted to the Capitol building.

An earlier Indian delegation of nineteen Arapaho, Cheyenne, Sioux, Oto, and Iowa Indians traveled to Washington City and stayed from November 1851 to January 11, 1852. Both this earlier delegation and that of the Pueblo Indians in August 1852 visited the Arsenal, President Fillmore, the Smithsonian Institution, and other "lions" of Washington, receiving flags, medals, and religious ornaments.⁸

All the excitement, nevertheless, could not assuage the growing homesickness of the Tesuque Indians, who were still sightseeing in Washington City on Sept. 7, but not enjoying good health. A visit with Commissioner of Indian Affairs Luke Lea, brought promises of their departure for New Mexico within two days. Lea made good his promise because the Office of Indian Affairs was billed for "39 days board of Pueblo Delegation of Indians, consisting of 8 persons, at \$2.00 per day, commencing 31st July & ending the 8th Sept. 1852." The total bill came to \$647.50, including laundry of 10 dozen clothes (\$1.00 per dozen) and 10 blankets (75 cents each), plus another \$6.00 for "supper & lodging on Sept. 8th." An estimated cost of \$7,500 for the trip expenses from and to New Mexico was made by David Whiting to the Office of Indian Affairs.⁹

Whiting's estimate did not include gifts to the Indians. Each delegate was offered a suit of clothing "as the whites wear." José Maria declined the gift as undesirable, but thought it more gratifying to him to be able to learn the English language. Apparently, José Maria later changed his mind about the suit. An expense voucher payable to the firm of Wall & Stephens shows that all five of the Indian delegation were bought suits, drawers, shirts, handkerchiefs, neck handkerchiefs, shoes, buttons, ribbon, 54 yards of cotton cloth, and one trunk, totaling \$126.¹⁰

From Washington City the group traveled to Philadelphia, staying until Sept. 21 before leaving for St. Louis. Again, David Whiting wired Lea, "Off tomorrow morning— If I run short— how much can I draw?" After waiting ten days in St. Louis for an answer from Washington, which never came,

he took a boat to the Town of Kansas where the Indians awaited his arrival before setting out across the Santa Fe Trail.¹¹

Col. David Dawson Mitchell, Superintendent of Indian Affairs in St. Louis, notified Washington on Sept. 25 that the sum of \$1,200 for "the outfit and travelling expenses" for the Indians had been placed in the hands of W. E. Love, Calhoun's son-in-law. Love's estimate of the trip cost was \$4,500, \$3,000 less than that of Whiting.¹²

All was not going well for the returning Pueblo Indians. Clearly, the trip was costing far more than anticipated, and with the approach of winter, it was imperative for the group to begin the crossing of the Santa Fe Trail. David Whiting wrote to Washington from Council Grove on Nov. 2, 1852: "After many disagreeable delays I beg leave to report myself thus far on my journey to New Mexico, although when I started I thought it almost impossible to reach this place on account of the inefficiency of the outfit purchased for the Indians, the wagon purchased for them broke down before we had been 600 yards from Westport, everything was left on the road and I was obliged to pick up the first wagon I came across, which broke down again at [MO?] and was obliged to pay \$45.00 to have the load hauled to this place. The mares purchased to carry their baggage &c will never reach Santa Fe, one of them I must leave here to prevent its dying in less than a week, a greater portion of their baggage I have left here until the spring when I will send for it with the remaining team I have, as it would be folly to endeavour to take it without running the risk of being left on the worst part of the road without any animals, and a fair prospect of being left to freeze to death in the first storm that fell, it is impossible to procure a team at this place as no mules can be had and even if they could, I have not the means to purchase them. It was the greatest folly to purchase such animals in the start especially at this season of the year, when mules which are much harder can scarcely get through.

"I have used the strictest economy in all my transactions as all who are in the party can testify and I sincerely trust that I may not be blamed for misfortunes which I could not avoid and which I had no part in causing.

"On my arrival at Santa Fe I shall have a great many of the expenses incurred in their transportation to pay & I cannot tell yet what the amount will be, but in case the appropriation made for them should not be sufficient it would be advisable to have at least

\$1000 or \$1500 appropriated in the deficiency bill. On this point, however, I have no right to say anything as that business belongs exclusively to the Department. I have done nothing without consulting Dr. Steck who will explain to you better than I can how the matter stands and will enable you to throw the blame where it properly belongs."¹³

Whiting was obviously casting blame on W. E. Love. From Fort Atkinson on Nov. 15, Whiting told of yet more trouble on the trail. Several trunks, bundles, and provisions were left at the Fort.¹⁴ A travel-weary and frustrated Whiting wrote: "We arrived at this place on yesterday afternoon, with our animals all broken down, so much so that that [sic] I have been compelled to leave one wagon and nearly all the things belonging to the Indians with Lieut. Heath the commanding officer at the Post, with directions to have them freighted out in the spring by the first train passing this way, unless the Department should otherwise direct. I am sorry to be compelled to give this unpleasant information for fear that the Department may attach some blame to me. I have, however, done my best as all who are with me can testify. I have done nothing without consulting Dr. Steck, upon whose judgement I can rely as he is an old traveller. Upon my arrival at Santa Fe I shall be compelled to draw on you to pay expenses I have been obliged to incur from Westport out, which I hope will be honored."¹⁵

The Washington delegation of Tesuque Indians arrived in Santa Fe during the last week in November 1852. Indian agency records show that four mares were turned over to the Tesuque delegation on Jan. 31, 1853: "Juan A. Vigil, the gray; José D. Herrera, the bay, José Abeita [Abeyta], the sorrel; Carlos Vigil, the dark chestnut; and to José M. Vigil his choice of the two mares which were left at Council Grove. Agent Ward noted a long council held with the Indians a few mornings later. After breakfast "they all went off highly pleased with their reception and the presents made to them."

On Feb. 8, 1853, New Mexico Indian Agent John Ward wrote in his log that James J. Webb, James E. Sabine, and Preston Beck, Jr., were appointed appraisers to evaluate the public property brought back to Santa Fe by the Tesuque Indians. Ward noted that a list was made and filed with the agency.¹⁶

The Indian delegation trip to Washington City to see the President in 1852 had taken seven long months. We can

only wonder what the Tesuque Indians really thought about the white man's world and envision the humorous fire-side stories told to fellow Puebloans about their big city adventures. Stories withstanding, the precedence of a governmental policy of temporary appeasement had thus been set.

New Mexico's first territorial governor, James Silas Calhoun, friend and champion for the rights of Pueblo Indians, was dead and buried, in a place we know not today. It was he who first advocated the franchise for the Pueblo Indian in 1849 and encouraged their 1852 visit to see the president to complain of unjust treatment by the U. S. government under the terms of the 1850 treaty. High on Calhoun's list of priorities of Pueblo Indian needs for President Fillmore was money to establish schools.¹⁷

It would indeed have saddened James Silas Calhoun, the humanist, to have read the future pages of U. S. history regarding American Indians and especially that of New Mexico and the Pueblo Indians, citizen-strangers in their own land for a century.

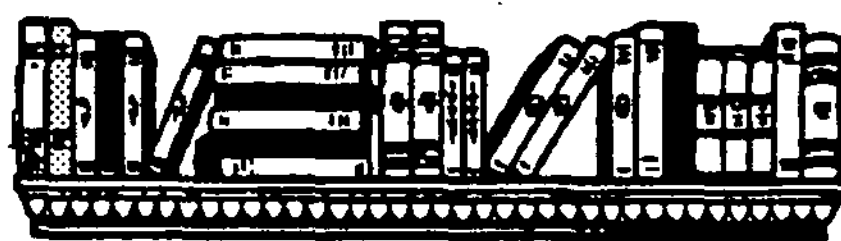
TO THE READER: The story of the remains of Gov. James Silas Calhoun told in *Wagon Tracks* (Feb. 1994) is indeed a sad and unfortunate one. So this worthy man will not again be forgotten in Santa Fe Trail history, I urge you to join me in the placing of a memorial marker in Union Cemetery, Kansas City, MO. Contributions may be sent to: Calhoun Marker Fund, Santa Fe Trail Center, RR 3, Larned, KS 67675.

NOTES

1. Washington *Daily National Intelligencer*, Aug. 6, 1852, quoted in *New York Daily Times*, Aug. 10, 1852; Edward H. Spicer, "American Citizens," in *The Indian in American History*, ed. by Francis Paul Prucha (New York: Holt, Rinehart and Winston, 1971), 109. The change in the 1912 state constitution, which had excluded reservation Indians from voting, was initiated by Miguel Trujillo, a Laguna Indian. It is worth noting that American Indians fought in two world wars for the U.S. without possessing the right to vote.
2. The *Daily National Intelligencer*, Sept. 7, 1852, listed six names. David V. Whiting, Calhoun's secretary traveling with the Indians, consistently wrote of "five (5)." The name of J. Yuazo [Suazo] listed in the *Intelligencer* was not included on Indian Agent John Ward's list of Tesuque Indians receiving mares on Jan. 31, 1853. Annie Heloise Abel, ed., "Indian Affairs in New Mexico Under the Administration of William Carr Lane From The Journal of John Ward," *New Mexico Historical Review*, XVI (July 1941): 332-333. According to the 1850 U.S. Census for New Mexico Territory (Tesuque), the ages of the Indians were: José Maria Vigil, 42; Carlos Vigil, 48; Juan Antonio Vigil, 39; José Abeyta, 56; and José Domingo Herrera, 40.
3. *Daily National Intelligencer*, Aug. 6, 1852; *New York Daily Times*, Aug. 10, 1852; Mary Jean Cook, "Gov. James S. Calhoun Remembered," *Wagon Tracks* (Feb. 1994): 7-9.
4. David V. Whiting to Luke Lea, July 15 & 17, 1852, Letters Received, Office of Indian Affairs, 1824-81,

New Mexico Superintendency, 1849-53, Record Group 75, National Archives, microfilm Roll 546 (hereafter LR, OIA, NM, RG 75, NA, Roll 546).

5. *New York Daily Times*, Aug. 10, 1852.
6. Annie Heloise Abel, ed., "The Journal of John Greiner," *Old Santa Fe*, III (July 1916): 205-206.
7. *Daily National Intelligencer*, Aug. 6, 1852.
8. A daguerreotype was taken of the 1851 Indian delegation, possibly by John H. Fitzgibbon in St. Louis, and copied in 1869 by Zeno Shindler. To date, a daguerreotype of the 1852 delegation has not been found and/or identified. Paula Richardson Fleming, National Anthropological Archives, Smithsonian Institution, and Dr. Dolores Kilgo, Illinois State University, conversations with M. J. Cook, April 4, 1994.
9. Voucher, Budget Maker to Office of Indian Affairs for Pueblo Indians, Sept. 8, 1852, & Whiting to Lea, Aug. 4, 1852, LR, OIA, NM, RG 75, NA, Roll 546.
10. *Daily National Intelligencer*, Sept. 7, 1852; Voucher to Wall & Stephens, Sept. 8, 1852, LR, OIA, NM, RG 75, NA, Roll 546.
11. Whiting to Lea, Sept. 21 & Oct. 22, 1852, *ibid*.
12. Mitchell to Lea, Sept. 25, 1852, *ibid*. In 1846 Col. Mitchell was the dashing army officer who took the Santa Fe gambler, Doña Tules, to a baile [ball] in return for a \$1,000 loan, purportedly to buy food and clothing for his Missouri Volunteers about to leave for Chihuahua to fight the Mexican War.
13. Whiting to Lea, Nov. 2, 1852, *ibid*.
14. Lt. Henry Heath to Lea, Nov. 16, 1852, *ibid*.
15. Whiting to Lea, Nov. 15, 1852, *ibid*.
16. Abel, "Indian Affairs," *NMHR* (July 1941): 334.
17. *Ibid*, 332-334; Whiting to Lea, Aug. 4, 1852, LR, OIA, NM, RG 75, NA, Roll 546.



CONVERSE OF THE PRAIRIES

—BOOK NOTICES—

William Y. Chalfant, *Dangerous Passage: The Santa Fe Trail and the Mexican War*. Norman: University of Oklahoma Press, 1994. Foreword by Marc Simmons. Pp. xx + 325. Maps, illustrations, notes, bibliography, index. Cloth, \$29.95. Available for \$29.95 postpaid from SFTA Last Chance Store, PO Box 3, Woodston KS 67675.

Bill Chalfant, member of the SFTA board of directors, has again demonstrated his excellent research skills in his third major work on military history of the Great Plains frontier. *Dangerous Passage* clearly demonstrates that the Santa Fe Trail was a military road as well as a route of commerce. Stephen Watts Kearny and the Army of the West followed the Bent's Fort Route of the Trail to capture New Mexico, and reinforcements and replacements followed. A staggering increase in military freighting was accompanied by expansion of civilian commerce, all of which faced growing opposition from Indians and required additional troops to keep traffic flowing in both directions. In some ways these were

new experiences for American soldiers, freighters, and Plains Indians. The events of this era comprised the opening act of a drama of conflict that was played out on the Plains over the next two decades.

Chalfant deftly relates the dangers, dramatic episodes, and tragedies of Indian-white relations along the Trail during 1846-1848. He presents both sides of the story and shows an understanding of Plains Indians, especially the Comanches. Despite the odds against them in the long run, Indians mounted effective resistance at times during the Mexican War. For the first time the details of events along the Trail during the critical era are fully explained, including the history of Fort Mann just west of present Dodge City, death of Red Sleeve, defeat of Lieutenant John Love, activities of the Indian Battalion, Battle of Coon Creek, and "Gabriel's Barbecue." This may well be the most solid book written on the military history of the Trail. Highly recommended.



HOOF PRINTS

—TRAIL TIDBITS—

A well-written and illustrated article about Michael Olsen and Harry Myers and their discovery and publication of the Pedro Ignacio Gallego diary appeared in the May 1994 issue of *New Mexico Magazine*. Olsen and Myers received an SFTA Award of Merit at the last symposium for their work with the Gallego diary, which was published in WT(Nov. 1992).

David Sandoval, Pueblo, CO, charter member of SFTA and former member of the board of directors, is widely recognized as the authority on the history of the Mexican side of the Trail. He spoke about the Trail at the Kansas Cowboy Heritage Celebration in Salina, KS, on April 16, 1994. His presentation was reported favorably and in person to WT editors by SFTA member Fred Whitehead of Kansas City, KS, author of *Freethought on the American Frontier*, and Robert Day of Lynch, MD, author of *The Last Cattle Drive*.

Marc Simmons latest book, *Treasure Trails of the Southwest*, has just been released by University of New Mexico Press. It contains material on the

Santa Fe Trail and will be reviewed in the next issue.

An article about Dr. John Sappington, whose anti-fever pills were carried by many Trail travelers, appeared in the Spring 1994 issue of *Friends of Arrow Rock*. Sappington pioneered the use of quinine to fight malarial fevers. To join the Friends of Arrow Rock and receive their fine newsletter, send \$10 annual dues to Kathy Borgman, Box 124, Arrow Rock MO 65320.

The Kansas Society DAR, including 3,545 members in 64 chapters under Regent Ruth Keys Clark, has undertaken a project to see that the remaining 85 DAR Santa Fe Trail markers in 21 counties of the state are refurbished and maintained. The women of the DAR performed a great service when they marked the Trail early this century, and today's DAR women are commended for caring for these monuments.

Dorothy Kroh, president of the Kansas City Area Historic Trail Travelers, announced that the organization has published a new brochure, "Discover Where It All Started: Kansas City Area Historic Trails." For more information, contact her at (913) 722-4241.

Tom Zoellner, who walked the Santa Fe Trail last year, had an article, "The Santa Fe Revisited," in the May 1994 issue of *Backpacker* magazine. He mentioned the SFTA as a source for more information on the Trail.

Plans are underway to shoot a movie about the Battle of Glorieta Pass in New Mexico later this year. If done correctly, this important Civil War engagement on the Santa Fe Trail has the potential to be a great movie.

Bill Gwaltney, who recently transferred from his position as National Park Service Interpretive specialist in the Southwest Region to become superintendent at Booker T. Washington National Monument in Virginia, was the featured speaker at the Fort Larned Old Guard meeting on April 30. He gave an excellent program on the Buffalo Soldiers, Black troops who served in the West.

A sketchbook kept by William Quisenbury while traveling to and from California, 1850-1851, including scenes in Colorado, Wyoming, and Nebraska, is offered for sale by William Reese Co. of New Haven, CT. The price

is \$27,000. Interestingly, the book includes a fine sketch of Bent's Old Fort, done in "June" of 1850 or 1851, shown complete and undamaged even though William Bent supposedly destroyed the trading post in 1849.

Naomi Stiggins, curatorial assistant at the Reno County Museum at Hutchinson, KS, recently directed a tour, "The Land of Quivira," to places in Rice County, KS. In addition to archaeological sites associated with the Indians visited by Coronado, the group visited Santa Fe Trail sites.

Marlen Halverson and Leo Zick are leading the Studebaker International Wagon Train from Scobey, MT, to Minneapolis, MN, April 23 to June 26, 1994. In addition to showing how people traveled in the 19th century, the trip ends at the Studebaker International Meet Headquarters in Minneapolis, where the Studebaker wagons will be shown along with the Studebaker automobiles on display by collectors. Undoubtedly a few Studebaker wagons traveled the Santa Fe Trail, more likely used by emigrants than freighters.

SFTA member Deanne Wright of Council Grove, KS, whose radio program "Ideas Unlimited" airs daily on KKSU radio at Kansas State University, recently reran the series she did on the Santa Fe Trail a couple of years ago. Among those interviewed in the series are Richard Forrey, Marc Simmons, Ralph Hathaway, and Leo Oliva. Thanks Deanne for the series and for plugging the SFTA.

Receipts from the Common Kitchen, published by the Friends of Historic Fort Osage, is a collection of recipes tried and tested on the open hearth at the historic fort east of Independence, MO. The 1825 survey of the Santa Fe Trail began at Fort Osage. The book is available for \$5.00 plus \$1.50 shipping from Graphic/Fine Arts Press, PO Box 321, Excelsior Springs MO 64024. Proceeds from this cookbook go to maintaining Fort Osage and developing living-history programs there.

Mary Jean Cook, Santa Fe, is preparing a proposal to develop a computer database of information about the Santa Fe Trail and the Camino Real from Santa Fe to Chihuahua City. This could include bibliographies of published and manuscript materials, information on travelers and freighters, economic statistics, geographic sites, military activities, etc.

POST OFFICE OAK

—LETTERS—

Editor:

In regard to the Trail Diary of Spruce McCoy Baird, 1867: Part II, WT (Feb. 1994), on page 17, second column, first paragraph, the name of the hotel in Junction City, KS, should read "Hale House" instead of "Hole House."

From the *Junction City Daily Union*, Wednesday, May 15, 1867: "In November last the railway reached it [Junction City] and from that time it has been the transfer point for all passengers and freight bound for the mines, as well as the depot for Santa Fe and other south-western trains. As a consequence the floating population received large accessions, and the place was crowded to excess. A few enterprising citizens at once resolved to provide hotel accommodations. The necessity was urgent and with characteristic energy the work was begun. The result was the completion of the "Hale House," a large three story hotel, in just forty days from its commencement, at a cost for the building alone of \$22,000, and an additional \$5,000 for the furniture. We doubt whether there is a parallel case to be found. The proprietors, Messrs. McMeekin & Co., have had a most prosperous business since their house was opened. Although "two in a bed and one on the floor," is the rule, yet everything possible under the circumstances is done for the comfort of guests, who must not expect metropolitan luxury when traveling on the outskirts of civilization."

Mr. Hale also had invested in banking, "Hale & Rice;" groceries, "Hale & Kirkendall;" and hardware, "Hale & Patterson." Mr. Hale's home is located at 310 N. Jefferson and is currently occupied by Judge Scott and family.

The Hale House burned to the ground along with most of the surrounding buildings at 2:30 a.m. on Monday morning as reported in the *Junction City Union* of April 16, 1874.

The location of the Hale House was south of the alley between 6th and 7th Streets on the west side of North Washington Street.

If it would be possible to have a photocopy of the section of the diary which referred to the name of the Jewish store owner, possibly the identity of this person could be found by using old city directories or census records that I have access to at the local library and county museum's research room.

Another item from the *Junction City Union*, May 25, 1867, deals in part with the Hale House and contains informa-

tion that may be of interest to your readers:

"Mrs. Sarah I. Luster arrived at the Hale House the other evening. Mrs. Luster's history is a checkered one, having been captured by the Comanche Indians in July last, on the Texas frontier, but subsequently making her escape she was recaptured by the Kowas, with whom she was for a short time. Taking a favorable opportunity she escaped again, to the Santa Fe road, and finally, after being closely pursued, reached Council Grove, where she has been since her return from captivity, in care of the Indian agent. Few men could have been more resolute and patient under the circumstances. Mrs. Luster will return to her home in Texas shortly."

Chuck Olmstead
305 Susan Lane
Junction City KS 66441

Thanks for this information. Mary Jean Cook will be pleased to have it to correct the Baird manuscript. I would like to add another item about the Hale House from the Junction City Weekly Union, February 9, 1867, reproduced below.

Editor

OUR NEW HOTEL

The "Hale House" opened this morning by dispensing breakfast to about sixty men. We were shown through the building and can truly state that its furniture excels that of the Eldridge, at Lawrence, or the Planter's of Leavenworth. Everything about the house is new and of first quality. The parlor furniture is elegant, and displays great taste. The beds are, without exception, the best that the wearied traveler will find in the State, being furnished with fine springs and good moss mattresses. Every room in the house is carpeted, and furnished with wash stand, bureau, glass, and other articles of finest finish. The rooms are large, neat and airy. The tableware of the house compares favorably with the remainder of the complement. McMeekin bought the bill in St. Louis, and we all know that Mc. will live high if he don't make a cent. In fact the whole outfit looks as though some well-to-do man had been fitting up a private residence. Messrs. McMeekin & Dougher propose to atone in the future for the past hotel facilities of Junction City, and if they don't it will be the cook's fault.

We believe they have concluded to call it the "Hale House," in honor of Colonel Hale, who so generously advanced means towards the enterprise. Success to the Hale House, and to the men who have given Junction City so handsome a home for strangers.

The following item appeared in the same issue:

The arrivals at the Hale House on Mon-

day by two trains consisted of forty-five persons—all transient. Twenty-seven regular boarders were registered also.

CAMP TALES

—CHAPTER REPORTS—

Cimarron Cutoff

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

No meeting held.

Texas Panhandle

President Kathy Revett
3505 Cinderella
Amarillo TX 79121-1607

In January chapter member Charles Pitts retraced Josiah Gregg's March 1840 route across the Texas Panhandle and Pitt's account of his itinerary following the trace of Gregg's eighth trip to New Mexico was included in the February chapter newsletter. It appears elsewhere in this issue of WT.

At the March 6 meeting Pauline Robertson, co-author with her husband R. L., of *Panhandle Pilgrimage*, spoke on the earliest trails in the region. The Robertsons arranged a field trip to the Frying Pan Ranch, Bushland, where Tecovas Springs is located. These springs were well-known by early travelers. It was along the Gregg trail to Santa Fe. Chapter members trekked there on April 17.

Beverly and Andrew Lyle set up a display window in the Amarillo Public Library to publicize the Santa Fe Trail and the Panhandle connection to it. Beverly was responsible for getting a city proclamation commemorating Josiah Gregg's 1840 trip through the area and which was a highlight of the March 11 ceremony to rededicate the Gregg Monument at the Palo Duro High School.

Attending this rededication ceremony were chapter members, the Potter County Historical Society, American history honors students, their teacher, Principal Plumlee, a reporter, and others. Kathy Revett briefly explained the history and significance of the site. She also announced the initiation of the Gregg Awards, monetary awards to PDHS students who write relevant essays on Gregg's Santa Fe Trail across Texas during the 1994-1995 school year. John Williams, Amarillo Independent School District Director, read the city commission proclamation establishing March 11, 1994, as Josiah Gregg Day.

While the investigation of the missing highway marker is on-going, the Texas Highway Department has indicated it will replace the marker this summer.



Paul Bentrup, with the aid of Leo Gamble, recently installed a couple of signs like this at Charlie's Ruts west of Deerfield, KS.

At the May 1 meeting, Jerry Hays, Indian trader from Bent's Fort, and his Indian wife, presented the program at the Amarillo Public Library.

For information about chapter activities contact Kathy Revett (806) 358-7320 or Ruth Mary Maples (806) 383-2028

Wagonbed Spring

President Edward Dowell
521 W Janice
Ulysses, KS 67880

When visitors approach the Wagonbed Spring site this summer they will see a metal buffalo on one of the hills. This was made possible when an anonymous donor gave President Dowell \$150 at the April 14 chapter meeting at Hugoton.

Members discussed the need to enlarge a berm around a washout at the historic site which continues to erode. Vice-President Ed Lewis suggested this solution. A work day was planned for April 23 to mow weeds and grass do the usual spring cleanup. This will clear the way for the wild flowers that bloom about the wagonbed.

Jamie Kingsbury of Comanche Grassland, National Forest Service, La Junta office, notified the group that Cimarron Grassland, NFS, Morton Co., KS, will have a grand opening in the fall.

Dowell read a letter from Bill Pitts, SFTA president, concerning the 175th Anniversary of the opening of the Santa Fe Trail in 1996-1997. The group discussed how the chapter could participate in this celebration.

The next meeting will be in Ulysses on July 14, 1994.

Heart of the Flint Hills

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

Two well-attended town meetings were held February 28 and March 14 to plan for the 1999 Symposium in Council Grove. Don Cress was elected chairman and Helen Judd was elected vice-chair of a 25-member steering

committee established to continue the planning process.

On April 19 the chapter held its regular meeting to coincide with the training session of the National Park Service interpretive planning specialists John Conoboy and Cherry Payne.

After old business, Don Cress asked for volunteers to help reset the DAR marker at 142 Mile Creek. The stone is broken off the base.

Discussion was held on plans for Old Stone Barn Day which will be September 25 during the Santa Fe Trail Arts Festival in Council Grove. A consignment horse auction will be held. Ideas were discussed on ways to combine fundraising with meals at the event.

A report was given on the recently restored hotel hack. Profits are to be split among drivers and a hotel hack account which will be under the chapter's insurance policy. The Council Grove Convention and Visitors Bureau will schedule and promote the hack.

Helen Ericson reported on the positive response she received to the quilt contest proposed for the 175th anniversary of the SFT in 1996.

After the business session, John Conoboy introduced Cherry Payne and presented an informative slide show on the evolving of the National Historic Santa Fe Trail. He encouraged continued activity from Council Grove organizations to develop trail sites in the area.

After adjournment those interested in the June 5-10 annual trail ride met to make more detailed plans. The 1994 Santa Fe Trail Ride will begin at 9:00 a.m. June 5, one mile south of Gardner, KS. and arrive in Council Grove the evening of June 10, 1994.

End of the Trail

President Margaret Sears
1871 Candela
Santa Fe, NM 87505

The March 26 program at the LaFarge Branch Library, Santa Fe, was presented by Larry Lyons who narrated a collection of slides he had taken along the Trail from Franklin, MO, to Santa Fe, NM. The slides were gathered from the past symposiums that Larry and wife Doris had attended. The audience enjoyed this recreation of traveling over the Santa Fe Trail enlivened with bits of Larry's humor.

Projects and goals for the chapter to work on over the next two years were discussed. Committees were appointed for the projects and will report their progress at a later date.

The next meeting was set for May 14, 1:30 p.m., in the middle of the Plaza in

Santa Fe. Doug Peterson provided a walk through the history of Fort Marcy. For more information call Marge Knightly at (505) 983-4291.

Corazon de los Caminos

President LeRoy LeDoux
PO Box 94
Wagon Mound, NM 87752

The March 20 meeting was attended by 27 members and 11 guests. Harry Myers, chairman of the SFTA Committee on the 175th anniversary of opening the Trail, gave an informative talk about plans for the 1996/1997 events. Briefly, he indicated that what we view as the Santa Fe Trail, particularly in northern New Mexico, is part of an older network of commercial routes extending back to the 13th century. Furthermore, it was the independence of the newly formed Mexican government in September of 1821 which aided Becknell by giving him unimpeded passage "down the trails." Therefore, Harry suggested, we should give focus to this anniversary celebration as an international trade event. He also indicated that the extent of the commemoration festivities is really up to the End of the Trails and the Corazon chapters and that we should involve our communities in the celebration. State Senator Stefanics gave a short synopsis of what it would take to get state funding. Robert Bolton from the New Mexico Highway Department agreed to work with markers. Henry Abeyta from the Hispanic Chamber of Commerce suggested that the anniversary should be publicized at community events in Las Vegas, e.g. the Fourth of July Fiestas and Wildflower Festival. Alcaldes Margaret Sears and LeRoy LeDoux each agreed to nominate a chair of a coordination committee for the purpose of unifying the anniversary efforts. Harry Myers also suggested a concentrated effort to have the anniversary commemorated by a US stamp. To this end, we are all urged to write to the Citizen's Advisory Group, US Postal Service, 475 L'Enfant Plaza SW, Washington DC 20262-6735.

The membership, on motion by Mike Olsen seconded by Carol Winkel, voted unanimously to accept the new bylaws which will go to the SFTA governing board for approval.

The April 17 meeting at the Santa Clara Parish Hall in Wagon Mound, NM, was attended by 27 members and four guests. In a short business meeting, Anne Swenson was appointed to be the coordinator of the chapter's SFTA 175th Anniversary commemoration; Anne and Ava Fullerton, the coordinator from the End of the Trail, will begin planning for this 1996 event.

Harry Myers and Michael Olsen presented to the membership their talk and slide show, first given at the SFTA symposium last fall, on the meeting between Captain Gallego and William Becknell.

Wet/Dry Routes

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

The Wet/Dry Routes Chapter met at the Senior Citizens Center in Burdett April 24. Included in the business session was the approval of the A. H. Boyd project, the Henry Booth project, the Lime Kiln project, and publication of the *Self-Guided Auto Tour Of the Fort Hays-Fort Dodge Road*. Also, plans were finalized for the chuck wagon meal to be served by the chapter at the Santa Fe Trail Rendezvous on June 4 and the October 8 tour of the Fort Hays-Fort Dodge Road. Recognized with a Certificate of Appreciation was Scott Davis of Troop 238, Lewis, KS, for the completion of his Eagle Service Project, the installation of the Duncan's Crossing sign on U.S. Highway 156. The newsletter name contest was also concluded with the majority of the membership favoring "Traces" as the appropriate epithet.

Following the business session, the program was presented by David Clapsaddle, "Burning Lime and Making Money." Afterward, a field trip was conducted to view the lime kiln west of Burdett.

The chapter's summer meeting is scheduled for June 12, Santa Fe Trail Center, Larned KS. The business session will begin at 2:00, program at 2:45.

Mountain Branch

No report.

Dodge City/Fort Dodge

President Janet Bevers
513 Andrew Street
Dodge City, KS 67801

The chapter has held monthly meetings for the first quarter of 1994. At the February 26 meeting the members viewed the 40-minute video, "West to Santa Fe." The chapter purchased this video and it is available to members for private viewing from Secretary Richard Dryden.

Two of the Wet/Dry Routes traveling displays were at the Dodge City Public Library throughout March. Both displays of artifacts and accompanying commentary traced the evolution of freighting on the Trail. Included in the exhibits were a pack saddle, harness hames, ox shoes, staychain, American ox yoke, Mexican ox yoke, and ox chain.

At the March 26 meeting Dave Webb, Kansas Heritage Center, presented a program, "Women Along the Santa Fe Trail." President Bevers presented an honorary membership in the Dodge City/Fort Dodge Chapter to Dave for his outstanding contributions to the SFTA.

Copies of the Wet/Dry Routes Chapter's self guided auto tour of the Trail in Pawnee, Edwards and Ford counties were given to chapter members and also made available to tourists outlets in Dodge City.

The chapter agreed to contribute financial assistance to Scott Davis for his Eagle Scout Service Award project. Scott was responsible for the placement of a roadside sign on U.S. Highway 156 west of Burdett, KS, directing the public to Duncan's Crossing, a well-known site on the Fort Hays-Fort Dodge Road.

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

On October 17, 1993, members had an afternoon tour of the Fort Zarah sites, the Allison-Peacock Ranch, and other sites in the area. Robert Button of Great Bend, a chapter director, told the group about the excavation of the ranch site. For a number of years the landowner had left the area open but recently had recovered the stone foundations.

The group then moved to the Barton County Historical Village for the quarterly meeting. A nominating committee was appointed. The chapter voted to extend their help to the Larned-Great Bend area in planning the 1995 Symposium.

January 17 the chapter held the annual meeting in Lyons. Three directors were reelected for two-year terms: Robert Yarmer, Barton County; Britt Colle, McPherson County; and Nancy Marteney, Rice County. Linda Colle, McPherson, was appointed vice-president to replace Duane Embers who had resigned that position.

Items discussed were the calendar of events for the year, the signage of the Trail in Barton, McPherson, and Rice counties and a self-explanatory brochure.

At the Feb. 21 meeting, the chapter continued planning the calendar of events. On March 26 a car caravan was to tour Fort Hays and the area. At an evening meeting, April 18, John

Conoboy, NPS, was to address the chapter on the function of the NPS, SFTA, and the chapter in making the public aware of the Trail. The following day chapter members and John Conoboy would visit several sites in McPherson county.

On July 17 chapter members will meet at Cow Creek Crossing for a potluck dinner at 1:00 p.m. and then follow the Trail to Ralph's Ruts and Plum Buttes.

On Oct. 9 an all day tour of Trail sites in McPherson, Rice, and Barton counties to Pawnee Rock is planned.

Cottonwood Crossing

President Dudley Donahue
RR 1 Box 9
Durham, KS 67438

The meeting of March 8 was called to order by interim chairman John Martin. A set of bylaws were read, amended, and approved. The following officers were elected: President Dudley Donahue, Vice-President John Dick, Secretary Vernon Lohrentz, Historian Phyllis Melton, and board member/directors Gil Michel and David Wiebe.

The May 10 meeting was scheduled to be in Canton at the American Legion building. Chris Miller of Hutchinson was the guest speaker. He is a park naturalist, and uses a scale model Conestoga wagon to help illustrate his talks about the Santa Fe Trail.

COUNCIL TROVE

—DOCUMENTS—

BENT'S OLD FORT IN 1846

The following article describing Bent's Old Fort was found by Mark L. Gardner in the St. Louis *Reveille* (daily) of May 17, 1846. Just as it was deemed of importance to St. Louis readers at the time, only days after the United States' declaration of war with Mexico on May 13, so does it have historical value today. The private trading post was the rendezvous point for the various components of Stephen Watts Kearny's Army of the West that marched down the Santa Fe Trail in June and July of 1846. The fort also served as a supply depot for U.S. forces in New Mexico for some months afterward.

Gardner is co-editing with Marc Simmons the Mexican War correspondence of Richard Smith Elliott, a St. Louis volunteer whose letters appeared in the pages of the *Reveille* under the pseudonym "John Brown."

Note: The account below was partially reproduced in Nolie Mumey's *Old Forts and Trading Posts of the West: Bent's Old Fort and Bent's New Fort on the Arkansas River* (Denver: Artcraft

Press, 1956), pp. 35-36. It is here presented in its entirety.

BENT'S FORT — THE RENDEZVOUS

Fort William, or Bent's Fort, on the Arkansas — the boundary line between our Indian territory and New Mexico — is a point which is destined to become of deep importance, as events are urging; and the following accurate description of it, with the neighboring country, must possess much interest at the present moment. The writer is a most intelligent friend of ours, now at the fort, and the letter, from which we extract, has been received within a short time by a mutual acquaintance.

DESCRIPTION OF BENT'S FORT.

(Furnished for the *Reveille*.)

This establishment is constructed of what is termed in New Mexico *adobes* — sun-dried brick, which becomes hard and firm, and durable. They are 18 inches long, 9 inches wide, and 4 inches thick. They are not made with as much precision as our brick, but when put up, make a wall that is strong and passable. The fort is an oblong, the wall about twenty feet in height [sic], and sufficiently thick to resist all attempts with small arms. At the angles are round towers, commanding the outside of the walls; so with some swivels, and a couple of six-pounder brass pieces which we have, the place can be defended against any force that can be brought against it in this country. The area enclosed within the walls would probably comprise over an acre, which is subdivided by high walls; so, in case of siege, all the horses, mules, cattle, wagons, &c., can be secured and protected inside the walls. Round the inside of the wall of the fort *proper*, are the storehouses, shops for blacksmithing, gunsmith and carpenters, men's quarters, private rooms for gentlemen, dining room, kitchen, &c. Over the dining room, and perched on the very top, overlooking all the buildings, is my sanctum. The buildings have flat roofs, covered with *adobes*, and rendered perfectly tight, affording a pleasant promenade, with a view of vast extent of surrounding prairie, meandered by the river, with a back view of the Rocky Mountains — The Spanish Peak[s] and Pikes Peak, towering amid the clouds and glittering in the sunshine. To judge from a distant view of these mountains piles, they are not much removed from chaos. They would seem to have been left rough hewn by their projector, and stand as a knolled and rugged frame to a beautiful landscape picture. Time seems to add to the asperities of these mountains instead of softening them away, and there they will stand, with their jagged sides, as long as time may last — the same black, dreary-looking landmarks for unborn travellers to steer by.

Our style of living is superior to that of ordinary Indian traders, having abundance of substantials. Flour, corn, beans and

whisky we get from the Spanish settlements. Milk, poultry, butter, eggs, &c., are kind of indigenous affairs. All we lack is *murphys* [Irish potatoes], which we shall try to raise the coming season.

There were twelve cows kept at the fort to furnish milk for the winter, and now there are thirty that could be put in requisition, if necessary. The company keep a large stock of cattle, employing Mexicans to herd them. These men can be had to from six to eight dollars per month, payable in goods, at an advance, on an average, of five hundred per cent. They are good workers, and attentive to their business, which is all that can be said in their favor. To show you how very choice they are in names, I will introduce to you Maria Jesus Arriano, our cowherd; a more sinister-looking, dirty scamp you could never wish to meet with. They are all a poor, cowardly, despicable, thievish gambling set — but little removed from the Indian, and only fit to drudge, break wild horses and mules, and herd cattle and sheep in this world, and be — in the next; which latter fate inevitable awaits them, unless they speedily reform, of which, at present, there are no hopes.

Bent's Fort is on the main branch of the Arkansas river, eighteen hundred miles from its mouth, and one hundred and thirty to its source in the mountains. Though dignified with the soubriquet of river, the stream here is, in reality, only a creek, being not more, in ordinary stages of water, than thirty or forty yards wide; but what gives it more consequence is its being the boundary line between the American and New Mexican possessions, which latter are on the west or opposite side from us, and within short cannon shot range. The country far about is a wilderness, and must ever remain so, from the scarcity of timber and general sterility of soil; which, however, though light and sandy, produces a sufficiency of herbage for the sustenance of vast herds of gregarious animals roaming over the plains, and will always afford a home for which Indian nations as live by the chase. Around us are the most powerful and warlike Indians tribes on the continent — the Comanches, the Kiawas, the Arrapahos, the Yutas, the Cheyennes, the Apaches and Pawnees — all buffalo-eaters, and all great scamps. St. Louis being in north latitude 38 degrees 37' 28", makes us, according to Lieut. Fremont's observations, 35' 28" south, and 14 degrees of longitude west of you. I suppose there is not great difference in the seasons or temperature, except that here we are not subject to the sudden changes which are experienced with you, and are blessed with a pure and exhilarating atmosphere. The coldest and most piercing winds come from the north-east, and (as much of an antithesis as it may seem) the warmest and softest winds from the north-west, sweeping from the very top of the snow-clad mountains.

The climate is salubrious — delightful.

• • • WHATEVER HAPPENED TO ARIZONIA?

The following letter to the editor, published in the *Western Argus*, Wyandott City, Kansas Territory, June 24, 1858, was written by O. T. Schoonover. It would be interesting to know if the projected town of Arizona was ever founded or if it only existed in imaginations and on paper. It sounded like the next great emporium for trade with New Mexico. Schoonover and other promoters of this new town had some sense of the economic importance of the Santa Fe trade. The letter follows as printed, with a few misspellings corrected.

Arizona, K.T., June 18th, 1858

Editor of the Argus—Sir: Permit me through your columns to mention a few facts connected with this new city of the plains, as also the opinion of old Santa Fe traders, many of whom I have had the pleasure of conversing with recently.—They say at one time Independence, Mo., was their depot for trade, and the adjacent prairies afforded grazing for their cattle and mules, but as the country became settled and fenced up, a necessity arose to abandon Independence and select some point beyond the settlements. Westport was their next place of rendezvous. Their head-quarters and depot was established and the accommodations for stock grazing and outfitting remained good, and all that could be desired, until Kansas began to settle up; they now say that the settlement and fencing of the grazing ground in Kansas, and the stock of Kansas belonging to the settlers has rendered it necessary to look out for a new depot and grazing grounds farther out on the plains, and as Arizona in point of distance, grazing privileges, timber and water, is in the right place, being 100 miles from Kansas City and Wyandott, and on the border of the Kaw reserve. That in the future for the purposes above mentioned, Arizona must be the point, beyond all question, and can have no rival. The reserve will furnish grass for their cattle and mules until this vast wagon trade is superseded by a railroad to the Pacific, when all New Mexico will receive her supplies, and send off her surplus by that road. I find in the immediate vicinity of Arizona stone coal of an excellent quality, in large veins and easy of access. Timber of good quality in abundance is near at hand. Arizona is projected by a company of twenty enterprising gentlemen of Kansas City and Wyandott, who have capital, energy, and enterprise to bring to bear favorably up on the future destiny of this point. The company have already expended considerable money in securing their lands, buildings, store houses, &c. Each member of the Town company is bound to erect a good building in the next

four months or forfeit all they have paid in for improvements, as well as their stock in the company. Several large contracts for improvements have been already let out.

The distance that Arizona is from the Missouri River, and being upon the great road to Santa Fe, renders it almost certain that it will be a large, first class inland city in a very few years. There is none of the stock of Arizona in the market, as the plats of the town are not yet engraved. I understand that some of the company favor bringing into market fifty shares at an early day, at one hundred and fifty dollars a share, so that lots can be drawn by parties who are wanting lots, to build upon. The shares contain seven lots. If the company will put in the market fifty or seventy-five at once they will do much for the interest of the town. I know several gentlemen who would take half of that number of shares if they could purchase them of the company, and hold them free from assessment on speculation. But I am informed that it will be the policy of company not to sell to any one man more than one share, until next spring at least.

Parties that would bring here a good saw mill could make all the money a moderate ambition could desire. There has been considerable excitement here on account of a reported discovery of gold on an adjoining claim. I have recently been shown specimens of a mineral in quartz, much resembling gold; but I am not able to judge of its merits correctly, and will only say that it is metal of some sort, and may prove of great value.

Upon the whole view of this important location, its adaptation for a depot for all Mexico, being upon the greatest inland throughfare known in America; the permanent advantages for grazing purposes by reason of this large reservation—I have made up my mind to return home and bring out my family, and establish myself in trade here, and shall induce many of my old friends and neighbors to follow me, if I can convince them that here is the point to better their condition, and grow up with a profitable trade, that will be done here on a solid monied basis. One thing I like about this Mexican trade, it is all cash, credit is not even thought of nor will it be. These reflections are no ebullition of mere fancy, but are my matured opinions, and if they should be deemed of any importance, you can transfer them to your columns for the reading public. Very Truly Yours, O. T. Schoonover

• • • GLORIETA BATTLE, 1862

When Leo and Bonita Oliva submitted their study of Fort Union to Neil Mangum, NPS regional historian at Santa Fe, Mangum asked if there were any materials they had searched for but had not been able to locate. They replied that they had looked extensively at the National Archives for a

letter written by Captain Herbert M. Enos, assistant quartermaster, who served as the Fort Union quartermaster during the engagement on the Santa Fe Trail at Glorieta Pass on March 28, 1862. They had found several references to Enos's report in other correspondence, including information that Enos had saved the day for the Union forces at Pigeon's Ranch by recovering ammunition wagons that otherwise would have been lost to the enemy, but the report itself had eluded them.

They were dumbfounded when Mangum reached into his file cabinet, pulled a folder, and asked if this was the letter. Michael Welsh, department of history at the University of Northern Colorado, Greeley, had been to the National Archives only a few months earlier, looking for other materials for himself and Mangum. He found the letter in a place the Olivas had looked. Perhaps it had been pulled for copying when they were there. In fact there were two letters written by Enos to Captain John C. McFerran, chief quartermaster for the Dept. of New Mexico, relating to the battle.

One was dated March 29 and the other April 5, 1862. In addition, with Enos's letters there were cover letters written by McFerran to Quartermaster General Montgomery C. Meigs, one dated March 31 and the other April 6 (the Olivas had located copies of McFerran's letters in other files, but Enos's letters were not with those records). All were found in the Consolidated Correspondence File, Office of the Quartermaster General, Record Group 92, Box 817, in an envelope labeled "Pigeon's Ranch." They are reproduced below in chronological order. Welsh obtained photocopies of the letters of March 29 & 31 and April 6 and transcribed the letter of April 5. So far as is known, these letters have never been printed before.

(1) Enos to McFerran, March 29, 1862, "Camp Near Kosloski N.M."

Dear Captain:

Yesterday morning, the whole Command marched from this point, expecting to encounter the enemy, *somewhere*. Four hundred Infantry, including the two Compys of Lewis & Carey, took the the Mesa road to Galisteo; the remainder, the Santa Fe road; the Cavalry first, Infantry second, Artillery third, and the Q. M. Trains bringing up the rear. I objected to the Supply & Baggage trains moving forward. The men were ordered to take two days rations in their haversacks.

On reaching Pigeon's Ranch, we found the Cavalry halted. The pickets beyond the Ranch reported that the enemy were not

near us. In less than five minutes after the Infantry came up, the Cavalry was put in motion, and had only proceeded about six hundred yards, when the enemy's Artillery opened upon them; the Infantry was immediately deployed on the right and left of the road; the Artillery got into position on the second rise of ground beyond Pigeon's Ranch, where the road makes a bend to the left; Ritter's in the road, and Claflin's battery immediately to its left. The Cavalry fell back, and took a position in a hollow to the left of the road, and about ten yards in rear of the batteries.

I went to the left of Claflin's battery, and from that point was unable to see the enemy's position. I am of opinion that our batteries fired more for general results, than at any particular object. Some few of the enemy's shot passed over our batteries, but the general direction, at this time, of their shots, was obliquely across that of our batteries, and aimed at the bluff on our right.

The firing now became very brisk on both sides. The enemy now appeared to be turning the ravine, where the Cavalry and ammunition wagons were. The batteries were ordered to fall back and take a new position, which they did, the whole force retiring. The batteries again retired, taking positions; Ritter's on the right of the road, and near Pigeon's house; Claflin's on the left of the road, and in front of the house. These positions were held for some time, when Claflin's battery took up a position on the same side of the road, and close to Ritter's, where they remained till about a quarter to 4 P.M. The Infantry & Cavalry had been skirmishing the entire day, changing positions frequently. The enemy once formed, apparently for the purpose of taking the batteries, but were forced back. The enemy had beaten us from the commencement; they were evidently out-flanking us. The train was now put in motion a third time, for a retreat. The batteries and whole force retired in good order, and took a position about 3/4 of a mile this side of the Ranch. To check the enemy's advance, a few shots were fired from this last position, when the whole force fell back upon this place.

Major Chivington was more successful; having succeeded in capturing and destroying about fifty of the enemy's wagons, containing supplies of various kinds, and one piece of Artillery, which was spiked and thrown down the Mesa. Some prisoners were also taken.

Our loss is not yet known, owing to the systematic way we have of doing business. I went back to the field of battle last night, for the dead & wounded. We only brought in a portion of them.

I think the Texan loss, in Killed and Wounded, is much greater than ours. I am of opinion they have many prisoners.

I do not know what the programme is for the future, but presume it will be something brilliant.

I will tell you more, if I ever have an opportunity.

(2) McFerran to Meigs, March 31, 1862, "Fort Union, N.M."

General:

You will find enclosed a private letter from Capt. H. M. Enos, giving an account of a conflict between our forces under Col. J. P. Slough, Colorado Vols. and the enemy under Col. Scurry at or near Pigeons Rancho on the main road to Santa Fe. It may be counted very fortunate for us, for had the result been a defeat of our troops, this place must have fallen, and with it, any prospect or hope for Col. Canby and his command, which up to the 23rd Instant, were still at Fort Craig. We have caused considerable loss to the enemy and met with some ourselves. Two officers, and some 30 or 35 men of ours have been killed, and probably twice as many wounded in this, and a skirmish which took place two days before between our advance guard and that of the enemy. It is estimated that the enemy's loss in Killed and wounded is double that of ours, besides some 90 prisoners, their train, and one piece of Artillery. At last accounts our forces under Col. Slough were falling back to a point (Bernal Springs) to cover this Depot, and be in readiness to cooperate with Col. Canby in case he should advance from Fort Craig.

Col. Rucker or Col. Donaldson can explain to you the location of all the points mentioned in this and Capt. Enos' letter. The letter of Capt. Enos speaks for itself and shows plainly how well he must have acted and performed his duty.

(3) Enos to McFerran, April 5, 1862, "Fort Union, N.M."

Captain,

I have the honor to submit the following statement relating to the operations of the Q. M. Dept. during the recent expedition under command of Col. Slough 1st Colorado Vols.

Under your supervision every arrangement had been made before leaving Fort Union for providing an abundance of transportation. Great care had been taken that the wagons & harness should be in good repair - None but good mules were taken. The wagon masters & teamsters were selected - Mechanics & material furnished for any repairs that might be necessary on the march - the Supply trains, baggage wagons, hospital wagons & ambulances were all in good order - and animals were also provided.

On Saturday the 22nd ult. the 1st Regt. of Col. Vols. marched from Fort Union. The next day Capt. Lewis' battalion, Capt. Ritter's and Lieut. Claflin's batteries with the supply trains which I accompanied. The

Supply Trains were escorted by Capt. Lewis' Command till we arrived at Bernal spring where we joined Col. Slough with the 1st Col. Vols.

Soon after my arrival at the Camp I was indirectly informed that fifteen wagons & teams had been ordered to transport one hundred & eighty men who were to advance that afternoon under the command of Major Chivington, carrying but three or four days rations; these wagons were taken from those turned over to the 1st Regt. Colorado Volunteers. Also that four mules have been taken from one of the teams & sent off on express. I then suggested to the Col. Commdg. that if the transportation was to be used in the manner indicated above, that in case the remainder of the command should be compelled to move before the return of Major Chivington's command, there would be no transportation for it. I was informed that he the Col. Commdg was responsible for that, & that no other move was contemplated. On the following morning Capt. Carey moved with portions of three companies taking all the wagons that had been assigned for transporting the entire baggage & rations belonging to the companies, leaving detachments & a large portion of their rations. Capt. Lewis moved shortly after but took all his baggage & rations. I think however that the Volunteer Companies of Capt. Lewis command left a portion of their rations, but took their full allowance of transportation. These movements were ordered without my being notified; or directed to furnish transportation.

On the Evening of the Same day, a letter written by Lieut. McCabe at San José was referred to me in which I learned that 12 of the 13 wagons which transported Major Chivington's command on the previous night & day to Pigeon's ranch - a distance of about 34 miles - had returned to San José, the wagonmaster reporting to Lieut. McCabe that on his way back he had met a Captain who had been directed by Col. Slough to turn the wagons back to join Major Chivington, but that the Captain had found the teams broken down & had in consequence directed the wagon master to proceed to San José & from there report to Head Quarters at Bernal Springs. This letter was handed to me by an orderly & I was directed to order the wagons back to join Major Chivington. I again represented to Col. Slough that the commander at Bernal Springs would be unable to move for want of transportation unless their 12 wagons joined the command. After some discussion I was permitted to order the wagons to join the command at Bernal Springs, which order was sent the same night. At about 9 o'clock the following morning the order to move forward was given. The twelve wagons referred to luckily arrived a few moments after, but did not even then prevent some confusion & of course, delay.

On reaching San José I found that nine

mules belonging to the teams which had been turned over to the mounted companies had been taken to replace broken down horses of Capt. Cook's Volunteer Company. I remonstrated against using the transportation for such purposes, & suggested the propriety of issuing an order to prevent like occurrences in the future, but was told "a few wagons & teams were of no consideration." I informed the Col. Commdg. that nearly all the Serviceable transportation in the department was with his command & that if it should be broken up it would be impossible to replace it & that in case we were victorious, it would be required to furnish supplies for the troops that would be Stationed in different posts in the Territory. His reply was that it could not be helped.

The command reached Kosloski's ranch about 3 o'clock on the morning of the 28th making but one halt after leaving Bernal Spring.

Between 7 & 8 o'clock of the same morning I discovered that the entire command was preparing to move. After some inquiry, I found that it was a move forward. I am unable to say what orders were given to Company Commanders relating to the movement but from a conversation I had with Col. Slough was under the impression that each man was to carry two day rations, & a blanket, upon his person, & did believe they had done so till differently informed two days afterwards by one of their captains. I did not see the necessity of the trains moving forward with the command. Especially as it was known that the enemy were in the Cañon beyond Pigeon's ranch, & suggested to Col. Slough that the entire train, excepting the Hospital wagons & ambulances & the ammunition wagons remain at Kosloski's ranch with a sufficient guard for its protection. My suggestion was disregarded & the entire train moved forward in rear of the Command. Believing that a fight would come off, I placed the Ammunition wagons for Ritter's & Claflin's batteries in front followed by the Hospital train, baggage wagons & supply train in the order named. About one mile before reaching Pigeon's ranch I selected a place for the purpose of parking the trains, asking Col. Slough to look at, & if he would consent to have the trains parked upon the ground pointed out. He made no objection to the ground, but thought it was not best to park the train yet, & it moved on. In less than forty minutes from this time the Enemy opened their battery upon our advance. About four or five hundred yards beyond Pigeon's house, the head of the train halting at the house. I went forward with the batteries. They had not been in position over three minutes, before the Ammunition wagons were called for. I went back & met them coming up. I was placing them under cover from the Enemy's fire a few yards in rear of & to the left of our batteries, when our

batteries fell back from the position they had first taken. I had sent word to have the train turned about & was starting to attend to their movement when one of my Express men rode up to me & reported that an Ammunition wagon was stalled & there was no support near it. I immediately reported the fact to Col. Slough, Stating that we were leaving an Ammunition wagon behind us, & asking that some men be sent to its relief. I was told that there were no men to send, & let the wagon get out the best it can. I then ordered the Express men with one or two other _____[?] of the Q. M. Dept. to go back & bring it up or burn it. The wagon was saved.

Our batteries soon took another position. I got the train turned about & asked permission to move it off the ground but was only allowed to move it a short distance. Our batteries again fell back, & I again got permission to move the train. This time I parked the supply train on the ground previously referred to in this report, leaving the other wagon on the road. There had been no guard ordered for the protection of the train & there was none for the entire day. The ammunition wagons were not even guarded, & the teamsters of them were obliged to carry ammunition to Lieut. Claflin's battery.

At about 4 P.M. I started the train back to Kosloski's ranch believing that the enemy was outflanking us on our left. A few moments after, I received an order to move the trains off the ground. Before all the wagons moved, our forces had retreated & did not make another stand till they had passed the point where the wagons had been parked, leaving the rear wagons Entirely without protection. As the last wagons moved off. A few shots were fired upon them from the enemy on our left. The wagons were not halted till they reached Kosloski's ranch where they were parked for the night.

Our troops arriving soon after, followed by a flag of truce from the Enemy. I had wagons unloaded for the purpose of sending them after the dead and wounded, & called upon the Col. Commdg. for a detail of men to accompany the wagons to the field of battle. The detail was not furnished & had it not been for the few teamsters & wagon masters that I took with me, no wounded would have been brought in on the night of the battle.

Early next morning ten wagons & the ambulances were sent back to bring in the remainder of the dead & wounded. Before they had returned to Kosloski's ranch, the command had moved toward San José. The entire train did not get up till 9 o'clock at night.

I was unable to procure long forage for the animals after leaving Bernal Spring, & as the animals were in harness during the day & part of the night time they had no opportunity to graze. We lay in camp at San José for one day & then continued our

retreat to Fort Union, where we arrived the 2nd inst.

One teamster was wounded, having deserted his team & joined the support of the batteries.

I have only to add that in no instance on the march did the Q. M. Dept. fail to render its full share of duty to the Expedition & the general Service.

(4) McFerran to Meigs, April 6, 1862, "Fort Union, N.M."

General:

I have the honor to enclose herewith a copy of the official report of Capt. H. M. Enos, A.Q.M. in charge of the Quarter Master's Dept., with the Command of Col. J. P. Slough, 1st Regt. Colorado Volunteers, which moved from this Post on the 22nd Ult. It is a full and complete history of the entire expedition, and shows plainly that under Capt. Enos, every employee of the Dept. did his duty.

The Captain himself deserves the highest praise, for the manner in which the arduous duties that devolved upon him to attend to, were performed.

The persons engaged in the saving of the ammunition wagon were Morris Bloomfield, Robert Forsythe and G. G. Brown, all employed in the Quarter Master's Department.

NEW SFTA MEMBERS

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

INSTITUTIONAL MEMBERSHIPS

St. James Hotel, RR 1 Box 2, Cimarron NM 87714

South Platte Valley Historical Society, PO Box 633, Fort Lupton CO 80621

FAMILY MEMBERSHIPS

John & Jo Bloom, 6756 Rappahannock Way, Carmichael CA 95608

Robert & Carol Culbertson, PO Box 582, New Strawn KS 66839

Delbert & Lola Costa, 520 Columbia, Council Grove KS 66846

Max & Jane Dixon, RR 1 Box 5, Council Grove KS 66846

Jim & Marily Earp, #4 Cholla Circle, Santa Fe NM 87501

Ida May Eby & Maurcena Eby Wells, 3006 Indiana NE, Albuquerque NM 87110

Bob & Evelyn Essmiller, RR 1 Box 182, Great Bend KS 67530

Eugen & Gertrude Johe, PO Box 3206, Las Vegas NM 87701

Marion & Faye Mattox, 4418 E 83rd St S, Wichita KS 67236

Jim & Mary Ann McClain, 1955 Forest, Denver CO 80220

John & Sherry McCoy, RR 1 Box 79, Council Grove KS 66846

Don & Lucile McNeal, 611 Hockaday,

Council Grove KS 66846

Owen & Della Meier, RR 1 Box 39, Durham KS 67438

Ralph & Ruth Millam, RR 3 Box 95-77, Santa Fe NM 87505

George & Phyllis Miller, RR 1 Box 106, Ellinwood KS 67526

Leland & Linda Reece, 728 E High, Colorado Springs CO 80903

Charles & Berdene Russell, RR 1 Box 124, Pawnee Rock KS 67567

George & Sharron Schutte, RR 1 Box 29, Lehigh KS 67073

Lynn & Naomi Stiggins, 10611 S Partridge Rd, Partridge KS 67566

John & Elsie Stout, 828 Washington, Lyndon KS 66451

James & Clara Mae Stumpff, 140 W Coronado Rd, Santa Fe NM 87501

Ron, Jeanne, Tami, Sheli, Rusty, and Tara Sturgeon, 9304 N Pennington Rd, Hutchinson KS 67502

Henry & Janice White, 404 Hockaday, Council Grove KS 66846

INDIVIDUAL MEMBERSHIPS

Dick Allison, 609 Market St, Osage City KS 66523

Charles E. Becknell, 22 Calle Vadito NW, Albuquerque NM 87120

Clayton Carlson, 725 Hockaday, Council Grove KS 66846

Michael J. Clifford, PO Box 37, Watrous NM 87753

Curran F. Douglass, Jr., 1009 SW 25½ St, Austin TX 78705

Tim Frevert, 1407 Briar Vill Ct, Jefferson City MO 65109

Donald Gedeon, 8444 W Fullerton Ave, River Grove IL 60171

Alfredo Gonzales, PO Box 216, Tucson AZ 85745

Lorraine Hadsell, 614 Denver, Marion KS 66861

Joyce Hamilton, RR 2 Box 247, Burlingame KS 66413

Garn Hatch, 2011 E Bryan Ave, Salt Lake City UT 84108

Mary E. Hedge, 2500 Sawmill Rd #1314, Santa Fe NM 87505

Juanita G. Hill, 1123 S 1st St, Tucumcari NM 88401

D. Scott Johnson, 15125 Conway Rd, Chesterfield MO 63017

Carol Klawa, 32 Gavilan Rd, Santa Fe NM 87505

John Martin, PO Box 361, Canton KS 67428

Ray McAntee, 3828 SW Auburn Rd, Topeka KS 66610

David B. Mellor, 114 Edgewood, Bryan TX 77802

Dwight F. Metzler, 900 SW 31 Brewster, Topeka KS 66611

Allen Monshausen, 5802 N College, Kansas City MO 64119

Janice Nicklas, 66180 Cottonwood Dr, Montrose CO 81401

Gilbert D. Norlin, 313 S Main, Lindsborg KS 67456

Don Peterson, 128 W Main, Council Grove KS 66846

Bill Porter, Round Table Books, 32 E Bijou, Colorado Springs CO 80903

Mary Ann Punzo, 1127 Hiway 85 NW, Los Lunas NM 87031

Shirley M. Rees, 427 W Main, Council Grove KS 66846

Jean Ripley, RR 5 Box 218-B, Charlottesville VA 22901

David Robinson, 1901 E 950 Rd, Lawrence KS 66049

Elizabeth Roth, 17627 Tycoon Ave, Morrison CO 80465

Bill D. Saueressig, 740 Rd M, Olpe KS 66865

Phyllis Taylor, PO Box 41, White City KS 66872

Carla Waal, 812 Concord St, Columbia MO 65203

Joe E. White, PO Box 5, Etiwanda CA 91739

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 August, so send information for September and later to arrive by July 20. Thank you.

June 1-5, 1994: Santa Fe Trail Daze, Boise City, OK.

June 3-4, 1994: Santa Fe Trail Rendezvous, Santa Fe Trail Center, Larned, KS.

June 3 & 5, 1994: SFTA board meetings, Larned, KS.

June 4, 1994: National Trails Day. Plan to host an event on your section of the Trail. Contact David Lillard, American Hiking Society, (703) 255-9304.

June 5-10, 1994: Heart of the Flint Hills Chapter Annual Trail Ride from Gardner to Council Grove. Contact Don Cress, RR 1 Box 66, Council Grove KS 66846.

June 11, 1994: Santa Fe Trail Craft Show, Alexander Majors Historic House, 8210 State Line Rd., Kansas City MO 64114, (816) 333-5556.

June 11-12, 1994: Annual Prairie Days, Canton, KS. Contact (316) 628-4900 for more information.

June 12, 1994: Wet/Dry Routes Chapter meeting at Santa Fe Trail Center, Larned, 2:00 p.m.

June 12-19, 1994: 20th Annual Santa Fe Trail Rendezvous in Raton NM. (800) 638-6161.

June 17-19, 1994: 13th Annual Rails & Trails Days in Las Vegas NM. (800) 832-5947.

June 18-19, 1994: 4th Annual Santa Fe Memorial Wagon Train sponsored by the Lexington Bit & Bridle Club and hosted by South Howard County Historical Society.

June 19, 1994: Corazon de los Caminos Chapter meeting, Loma Parda NM, 2:00 p.m.

July 4, 1994: Old Time Independence Day Celebration, Fort Larned NHS.

July 10, 1994: End of the Trail Chapter meeting, meet on the old plaza of Las Vegas at 10:00 a.m. for a walking tour in that community led by Mike Olsen. A potluck picnic follows.

- July 14, 1994:** Wagonbed Spring Chapter meeting at Ulysses.
- July 17, 1994:** Quivira Chapter meeting, beginning with potluck dinner at Cow Creek Crossing west of Lyons at 1:00 p.m., followed by visit to Ralph's Ruts and Plum Buttes area.
- July 20, 1994:** Deadline for next issue of WT.
- July 23-24, 1994:** 12th Annual Soldiering on the Santa Fe Trail, Fort Union National Monument. Includes guided visits to the first Fort Union.
- July 31, 1994:** Corazon de los Caminos Chapter meeting at the church in Bueyeros NM, 11:00 a.m.
- Aug. 10-14, 1994:** 10th Annual Palace of the Governors Mountain Man Trade Fair, Santa Fe NM. (800) 777-CITY.
- Aug. 21, 1994:** Corazon de los Caminos Chapter meeting, Community Center, Ocate, NM, 12:30 p.m.
- Aug. 25, 1994:** National Park Service Day with special programs and free admission at most NPS sites.
- Sept. 3-5, 1994:** Military living-history programs at Fort Larned NHS.
- Sept. 18, 1994:** Corazon de los Caminos Chapter meeting, Eklund Hotel Dining Room, 15 Main Street, Clayton NM, noon.
- Sept. 18-Oct 7, 1994:** 5th Annual Santa Fe Trail Bicycle Trek from Santa Fe to New Franklin. Contact Willard Chilcott (505) 982-1282.
- Sept. 24-25, 1994:** 8th Annual Old Taos Trade Fair, Taos NM. (800) 732-TAOS.
- Oct. 8, 1994:** Wet/Dry Routes Chapter Tour of Fort Hays- Fort Dodge Trail.
- Oct. 9, 1994:** Quivira Chapter Tour of Trail sites in McPherson, Rice, and Barton counties to Pawnee Rock.
- Oct. 15, 1994:** Candlelight Tour at Fort Larned NHS. Reservations required.
- Oct. 16, 1994:** Corazon de los Caminos Chapter meeting, Brown's Bed and Breakfast, 308 Maxwell Ave, Springer NM, 2:00 p.m.
- Sept. 21-24, 1995:** Biennial Symposium, Larned and Great Bend, KS, Steve Linderer, Fort Larned NHS, program coordinator.

FROM THE EDITOR

Life frequently becomes hectic at the Oliva homestead. Recently we survived a computer crash (which shut down the office for two weeks), a visit by SFTA Ambassador Paul Bentrup, the arrival of a new Great Pyrennes puppy (Zapata Segundo), and a computer glitch that wiped out this entire issue of WT when we tried to print it out to deliver to the printer.

It is frightening when the hard disk on a computer fails. It is comparable to being involved in a potential airplane crash. You think it must be the end of your life. Fortunately, a Denver firm specializing in retrieval of data from dead disks performed a minor miracle (at a major miracle price). Now everything is restored to a new hard disk. In addition we have a new tape backup system on which everything on the hard disk is stored every night while we are sleeping. The Oliva computer lives on.

A surprise visit from Bentrup, "fastest tongue in the West," is also quite an experience. It is comparable to the crash of a hard disk in reverse. Instead of no data, you receive a plethora of information (and misinformation) at a speed faster than the normal brain can process it. Get Bentrup started talking about the Santa Fe Trail and there is no end to it. No one can dispute his title of "fastest tongue." There is not a person alive but what he can outtalk upside down and backwards.

It is dangerous to eat at the same table with Bentrup when he is wound up. It takes him about two hours to finish a meal but requires little food. And after he eats and slips out those store-bought teeth, he shifts that rapid-fire weapon into overdrive and fairly hums. He never slowed down when we fell asleep. We also confirmed what most have suspected; Bentrup

talks in his sleep.

It took him most of the next day to recover (while we were gone to work), and when he left his tongue was still swollen. Our ears have finally healed except for a little permanent damage in the one turned toward his voice. Bentrup comes to visit unannounced for fear that, if people know he is coming, they won't be there when he arrives. Seriously, it is always a pleasure to see and hear the indefatigable curmudgeon. He is one of SFTA's greatest assets, and we treasure his friendship. He is a rare combination of wisdom and wit. Paul is having cataract surgery soon and we all wish him well.

Our puppy is a brother (different litter) to our dog that died last year. This Zapata is a lively, lovable, loyal, and spoiled hound who brightens life around the farm. He will soon be the Big Dog at our house if we can survive all the puppy antics. Next time WT is late, we won't blame the computer. We'll just say "the dog ate it."

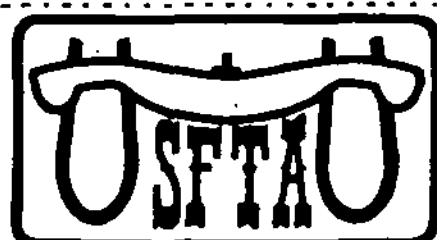
But he didn't eat this issue. It was destroyed by computer operator stupidity and some bad floppy disks. After nearly two weeks of typing and editing, taking the time to print only two pages, we were ready to run this issue out on the laser printer. None of it had been stored on that new hard disk which is carefully backed up every night. It was all on floppy disks which failed at the critical moment, destroying the primary copies and the backups. There was nothing to do but start over again. It is strange how we can find time to do something a second time when we didn't have enough time to do it right the first time. Maybe I have learned a lesson, but don't count on it.

Best wishes for a good Rendezvous and board meeting at Larned.

Happy Trails!

—Leo E. Oliva

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



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