

Wagon Tracks

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Santa Fe Trail Association

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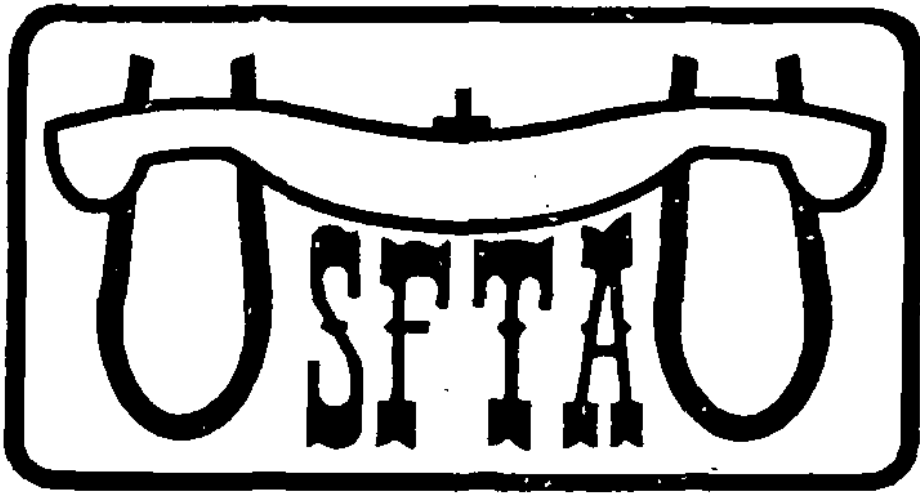


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WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 7

AUGUST 1993

NUMBER 4

FLOOD OF 1993

[President Bill Pitts requested reports from Missouri members of the SFTA board of directors on the effects of the record-breaking floods of 1993. Polly Fowler, Independence, and Virginia Lee Fisher, Arrow Rock, each responded as follows.]

View from Independence

by Polly Fowler

Water, water, every where,
And all the boards did shrink
Water, water, every where,
Nor any drop to drink.

*The Ancient Mariner,
Samuel Coleridge*

THIS familiar poem correctly describes the 1993 weather, lands, and habitats through which the Kansas, Missouri, and Mississippi rivers normally peacefully flow, but which in July and August of this year turned loose the worst flood in modern history, even including those recorded in 1826, 1844, 1903, and 1951. As this essay is written (third week in August) there are towns and villages still without drinking water and water covering some farm fields. But what of the Santa Fe Trail condition in this area? Were ruts damaged? Landmarks washed away? Markers destroyed? My survey, conducted in the second week of August, suggests that all is well with only minimum damage, if any at all.

Most of the Trail was located on upland ridges, except for stream crossings, and thus the remnants were above flood stages. Barbara Magerl mentioned that Kill Creek near the Johnson-Douglas county line in Kansas was over Highway K-10 and that Indian Creek had flooded on one side.

Craig Crease reported that the Minor Park ruts in south Kansas City, MO, appear to be unchanged. They are not close enough to the Big Blue River to be affected by flooding, but the extreme rainfall could have, but did not, erode the fine trail ruts there. The Prairie Village, KS, ruts are in good shape and Lone Elm and Round Grove showed no signs of back up. He also

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**SFTA SYMPOSIUM
BENT'S OLD FORT & LA JUNTA
SEPTEMBER 23-26, 1993**

**4TH ANNUAL BICYCLE TREK
SANTA FE TO NEW FRANKLIN
SEPT. 19-OCT. 8, 1993**

SYMPOSIUM COMING SOON

SFTA SYMPOSIUM 1993, "Corridor Through Time," will soon provide information and entertainment to those attending the meetings at La Junta, Bent's Old Fort NHS, and Boggsville, September 23-26. Program Coordinator Don Hill recently reported that 280 people had preregistered for the biennial Trail gathering. Hill also announced, for the benefit of those who did not register before August 1, that the late registration fee is not \$2.00 per day but just \$2.00 total for each late registration. It is not too late to make plans to be there. Come join the festivities. You will be glad to did. Because much important Association business will be considered at the meetings of the board and general membership, you are especially invited to participate.

For more information or to register, contact Don Hill, Symposium Coordinator, Bent's Old Fort NHS, 35110 Hwy 194 E, La Junta, CO 81050-9523, telephone (719) 384-2596.

ZOELLNER'S TRAIL WALK

by Margaret Sears

PROMPTLY at 11 a.m. on July 8 Tom Zoellner strolled onto the Santa Fe Plaza, completing his hike of the Santa Fe Trail from Independence, MO, in just over two months. Because he was not expected so soon, the welcoming ceremony had to be organized quickly.

His parents, Mr. and Mrs. Tom Zoellner, Sr., were on hand to greet him with hugs, kisses, and a T-shirt announcing, "I walked the Santa Fe Trail, May 2-July 8, 1993." Marc Simmons, on behalf of the mayor of Santa Fe, presented Tom with a certificate proclaiming him an honorary citizen of the city and noted that this was the first solo walk—minus the companionship of either humans or animals—undertaken on the historic highway in recent times. Congratulations from the End of the Trail Chapter of the SFTA were extended by Margaret Sears, and he

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Tom Zoellner is greeted by his parents at the End-of-the-Trail marker on the Santa Fe Plaza, July 8, 1993. Photo courtesy of Marc Simmons.

PRESIDENT'S COLUMN

ALL SFTA members are invited to attend the business meetings of our Association during the symposium at La Junta in September. The open meeting of the governing board will be conducted on Thursday, Sept. 23, and the general session of the membership will be on Sunday, Sept. 26. The agenda for each meeting follow:

Agenda for SFTA Board Meeting

Otero Jr. College Humanities Center, La Junta, CO, Sept. 23, 1993, 1:00-2:30 p.m.

- I. Call to Order and Recognition of Visitors, Bill Pitts
- II. Minutes of September 26, 1991, Board Meeting, Ruth Olson Peters
- III. Reports
 - A. President Bill Pitts
 - B. Vice President Mark Gardner
 1. Report
 2. 1996 Anniversary Proposal
 - C. Sec/Treas Ruth Olson Peters
 1. Report
 2. 1994 budget
 3. Dues increase
 4. New brochure
 - D. Editor Leo Oliva
 - E. Bylaws Committee, Bill Chalfant
 - F. Awards Committee, Marc Simmons (awards will be given at the Saturday evening banquet)
 - G. Program Committee, Don Hill
 - H. Audit Committee, Dan Sharp
 - I. Education Committee, David Hutchison
 - J. Historic Sites Committee, Mary Moorehead
 - K. Membership/Chapters Committee, Mark Gardner
 - L. Marker Committee, John Tarabino
 - M. Endowment Committee, Joy Poole
 - N. Publications Committee, Bill Buckles
 - O. Nominating Committee, Marc Simmons, Chm., Joy Poole, Paul Bentrup, Polly Fowler
 - P. Chapter Reports by Chapter Representatives
- IV. Old Business
 - A. Report on Rice-Tremonti Home in Raytown, Missouri, Marc Simmons
 - B. SFTA/NPS 1993 Agreements, Bill Pitts
 - C. DAR marker in the Okla-

homa Panhandle, Bill Pitts

V. New Business

- A. Discussion of Executive Committee for 1994
- B. SFTA/NPS 1994 Agreement
 1. Agreement
 2. NPS Report, NPS Representative
- C. Future Symposium Sites
- D. 1996 Anniversary Celebration

Agenda for Membership Meeting

Otero Jr. College Humanities Center, La Junta, CO, Sept. 26, 1993, 12:30-1:00 p.m.

- I. Call to Order, Bill Pitts
- II. Minutes of 1991 Membership Meeting, Ruth Olson Peters
- III. Old Business
 - A. Report of Bylaws Committee, Bill Chalfant
 - B. Motion to adopt proposed Bylaws, Bill Chalfant
 - C. Discussion of proposed Bylaws
 - D. Vote on proposed Bylaws
- IV. New Business
 - A. Invitations for future symposium meeting sites
 1. Council Grove, 1999
 2. Trinidad, 2001
 - B. Resolutions
 - C. Election of Officers and Board Members for 1993-1995, Marc Simmons
- V. Adjournment by newly elected president

—Bill Pitts

ZOELLNER WALK

(continued from page 1)

was given two milagros, Spanish good luck charms, as mementos of his achievement.

Tom was well tanned and, despite the loss of 15 pounds, appeared hardy and in good spirits. As he posed for photos beside the DAR marker that signifies the end of the Trail, his six foot plus frame, topped by a backpack, dwarfed this the largest of these monuments.

Although the inclusive dates of the walk indicate that he was on the Trail a little more than two months, they do not reckon a week's break to attend his sister's college graduation. Thus, considering the pace he set, it is not surprising that he traversed the 80 miles between La Junta and Trinidad, CO, in a mere two days. He found that stretch of the road beautiful.

Following a few days' sightseeing in Santa Fe, Tom returned with his parents to their home in Tucson, AZ. He wrote several articles about his trip which were published in the *Albuquerque Journal*.

W. C. "BILL" WHEATLEY

by D. Ray Blakeley

Funeral services for William Clarence "Bill" Wheatley, 90, was at 3 o'clock Sunday afternoon, May 30, in the First United Methodist Church in Clayton, NM. Interment was in the IOOF Section of the Clayton Memorial Cemetery.

The son of Clarence D. and Mae Munson Wheatley was born at Wheeler, Sac County, Iowa, on October 12, 1902. He died at 5:45 Thursday evening, May 27, 1993, at Union County General Hospital in Clayton.

A resident of Union County since 1917, and a graduate of Clayton High School, he attended the University of New Mexico at Albuquerque. He operated Clayton Automotive Service (Chrysler, Plymouth and Dodge sales and service) from 1932 until his retirement in 1973. He also owned and operated Wheatley Flying Service in Clayton for several years.

A member of the New Mexico Legislature from 1948 to 1966, he served 14 years in the Senate including two terms as president pro-tem. He served on the New Mexico State Board of Educational Finance, was charter member of the National Association of State Legislators, and a member of the National Association of Legislative Leaders.

The senator served on a large number of legislative committees. He was a staunch proponent of highway paving and improvements throughout New Mexico, not just the northeast. It was mostly through his efforts that the Highway 56 rest stop east of Clayton

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Membership Categories

Benefactor	\$1,000
Patron	\$100/year
Institutional	\$25/year
Family	\$15/year
Individual	\$10/year

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1993 Symposium Coordinator: Donald C. Hill, 621 San Juan Ave., La Junta, CO 81050

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

was constructed in the theme of an early-day frontier community, which the governor, in the dedication ceremonies, referred to as "Wheatleyville."

Wheatley was an authority on the history of the Santa Fe Trail, especially the Cimarron Route and that section known as the Clayton Complex. Through his efforts, the Santa Fe Highway Trail Association was formed and U.S. Highway 56 was designated as the Santa Fe Trail Highway. He served the highway association as president and as director for many years. He was a charter member of the Cimarron Cutoff Chapter of the Santa Fe Trail Association as well as SFTA, which recognized him at its initial meeting as one of seven individuals who had especially preserved the history of the Santa Fe Trail.

Perhaps highest among his legislative accomplishments was the location and ultimate construction of Clayton Lake State Park. Wheatley served a number of years as a director and president of the Clayton-Union County Chamber of Commerce. He was a past president of the Clayton Gun Club and of the Union County Historical Society, of which he was an instrumental organizer.

An active Rotarian, he served the Clayton Rotary Club as president and received Rotary International's highest recognition, a Paul Harris Fellow. He was a member of the Clayton Volunteer Fire Department for 63 years, serving as fire chief for six.

He was preceded in death on March 16, 1988, by his wife, the former Lois Caudill, whom he married in Clayton, on May 31, 1936; by a sister Mary Matthews in 1991; and, by three brothers, his twin, John, in 1970, Robert in 1989, and Caleb in 1991.

Bill retained a dedicated interest in the Santa Fe Trail throughout his life. One of his great joys was taking people on tours of Trail sites in his area, and he was an excellent tour guide with a superb knowledge of his subject. Leo and Bonita Oliva relied on him for an outstanding slide program and as a guide to historic sites around Clayton for each of the Trail tours they conducted. The Olivas purchased a tile to honor Wheatley at the Palace of the Governors Library at Santa Fe.

Marc Simmons declared that the SFTA will not soon forget Wheatley's years of devoted service to the Trail. Paul Bentrup suggested that Wheatley be named "Grandfather of the Santa Fe Trail Association." Bentrup is working with the family to identify and preserve Wheatley's fine collection of Trail photographs.

MYRA ELLEN JENKINS

by John Grassham

[Excerpts from a tribute published in Compadres, newsletter of the Friends of the Palace of the Governors, Santa Fe, edited by SFTA member Mary Jean Cook. Jenkins was a member of SFTA. WT editor Leo Oliva long admired Dr. Jenkins's scholarship, to which he was introduced by one of his professors while an undergraduate in the 1950s, and he met her in Santa Fe in the 1960s. He was surprised and delighted a few years ago, while doing research at the New Mexico State Records Center and Archives, when Dr. Jenkins sought him out to express her admiration for his publications on western military history and for Wagon Tracks. It was a most kindly act and, to him, like the stamp of approval from a master craftsman that will always be treasured.]

Myra Ellen Jenkins passed away Tuesday, June 22, 1993. Born in Elizabeth, Colorado, on September 26, 1916, she lived her early years on the family ranch southeast of Denver. She completed her B.A. and M.A. in history at the University of Colorado and taught high school for 12 years in Pueblo and Grande. In 1950 she began work on a Ph.D. at the University of New Mexico in the field of Western U.S. history with a specialty in Pueblo Indian history, which was completed in 1953. She did research and consulting work until 1959, when she was hired as archivist for the Historical Society of New Mexico Collection housed in the Museum of New Mexico in Santa Fe.

After Governor John Burroughs signed the bill, in 1959, creating the New Mexico State Records Center and Archives, Jenkins was hired in 1960 to oversee the archives as assistant for archives and collections. In 1962 her position title was changed to senior archivist, and in 1967 this position was designated state historian. In this capacity Dr. Jenkins greatly influenced New Mexico's historic preservation program.

Under her careful guidance New Mexico's documentary history was reorganized into a more accessible structure. Important records were saved which might otherwise have been lost, the battle for their preservation waged, ironically, within the archives. When NMSRCA administrator Joe Halpin planned to have historic records in the archives microfilmed and then destroyed, thereby creating a "paperless archive," Myra Ellen and New Mexico's historical community objected strenu-

ously. The Halpin plan eventually failed, but working conditions deteriorated, and Dr. Jenkins took early retirement in 1980. Other archive staff members also resigned in protest.

Plainly, Dr. Jenkins never ran from a controversy. To say she was outspoken would be an understatement. But she always backed up her comments with logic, reason, and relentless research, expecting an equally sound argument from her opponent.

Myra Ellen Jenkins was frequently called upon to serve as an expert witness in cases involving land and water issues. She worked with many pueblos on contract after her retirement, handling claims against them by "interlopers." The Pueblo people have lost a true and valued friend.

Myra Ellen enjoyed close relationships with the eight governors under whom she served. Additionally, she made good friends of numerous national, state, and local officials. Many of them were very fond of her. Numerous researchers found her especially helpful. She always took great interest in research projects and encouraged people every step of the way. New Mexico and Southwest historians frequently stopped by her office. They came out of respect for her, and they also wanted to make sure their research was headed in the right direction. Open any contemporary New Mexico history book to the acknowledgement page, and nine times out of ten she will be listed as assisting the project.

Continually, Myra Ellen, affectionately known as Dr. J., went beyond the call of duty in supporting New Mexico's historical community. She was the godmother to many mature and professional historians. She generously shared information she discovered, and she had a superb memory for details. She also had, when the occasion demanded, a great sense of humor. Her enthusiasm and influence on New Mexico history and historians will long be felt.

PALACE OF GOVERNORS ACCIDENTALLY DAMAGED

SANTA Fe's most historic structure, the Palace of the Governors, was damaged when a large portion of the portal was struck down in June by a 4-wheel-drive Nissan Pathfinder driven by a 14-year-old. Palace Director Tom Chávez declared that the destruction looked worse than it was, and it may have been a blessing in disguise. It revealed some dangerous dry rot that, undetected, might have caused a greater tragedy at a later time.

FLOOD OF 1993

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inspected the Fitzhugh Mill site later and reported that, although there were signs of flooding on the north side, the water had receded without damage to the stone remains of the mill. Someone, perhaps the City of Kansas City, has heavy equipment digging a trench on the south side of the creek below the mill site.

John Leamon reported no known damage in his area (Platte County, MO) although nearby Parkville has been in trouble from the Missouri River overflow. Ruts in Lou Schumacher's area in South Kansas City show no signs of erosion from the heavy rains and the Bannister Mall area (near where Edwin Bryant camped) has drained well. Overall, as nearly as can be determined at this time, the Trail fared well in this region.

The ever frivolous Missouri River waters have eliminated some islands and created new ones, as well and flooded both sides of the channel. Acres of crops now appear as lakes and road approaches and bridges across the mighty stream are closed to traffic. Great piles of mud and silt prevent through traffic.

From the overlook on the Upper Independence Landing bluff one can see across the Missouri River into Clay County, MO. The Missouri, in the foreground at the foot of the bluff, now appears as two rivers where once there was one and the tree lines marking the former channel now appear as islands. There also is visible one large new sand island where there previously was none and the old river road to the Landing has been closed to traffic for weeks. Of course, no potato crops are visible on the flood plain to the north.

The small town of Missouri City (former steamboat landing on the north bend of the Missouri River below the Upper Independence Landing) has been unreachable and under water for weeks. The water is now receding, leaving only muck and mud, but the small city is still accessible only by boat.

The Lower Independence Landing proved to be completely inaccessible. One must walk a rough trail about 660 feet, more or less, north from the main road to reach the Santa Fe Railroad tracks which apparently were built almost directly on the former 1830 south (right) bank of the Missouri River landing area. I could not get down there, but I did happen to see a small comment in a local newspaper by a Santa Fe Railroad spokesman who said their tracks had experienced some flooding.

No particulars were given as to location of the trouble, however.

The SFTA Missouri River Outfitters Chapter held a six-hour successful trek Sunday August 1 beginning east of Independence at Buckner City near the Jackson-Lafayette county line and ending with supper at the home of our guide, Roger Slusher, in Lexington, MO. We drove to Dover and the Tabo Creek crossing. Slusher's commentary and the off-the-beaten path sites he took us over were interesting and informative. Although the road was clear we saw water still standing in many fields and Tabo Creek was out of its banks, but the Trail was still there. I have not been apprised of the situation east of Lexington.

Jane Mallinson had nothing to report regarding the DAR markers so we concluded that all may have survived intact. Later, unconfirmed reports indicated that those on the north side of the river, in the vicinity of old Franklin, were, indeed, washed away. The truth about those markers will be known when the waters recede.

The lack of 1993 flood damage from the Kansas/Missouri rivers junction is generally attributed to the planning and construction of levees and reservoirs upriver. The installations worked as intended to prevent another 1951-type flood.

Which brings me to the heroic story (true) of the devastating flood of these two rivers in 1951. With all other bridges over the flooding Kaw River already downed (there were seven of them) the one remaining bridge was a Missouri Pacific Railroad bridge. The railroad yardmaster parked eight of his heavy big locomotives onto the bridge where their sole job was to weigh down the bridge against the river's current, rising waters, and debris. His ploy was successful and he became a local hero. It would be interesting to know, however, what would have happened to him if his scheme had failed!

No matter how one gives thanks for the preservation of the Trail through these rainy days, one must conclude that the real heroes were the farsighted Indians and other astute early travelers who, knowing the bogginess in the lowlands and crossings of small water courses early in the spring, avoided them by plotting and staying on top of the many continuous ridges found in western Missouri and eastern Kansas, and who generally descended from these ridges only when necessary to cross a major stream. Their planning made it possible for the Trail in this region to come through these recent storms and consequent flooding without serious damage.

View from Arrow Rock

by Virginia Lee Fisher

FROM Arrow Rock, Missouri, July 31, 1993, on the bluff overlooking the Missouri River, below me I see a lake five miles wide. It extends from the bluff of the Arrow Rock east to Petersburg—near the point from where William Becknell left for Santa Fe on September 1, 1821. The rampaging river has leveled levees, flooded fields of corn and soybeans, and rose to the second story of houses or floated them down the river. Except for that portion of the Trail from the Franklin area to the river crossing at Arrow Rock, little damage to Trail sites has occurred.

The Santa Fe Trail followed the Osage Trace, the trail of the Indians. For the most part the Santa Fe Trail is on high ground. For some fifty miles from Arrow Rock to Tabo Creek east of Lexington, there are no major stream crossings. Through Lexington and on to Independence the main Trail followed higher ground.

In 1828 and 1844 floodwaters washed out Franklin, a booming river town, steamboat port, land office headquarters, and original starting point of the Santa Fe Trail. SFTA members who attended the 1991 Symposium will remember the monument site at the north end of the railroad bridge which is near the site of Franklin and the picnic that was held at Kingsbury Siding. Near the site of Franklin stood the Missouri Press Association granite monument, the War of 1812 DAR monument, and a metal narrative placard. The two latter monuments were moved in 1991 from a park area off Highway 40 east of the junction of Route 5. An interpretive sign was also erected at this point by the National Park Service and the Missouri Department of Natural Resources in the fall of 1991. On August 18 Mike Dickey, supervisor of Arrow Rock Historic Site, reported that the area of the original Franklin, the markers noted above, the Kingsbury Siding site, and Highway 87 which ran west past Snoddy's Store and passed the location of Franklin had all been destroyed by the high waters. The soil had been badly scoured, boulders and debris were strewn throughout the area, and pools of water remained after the river receded. It would appear that most of the route of the Trail from Franklin to the crossing at Arrow Rock suffered the same fate. The river may have cut a new channel through a portion of this area, which has been described as looking like a "moon-scape" now.

One of my informants, who was out videotaping flood scenes, spent a har-

rowing night hanging on a tree limb after his boat flipped. According to reports, the river cut a channel three feet below the level of the road west of Snoddy's Store.

The present nearby village of Franklin suffered severe flood damage to homes and businesses, despite efforts to sandbag. Residents of Franklin, Louisiana, victims of Hurricane Andrew, trucked in 30,000 pounds of relief supplies. At Glasgow, upriver from Franklin, the town sits high on the bluff and overlooks the flooded lands to the west. Highway 240 coming in from Slater, at first under water, was soon washed out and huge boulders of concrete tumbled end over end in the current. At the Glasgow railroad bridge, the central supporting pilings eroded away leaving railroad tracks sagging across the water between the abutments on shore. At Glasgow and other towns, commuters were transported by bus and by boat. Buses transported sand-bag volunteers to small communities. Men, women, and children came from throughout the region to assist.

In Arrow Rock, on the high ground, we almost became accustomed to the murmur of the river as it flowed over crumbling levees in the bottom lands. The river reached the bluff and one wonders if the main channel could shift back to Arrow Rock's Water Street where steam boats used to dock at the old landing. Water from the flooded bottom lands backed up to the park road, at one time covered with two feet of water. Water levels almost reached the top of the arches of the stone bridge.

Few people were totally stranded, but travel often entailed extended detours. The Interstate 70 bridge at Rocheport remained open except for one afternoon and was the only Missouri River bridge open between Kansas City and St. Louis.

Water supplies were disrupted. The Lexington water plant was completely submerged. The Slater wells serving the town, Arrow Rock, and surrounding areas were submerged, but now provide water, although it is not safe to drink. Today, unlike the days of the Trail travelers, we think before we drink. Our good friend has been Anheuser-Busch, who trucked in flats of six packs of water (Grandma's light light beer). Farther up the river there was flooding in the bottoms around Grand Pass, Waverly, and Lexington. Flooding at Lexington, Wellington, and Napoleon caused some detours on Highway 24.

Heroic efforts have been made to save homes, but they seem puny com-

pared to the power of the river. With a mind of its own it will reshape terrain and traffic as it did in 1828 and 1844 when the old town of Franklin washed away. While we mortals argue about levees and wetlands the river makes its own decisions. For the most part, however, the remains of the historic Santa Fe Trail survived the great flood of 1993.

ANOTHER OVAL SIGN

ANOTHER of the oval Trail signs placed on schools in 1948 has been donated by Lee Reed to the Otero Museum in La Junta, CO, according to President Don Lowman of the Otero Museum Association. This plaque, now on display at the museum, was from the long-defunct Timpas School. Reed was remodeling the school building many years ago for Western Foods (now Green Bay Packing), after it was sold to the canning company by the East Otero R-1 School District, when he found the sign on a trash pile. He took it home and hung it on his garage at 22nd and Raton in La Junta, where it remained until recently when the Reed family presented it to the museum.

A photograph of the sign and an article about it appeared in the *La Junta Tribune-Democrat* on July 9, 1993. President Lowman invites everyone attending the symposium to visit the Otero Museum at Second and Anderson in La Junta to see this plaque and the other exhibits.

TRAIL INSTITUTE

by Stan Seidel

[Seidel is a member of SFTA and a Topeka, KS, teacher who participated in the Trail Institute and filed the following summary.]

A Santa Fe Trail Institute for public school teachers was held at New Mexico Highlands University at Las Vegas, June 13-18, 1993. This program, directed by Keven Oakes and Rueleen Lazzell and sponsored in part by the DeWitt Wallace Foundation, allowed 26 teachers and administrators to explore part of the Trail in New Mexico and to learn more about its fascinating history, geography, and lore.

Guest lecturers included Trail scholars Marc Simmons and Mark Gardner as well as local authorities Katherine Slick, Joe Winter, Nاسوب Garcia, James Gonzalez, and Gary Sampson. Participants toured Las Vegas, Fort Union, Pecos Monument, Glorieta Pass, Watrous, and the United World College at Montezuma.

College credit was available from New Mexico Highlands University.

Among the many topics covered were Trail history, Las Vegas history, Indian culture at Pecos, archaeology, trade commodities, folklore, teaching techniques, and primary sources which can be used to study the Trail. It was a worthy course and will help those who attended to incorporate Trail history into their classrooms.

DAR MARKER RESTORED AND REDEDICATED

Thanks to Aaron Cross, Eagle Scout candidate from Troop 283 in Lewis, KS, the DAR Santa Fe Trail marker on Wright Road, Fort County, KS, has been saved from oblivion. The red granite stone, knocked from its concrete base by an errant farm vehicle, was reset and restored through Cross's efforts to help fulfill the requirements for his Eagle Scout Service Award.

Cross organized a group of volunteers, including David Cross, Steve Wetzel, Mildon Yeager, and David Clapsaddle, to help with the project. They are all members of the Wet/Dry Routes Chapter of SFTA. Ron Lindbergh is Aaron's scoutmaster.

Members of the Dodge City Chapter of Daughters of the American Revolution will rededicate the marker on August 29, 1993, at 5:30 p.m. It is located seven miles east of the town of Wright, or five miles south of Spearville, KS.



Aaron Cross, Lewis, KS, with the restored DAR Trail marker.

COUNCIL GROVE FESTIVAL SEPTEMBER 25-26

THE Santa Fe Trail Arts Festival and Chili Cook-Off at Council Grove is set for September 25-26. A pageant, "Voices of the Wind People," will highlight the festival at 8:00 p.m. Sept. 25. This will be a revision of a similar

program presented last year, with participation by Kansa Indians. SFTA member Ron Parks, director of the Kaw Mission Museum, wrote the script.

Events on Sunday, September 26, will be at the Stone Barn near the Trail east of Council Grove, with living-history demonstrations, church service, and many other activities. For more information, contact the Council Grove Convention and Visitors Bureau, 313 W Main, Council Grove, KS 66846, 1-800-732-9211.

OKLAHOMA TRAIL TOUR OCTOBER 2, 1993

The Cimarron County Historical Society will host its 4th Annual Oklahoma Trail Tour on Saturday, October 2, 1993, with visits to many Trail sites in the county that are not accessible to the public at other times. The tour will leave the fair building in Boise City at 8:00 a.m.

Those who have been on previous tours highly recommend this informative annual trek. Reservations are required and space is limited. For more information or to make reservations, contact Joan Wells (405) 544-3077, Joanne Wells (405) 544-2716, or Norma Gene Young (405) 544-3136.



The new marker.



William Bent descendants present at the dedication ceremony, l to r: Lucille Bent, great-granddaughter; Vera Gingles, great-great-granddaughter; and Donna Reams, great-great-great-granddaughter.

WILLIAM BENT GRAVE SITE

by Jesse Scott

[SFTA member Jesse Scott, Garden City, KS, has researched Trail stage stations and other Trail sites in Kansas and Colorado. He is a frequent contributor to WT. He attended the program marking the original grave site of William Bent. Scott will be on the symposium program at La Junta.]

WILLIAM Bent left his mark in western history and the history of the Santa Fe Trail. On May 16, 1992, his original grave site was marked during a ceremony attended by Bent family members, a number of historians, and interested citizens of several states. The La Junta Chapter of the National Society Daughters of the American Revolution (NSDAR or DAR) was primarily responsible for the ceremony as well as the marker. Don Hill, superintendent of Bent's Old Fort NHS, was program coordinator and one of the speakers.

The grave site is one mile east of Las Animas, Colorado, or about a day's journey by ox-drawn freight wagon down river from his first and most famous adobe fort, or a long day by mule team up river from his second stone fort. This is not altogether correct, for he had other earlier forts up the Arkansas River and, in 1843, in Texas.

"Col. Wm. Bent was the first inhabitant of the family graveyard which was situated in a hollow on his own

grounds" under "a large cottonwood." Others included his daughter, Mary, her husband, Judge R. M. Moore, their two sons and another grandchild of William and an old "servitor," Billy Holdsclaw. In 1906 their bodies were denuded, and they were reinterred in the Las Animas Cemetery.

It is most interesting how some things come back around. For the May/June 1989 edition of *The TERRITORIAL* and the August 1989 edition of *WAGON TRACKS*, I had written an article on the oldest standing structure in Las Animas, a home built by John Hough, a Santa Fe Trail freighter. It is located at 710 Moore Avenue. The street was renamed after Florida Bent Moore. Driving out to the marker dedication site, I crossed this street (avenue) and recalled the Bent connection.

Today's conception of William Bent is that, primarily, he was a trader who stayed within the confines of his forts and traded with the Indians who came along and who often traveled to their villages. However, he was one of the important Santa Fe Trail freighters. In 1853 he had a contract for freighting government supplies from Westport to Santa Fe. He hauled government supplies almost every year from 1852 to 1862.

In May 1869 Bent started a caravan from New Mexico over the Mountain Route. On the Timpas, a late winter



Dignataries at the dedication, l to r: Paul Bentrup, Deerfield/Lakin, KS, SFTA Ambassador; Don Hill, Supt. Bent's Old Fort NHS; Phil Petersen, La Junta, SFTA member and head of Boggsville Revitalization Committee; Mrs. Danny Self, regent, Fort William Bent Chapter NSDAR; Mrs. Ed Masterson, Chaplain, La Junta NSDAR; Mrs. Duane Bourne, regent, La Junta NSDAR; and Gerald Faust, SFTA member and Bent County Commission chairman.

cold spell caused him to become so ill that he stopped at the Purgatoire where his daughter, Mary, lived. A doctor from New Fort Lyon pronounced "Pneumonia," and William Bent died May 19, four days before his 60th birthday.

Bent was quoted as saying that for making one trip with his train, the government paid him enough to purchase all the Indian goods he needed for a whole year's trade. That he was such a successful trader of longstanding may, in part, have been because of this well-earned government subsidy. Not that he could not have made it on his own; he had been on the Arkansas since 1824 (or 1826), many years before government freight was needed in Santa Fe.

War with Mexico was declared by President James K. Polk on May 13, 1846. William Bent and Bent's Fort played important parts in the need for U.S. government supplies required in New Mexico. It was at the big adobe fort in 1846 that the forces were staged for the conquest of that territory. After weeks of gathering from the Trail back to Fort Leavenworth, they assembled for the push to meet the New Mexicans.

After draining the fort of provisions, their livestock eating all the grass for miles around, the army was ready for the actual march of conquest. However, several Trail freighters had hurried ahead to lay the groundwork for a bloodless occupation (always the Santa Fe Trail traders in the vanguard). James Magoffin, the Bents, and their military aides arranged with Governor Manuel Armijo the takeover of New Mexico, and Brigadier General Stephen Watts Kearny marched into Santa Fe without having fired a shot.

Kearny marched on to California and made that important segment of the Mexican Empire a part of the United States, this time, however, with shots fired and with bloodshed. When the war ended with the treaty of Guadalupe Hidalgo on February 2, 1848, Mexico ceded to the United States nearly all of present New Mexico, most of Arizona, part of Wyoming, all of Colorado, Utah, Nevada, and California, and the southern border of Texas was established at the Rio Grande River.

The recreated adobe fort near La Junta, Bent's Old Fort National Historic Site which was reconstructed by the National Park Service in 1976, is a fitting monument to one of our greatest western heroes; truly a man of empire. The marking of his original grave site by the DAR helps preserve that memory.

RATON MUSEUM

by Michael J. Palomino

[This is twenty-seventh in a series on historic sites and museums along the Trail. Palomino, a member of SFTA, is the director of the museum at Raton, NM.]

THE town of Raton developed around a spring and camping site on the Mountain Route of the Santa Fe Trail at the southern entrance to Raton Pass. During the latter years of Trail use the place served as a stage station and as a government forage agency for the army. The town became important with the arrival of the railroad and the development of mining and ranching in the region.

The Raton Museum, founded in 1939, is located at 216 South First Street. The museum collections include documents, books, and pictures on local and regional history; artifacts and antiques which illustrate the lives of early settlers and later residents; and exhibits showing local resources and historic developments.

The many representative articles and photographs on display help explain the technological and economic developments which form the history of Raton and the surrounding area. Transportation was the key to settlement and growth, first with the Santa Fe Trail but especially the railroad which followed the Trail through Raton Pass in the 1870s and opened New Mexico Territory, with its strong Indian and Hispanic cultures, to economic development as practiced by the Anglo culture of the United States. The livestock industry and ranching began along the Trail to supply travelers and the army, and it boomed after the railroad opened new and distant markets. The mining of coal became a major industry after the railroad came.

The exhibits reflect the fact that Colfax County and Raton have gone through many phases in their development. The first phase belonged to the Indians and a few European explorers. The next phase was the covered wagon and stagecoach days, when most people passed through but did not remain in the area. A diorama shows a stagecoach on the Santa Fe Trail. A few enterprising individuals settled along the route to service the needs of travelers in the latter part of that era. Another diorama depicts the Clifton House, built by William Haden Stockton and his son Thomas on the Mountain Route at the crossing of the Canadian River approximately five miles southwest of the present town of Raton in the 1860s. This three-story hotel,



Raton, seen from Goat Hill, from M. F. Sweetser, *King's Handbook of the U.S. Buffalo* (1891).

stage station, general store, and restaurant became a favorite stopover for stages, wagon trains, and other travelers. When Barlow and Sanderson established a stage line along the Mountain Route, Tom Stockton leased Clifton House to them as a stage station.

The story of the Clifton House in the days that followed reads like a panorama of frontier history. Wagon trains and fast coaches continued to bring more and more men and women to the enchanting Southwest and legends began to center around this old stage depot. Cattlemen and ranchers migrated from the east and these were followed by adventurers, gold hunters, and the general run of card sharks and other gamblers hoping to exploit the new region and its inhabitants. Soon the Clifton House became notorious as a hangout for cutthroats and thieves, and one exaggerated report tells of how innocent stage passengers were robbed and murdered, and how their bodies were buried in a "Boothill Cemetery" to the rear of the establishment. Actually, there was such a cemetery, but it was more likely the resting place of those unfortunate pioneers who were killed in any number of ways in the rough-and-ready frontier life of the times. While there were two known murders in the Clifton settlement, the old hostelry was in reality no more a "Robbers Roost" than any other stage depot in this part of the country.

The railroad came over Raton Pass in the late 1870s and with it came law and order. The Clifton House, built for the Trail era, gradually fell into decay. A disastrous fire in the late 1890s and the erosion of time and weather have reduced this once famous stage stop to a few piles of jagged walls.

During the Trail-era phase a few men prospected for gold and other minerals. Mining became more important with the coming of the railroad. As noted, ranching expanded at the same time. The settlement phase included

these developments. This era is represented in the museum by a diorama of the famous old dredge called "The Eleanor" located near Elizabethtown, NM. Other exhibits tell the story of the railroad, ranching, social history, and more recent times.

During 1992 the Raton Museum had two traveling exhibits: "The Battleship USS New Mexico" and "The Civil War in the West." The Civil War exhibit focused on Civil War battles in New Mexico, in particular the battle at Glorieta Pass, and was extremely well received and was attended by nearly every student from the Raton schools. The museum also sponsored an art exhibit by Anna Belle Birchett, who resides in Raton and Oklahoma City, OK.

In addition to these exhibits, the museum offers its visitors many artifacts and photographs which are in its permanent collection. During the late 1800s and early 1900s, many mining towns sprung up around Raton: Van Houten, Dawson, Sugarite, Koehler, Blossburg, Yankee, and Swastika (whose name was later changed to Brilliant). These mining towns are now gone, only the foundations remain where once thousands of miners and their families lived, worked, loved, and died. The museum has a fine collection of artifacts and photos from this golden age of coal mining. The collection of photos and memorabilia from the coal-mining community of Dawson, NM, is quite extensive.

On display presently is a photographic exhibit entitled *Visions of New Mexico*. The Farm Security Administration (FSA) photographic project was created to chronicle the Great Depression. The intent was to produce a visual report showing the beneficial effects of the federal government's social relief and renewal programs (collectively call the New Deal). This is a remarkable look at a difficult time in New Mexico's history. This exhibit is sponsored by the Raton Arts Council through a grant from the New Mexico Arts Division and is funded in part by the Museum of New Mexico and the McCune Foundation. The Raton Arts Council is sharing this exhibit with the Raton Museum. Plans for 1993 include a photographic exhibit of the coal mining community of Morley, CO, which no longer exists. Morley was located about 15 miles north of Raton.

The Raton Museum is open from 10:00 a.m. to 3:00 p.m. during September through April on Thursday, Friday, and Saturday, from 10:00 a.m. to 4:00 p.m., Tuesday through Saturday, from May through August, and by appointment for special groups. For more information call (505) 445-8979.

A FASCINATING TWENTY MILES

by Teresa Kesterson

[Teresa and Dale Kesterson, Las Animas, CO, are members of SFTA and produce and market Santa Fe Trail notecards featuring photographs of Trail sites. This is a modern personal story of a growing affection for a section of the enchanting Trail.]

"WHAT in the world am I doing here in the middle of nowhere?" I thought to myself. I had recently moved half way across the country, had left all those I loved and everything that was familiar, to find "gainful employment" in extreme southeast Colorado. I was traveling the last leg of an early morning business trip and was not sure I had not made a terrible blunder (in more ways than one). As the trip dragged on and on, I had an increasingly nagging inner voice that sinisterly whispered that (1) I had taken a wrong turn in Lamar, (2) I was utterly lost, and (3) that no one that loved me would ever see me again.

It turned out that I was not lost and the meeting went well. As time passed I became familiar with, came to respect, and even to love my new surroundings. I've found since that this is far from "nowhere." During that trip I knew little of nor did I care about the Santa Fe Trail. I had heard of it, but I couldn't have described its route, or even what it was. Over ten years have passed. The land along the road has changed very little. I've changed much. I've had a change in career, in hometown, a marriage. My life and many of my interests have changed. As a result, I am traveling this same road on my way to and from work each day. Once considered an inconvenience of time and space between two points on a map, I now find the road fascinating. It is a rejuvenating force for me.

The road is a part of U.S. Highway 50 between Las Animas and La Junta, Colorado. The length is approximately twenty miles. It roughly parallels the Arkansas River, and hence a portion of what is known as the Mountain Route of the Trail. This is roughly where the Mountain Route turns south and west from following the Arkansas River to following Timpas Creek. Many of the early expeditions and later the traders and the military crossed the river at some point along this twenty miles on the journey to Santa Fe, or to Taos, or on the return trip back to the "States." The Arkansas was in early times the border between Mexico and the United States. I find it interesting to imagine that I am driving in what once was Mexico. Another important feature

here is the location of Bent's Old Fort. Because the fort was an important gathering place before heading south into Mexico, many writers of Trail journals and diaries mentioned stopping here. There is a wealth of information in these writings about the fort and the country around it.

For the most part the Trail was to the north of the Arkansas. Some parties traveled south of the river after they had forded, and then turned southwest to follow Timpas Creek. Trail ruts are not readily evident to the north or south of the river, as they are in other places I've seen along the Trail. On the north side of the river any tracks that may have existed in earlier times have been erased through intensive agriculture. South of the river much of the land remains relatively untouched as grazing land, but there are no "tracks" as such. This is a mystery to me. I cannot imagine how the staggering number of wagons (and other vehicles), teams (and other animals), and people could have avoided leaving permanent testimony on the land. I strongly suspect that many indications of the trail are evident from the air. There are many suspicious looking dips and swales marring the landscape. Some of these have become washed out gullies and almost in the class of "arroyos." However, to my knowledge there is little or nothing that one can point to and say, "This is the Santa Fe Trail." A major reason, I believe, are the numerous times the Arkansas has flooded the surrounding land and possibly slightly changed its course over the years. Other considerations are the river was likely crossed in different places at different times. In the building of the AT&SF railroad and modern highways, the land has also been disturbed.

My favorite direction to travel the road is westward. Possibly because this is the way to Santa Fe. My favorite time to drive it is in the morning on the way to work. I like the quiet and stillness of the morning, and the relative lack of traffic. My mind is more active at this time than after I have been at work all day. I haven't yet begun to think about the work day ahead. As my commute is a long one, there is plenty of time to organize my day after I've enjoyed my twenty-mile trip back in time. I find it easy to imagine the occasional telephone poles, fence posts, and even the road ahead to evaporate and to "see" earlier "trail" times.

I enjoy the trip most in the times of

the year when the sun rises just as I reach La Junta. There are undescribable colors in the painted morningsky. Clouds, of course are beautiful at sunrise. However, I have found I appreciate the cloudless sky much more. Without clouds the sky contains all the primary colors.

There are times that the trip can be anything but uneventful. I make this drive in all kinds of weather. I have driven in deep snow, before the snow plow makes its way through. Sometimes there are only one or two sets of "ruts" in the dark road before me. I am ever thankful to my brother Patrick for teaching me to drive under those conditions. Rain isn't usually a feature. However, I have made my way through cloud bursts in which there was little or no visibility. One cannot just suddenly stop in the middle of Highway 50 and wait for the rain to pass, as other cars behind you don't stop either. Of no little concern is the possibility that a driver in front *has* stopped. Some of the most interesting weather is the fog. I cannot understand how this country can have so much fog, being as dry as it is. Sometimes the fog is as thick as any I have seen in Seattle.

Over the years there has been a lot of traffic through this area (pun intended). Prehistoric peoples, Spanish and French explorers, Becknell, the Bents, St. Vrain, Kit Carson, Abert, Emory, Kearny, Susan Magoffin, and many, many others came and went in this area over the highway known as the Santa Fe Trail.

I find in studying this portion of the Mountain Route that a lot of information is available. I will be learning more for a long time. A good source that I've found is the book by Lewis H. Garrard, *Wah-to-Yah and the Taos Trail* (my edition was published by the University of Oklahoma Press, 1955). It happened to be the first source I picked up. The book contains a wealth of information and is charmingly written. In fact, I so enjoy this book that it has been difficult for me to leave it behind and look to another source.

Garrard must have been an extraordinary young man to have made such careful observations at his young age. Much of what I find so appealing in his wonderful little book has to do with his descriptions of nature. Each day on my drive I am surrounded by nature. Some things in nature along the road have changed little since "Trail Times." I enjoy seeing something with my own eyes, and then seeing it again through the eyes of Lewis Garrard in words that he wrote nearly 150 years ago. In the stresses of everyday concerns, this gives me assurance that there is a

continuity to life. There is a cycle, an ebb and a flow, a spring and a fall. Renewal followed by death and then renewal again. Then, as now, I take comfort in knowing that "some things never change." But more than this, I also realize a connection with the past. Though much the book was not specifically written about this geographic area, parts of it are as valid now as then. Garrard wrote much about plants and animals one might see on an early morning drive to work.

The plants are of great interest to me as much of my formal training is in this discipline. In years past a bunch of us with similar interests have gathered each spring and taken our "wild flower tour" south of Las Animas and La Junta. The group included many who have become my friends, including Dr. Dexter Hess (another SFTA member) and Dale who has become my husband. Our pockets and vehicles full of references, we would look at the year's "crop" of sage, penstemon, evening primrose, yucca, sunflowers, cactus, grasses, and other plants that we might find. Garrard described the yucca, p. 47: "The soap plant (*Amole* or *Yucca augustifolia*) dotted the prairie, here and there, in the strange-looking garb of green. Its root is much used by the New Mexicans is washing clothes—more especially for finer goods—it not possessing alkaline properties in so great a degree as the common soap of wood ashes. The plant is an evergreen, not dissimilar in general appearance to the palmetto of Louisiana and Texas."

Garrard also mentioned a particular species of grass. This grass would become important to the economy of raising cattle in the region, p. 24: "The grass in this region is short, early, and highly nutritious. It has a withered, brown appearance even in early spring, and is designated as 'buffalo grass,' from the fact that it grows in the present buffalo range and forms their principal food."

Animals are also an early morning feature along my route. The prairie dog could easily be considered the comedian of the plains. Along the road is evidence of prairie dog towns. They are fascinating to watch. No one described a prairie dog town more precisely and with more understanding than Garrard, p. 23: "The prairie dog (a species of marmot) is somewhat larger than the Norway rat; a scanty covering of rusty brown or sandy hair renders the similarity the more striking. Their heads are short, bearing some resemblance to that of a young bulldog. It was quite amusing to watch their movements on top of the cones; on our

approach, they barked, their short tails nervously fluttering, and receiving a new impetus from the short, quick, and sharp tiny yelp, which they constantly uttered; when they thought themselves in danger, with an incredibly quick motion, they threw themselves back in the holes, and immediately reappeared with an impertinent, daring bark, as if to say, 'You can't get me.' Others slowly 'crawfished,' hiding, by their singular way of crouching the back, until nothing but their heads and tails could be seen—these latter shaking tremulously. Succeeding a silence of a few minutes, after scaring in the 'dogs,' we could see, by laying flat on the ground, so as to get the tops of the cones between the sky and our eyes, with the closest scrutiny, the head, here and there, of a dog almost imperceptibly moving, and with a cautious reconnoiter to see if the coast be clear; he would show himself, and then, with a knowing yelp, appraise his neighbors of the result of his investigations."

Years of raising sheep and seeing the result of coyote attacks have not endeared me to coyotes. Some years ago I worked for a veterinarian and spent a most disagreeable morning assisting in an unsuccessful attempt to save a youngster's pet lamb after a vicious attack. I understand that all living things have their place in this world, but I will never think of that experience as a "fond memory." During my morning drive, and sometimes in the evening, I will see them as they slink (pardon my prejudicial choice of word) across the road ahead, or I may see the results in their being too brave in their attempts at crossing the highway.

Garrard mentioned coyotes, p. 18: "For the first night or two after entering the buffalo region we were serenaded by the Coyote wolf, a species of *music* much like a commingled bark, whine, yelp, and occasionally a spasmodic laugh, now tenor, now basso; then one would take a treble solo, and after an ear-piercing prelude, all would join in chorus, making an indescribable discord."

Antelope are a common sight between Las Animas and La Junta. After I first arrived in this country a friend or neighbor would point to some distant spot and joyfully declare, "Oh! Look at the antelope." I would squint in the appropriate direction and ask "Where?" "Just over there! A whole bunch. Don't you see them?" Still squinting, I usually replied, "Oh, sure, I see," hoping my deception was not too readily detected. For some time I was sure I was the victim of a community organized snipe hunt. Eventually I be-

gan to recognize the little light colored dots in the distance for myself. Sometimes they come close to the road. They are indeed a curious animal. In an effort to photograph them on one occasion, I was amazed that they stood and watched while I slowed the car to a halt, got out of the car, slammed the door, opened the trunk, rummaged for the camera, found the camera, and slammed the trunk, only to bound away when I stood still and quiet to focus the camera.

Garrard spoke of antelope, p. 40: "There is much that is singular about the antelope, it being a most inquisitive creature; their curiosity . . . often results in their downfall. . . The mountaineers spin long yarns of their exploits in hunting and *tolling* game; and they say that standing on the head and shaking the legs in air is a successful and favorite mode. Marcellus St. Vrain, brother to our leader, is noted in coming this dodge over them." So far Dale has refused to perform this stunt for the sake of photography.

One morning, because of icy roads, my trip was earlier than usual. Along the way, ahead in the roadway on the top of a low hill, lumbered a four-legged critter crossing the road. "Ho hum," I thought, "another antelope." But the body was too chunky and overall it was too large. The animal had made its way off to the right side of the road. As I crept along and slowly passed, it was not ten feet from the car. I kept a concerned eye to the road, but glanced up for a quick mental snapshot that I will never forget, and one for which I was not prepared. I was looking at a bighorn sheep. It was more majestic with its big curly horns than any I had ever seen in pictures. I was surprised at its size. I had never heard of such an animal any where near this location. The sheep had turned and cast at me what I imagined to be the forlorn, pleading gaze of one who was lost. Another "transplant" I thought, just like I once was. I couldn't help saying out loud, "Buddy, I know just how you feel!"

I later found that I was mistaken in my assumption. An area wildlife biologist, Jennifer Slater, stated that desert bighorn sheep roamed this country as a contemporary of the buffalo. "We know this from the pictographs and petroglyphs of prehistoric native peoples found here." She explained there also has been physical evidence, such as remains of an animal's body, found. She said he could have walked down the Purgatory to get to where I saw him. She mentioned a herd in the Purgatory Canyon and another at Carrizo Canyon. She said that it was odd that

he was alone (if he was) and that close to the river. Garrard described an interesting eating utensil made from the bighorn sheep, p. 61: "After the customary salutations, we sat down to a bowl of dried stewed pumpkin, with a horn spoon sticking in it, from which we partook by turns. The spoon was a curiosity in its way—manufactured from the horn of a Rocky Mountain sheep and holding at least a pint."

I wish I knew the birds better than I do, for I see a great variety of them on my trips. One morning, near mile marker 390 sitting on a fence post was a beautiful bird, different than the usual ones I see. As my car passed, the bird took to the air. It had an enormous wing span. I felt that I had recognized this bird, but I convinced myself that I really didn't see what I thought I saw. It was early morning and still somewhat dark. Besides, I got strange enough reactions when I said I had seen a bighorn sheep. About a week later Dale's cousin told us that he believed he saw the same bird. He described it as being somewhat east of where I was. "Well, maybe," I said to myself. A short time later on the way home from work I saw it again. This time there was no mistake. I let out a squeal of glee as I watched the bald eagle soaring above the car. Garrard described two bald eagles he saw at Bent's Fort, p. 43: "In the belfry, two eagles, of the American bald species, looked from their prison. . . . One evening they were let loose; one escaped unharmed, the other flew a short distance, and a Cheyenne shot him for the feathers, to adorn his own ugly head."

I cannot write a story of my experiences along my fascinating twenty miles without mention of Bent's Old Fort National Historical Site. It is a reference point in the area. After the mid-1830s the non-military fort was a welcome stop for travelers. Rest, repair, supplies, and preparation to enter foreign territory were their concerns. Today, in the winter when the cottonwood trees have lost their leaves, the sharp eye can see it from Highway 50. It is a point that is easily located by map, by the eyes, and by the feet. It is a place where we can physically and mentally stand and look back through the experience of others many, many years ago. Through the words of diaries and journals we can see what they saw, feel what they felt, and meet the interesting characters they met.

The reconstructed fort assists us in understanding, seeing, and feeling in a much different way than would a pile of adobe mud, stones, and artifacts.

The fort staff and living-history enactors help us understand well the original fort and its role in the evolution of the West. There are many events at the fort each year emphasizing Indians, trappers and traders, military influences, and ordinary life. Each time I go I learn something new, and meet old friends and a few new ones.

Visiting Bent's Old Fort Historical Site for me is much like going home. My husband teases me that I must have been a trader or trapper in an earlier life. I do feel strangely at home with the sights, sounds, and smells at the fort. The authentically-costumed enactors, the sharp clang of the blacksmith's hammer, and the pungent, acrid odor of cottonwood smoke combine to create an atmosphere that draws me back often, and I find it difficult to leave.

I have an acquaintance who lives at Bent's Old Fort, a cat named Pinky who came there in 1976 after the reconstruction of the fort by the National Park Service. In recent years I met her first owner who described how she reluctantly gave up the kitten years ago because she planned to join the armed services. I believe it would be safe to say that Pinky is the longest continuous resident of the reconstructed fort. She's even lived there longer than William Bent did. Sometimes she is a source of aggravation for fort personnel. I've heard her referred to as "That *darn* cat!" when the search was on to put her in for the night. Generally friendly, when she has had enough loving attention from her droves of admiring public (fort visitors) she simply walks away finding respite in a nook or cranny too high or secluded to be reached by young (or young at heart) adoring hands. Although Pinky can take care of herself, I've seen from time to time wounds on her that were testimony of her entanglements with other critters. Pinky is getting a bit on in years for a cat. It hurts me to see her suffer. On especially cold days her movements are stiff and she walks on her toes, as if her feet were sore. When the sun comes out she finds a warm place to curl up and enjoy the reflected or absorbed heat from the fort walls and ground.

Each day as I make my way to work, I am forced to leave my fascinating twenty miles in fact as well as spirit. As cares of the day creep into my thoughts, I think of the road ahead, of crossing Timpas Creek, of the Rocky Ford crossing, and of Spring Bottom. I'm sorry to leave, but am comforted that I will again make the trip along the old Santa Fe Trail another day.

THE FOUNDING OF LOMA PARDA, NEW MEXICO

by Harry C. Myers

[Harry Myers is superintendent of Fort Union National Monument and a frequent contributor to WT. His recent publication, *La Junta Precinct No. 11, Mora County, New Mexico, 1860, 1870, 1880, Federal Census Enumeration, may be ordered from New Mexico Genealogical Society, PO Box 8283, Albuquerque NM 87198 for \$18.00 postpaid.*]

LOMA Parda, meaning brown or gray hill, is the name of a small hill located south of the Mora River and New Mexico Highway 161 between the towns of Watrous and Golondrinas. This hill was named prior to the establishment of a settlement of the same name on the Mora River approximately 1.5 miles north of the hill. It is not known for certain when the town of Loma Parda was founded.

David Keener, in his 1988 M.A. thesis, *A Town Maligned: Loma Parda, New Mexico*, expressed disappointment at being unable to determine its date of settlement. Keener noted that several writers stated that Loma Parda was settled in the 1830s or 1840s. He did not speculate on a date of settlement but concluded that it was in existence "as a separate entity with an historical agricultural heritage and economic base of its own before the establishment of Fort Union" in 1851.

Keener examined the 1870 United States Census records for New Mexico and found Loma Parda Precinct No. 13 within the Mora County enumeration, and came to the conclusion that it was the first official census identifying the community as a separate entity. He concluded that, if an earlier census were taken, Loma Parda was not identifiable.¹ While the 1860 United States Census for Mora County did not include a Loma Parda Precinct, it contained a Golondrinas Precinct. Within this precinct were three districts: Barclay's Fort, Fort Union, and Loma Parda. Two pages of the census enumeration within the 20 pages of Golondrinas Precinct bear the title "Loma Parda." The two pages, 445 and 446, contain 40 names each, for a total of 80 persons, however one family overlapped to page 447, giving at least a total of 84 persons living in 20 households in Loma Parda in 1860.²

The 1860 enumeration provided the county of birth for each person and this, coupled with the given age of each person, can give an approximate date of arrival of the family in community. For example, Juan Luis Montoya in Household No. 4030, 50 years old, born in Santa Ana County, New Mex-

ico, had a wife, aged 45, and five others living in the same household. The youngest, José Baca, was eight years old and also was born in Santa Ana County. Assuming that those people lived in the same household since coming to Loma Parda, the earliest they could have arrived was 1860 minus 8 years, which equals 1852.

Another example was José Ansinas, 23, born in Bernallio County. His Household No. 4026 included his wife and four children. All except the youngest child, Romilia, who was born in Mora County, were born in Bernallio County. Romilia was two in 1860 and the next youngest, Pitacia, was four. These records support the conclusion that the Ansinas family did not arrive in Loma Parda before 1856 (1860 minus Pitacia's age [4] = 1856).

The approximate dates of arrival for some families cannot be determined or even estimated with any degree of precision. Household No. 4022 consisted of Julian Baca and Juana Gutierrez, ages 23 and 24 respectively. Julian was born in Santa Ana County and Juana was born in Bernallio County. It is conceivable but most unlikely that they could have arrived in Loma Parda as early as 1836 or 1837.

Of the 20 households listed under Loma Parda in the 1860 census, 14 (70%) can be assigned an approximate date of arrival. Two of those 14 could have arrived prior to 1852, one in 1847 and the other in 1850. The other twelve apparently arrived after 1852. The table below gives the year and number of families that could have arrived in that year. Years not listed contain no arrivals.

Year	Families
1847	1
1850	1
1852	2
1853	1
1854	1
1855	1
1856	2
1857	2
1858	1
1859	2

None of the 20 heads (or first name listed) of households was born in Mora or Taos (which Mora County was a part of until 1860) counties. Only one spouse, Household 4031, Maria Dolores Gutierrez was born in Taos County, and of the 84 residents enumerated only four were born in Mora and Taos counties.

This evidence argues for a settlement

date of the town in the mid-1850s. Indeed, the establishment of Fort Union in 1851 and the consequent need for local supplies and foodstuffs would have created a demand from a source closer than the larger settlements of Las Vegas or Mora. A settlement date of the mid-1850s is somewhat supported by the testimony of Juan Armijo in *Elkins vs. Arce* in 1881. Armijo testified that he had lived in Loma Parda 25 or 26 years, placing him there about 1855. However, he later testified that he lived in Loma Parda in February 1860 and had lived there about ten or twelve years prior to that, possibly placing him there as early as 1848.³ (Armijo was Household No. 4048 in 1860, No. 1047 in 1870, and No. 296 in the 1880 census.)⁴

There were undoubtedly farmers who settled along the Mora River before the mid-1850s, prior to the establishment of the town. Armijo testified that José Crestino Tapia, one of the original Mora Grantees, cultivated land which he later sold to Damacio Salazar, where Dutchman's Mill was later built at Loma Parda. Armijo stated that Salazar had cultivated that same land and other pieces of land with the aid of peones. Further, Armijo recalled that Tapia sold his land to Salazar in 1857 or 1858.⁵

Tapia, who lived in or near Golondrinas while Armijo lived in Loma Parda around 1860, and who died in 1862 or 1863, was a true *Poblador* or frontiersman.⁶ The allocation of land to Santiago Boné in 1842 under the Mora Grant, near La Junta del Rios Mora y Sapello, noted that Boné's eastern boundary was the land of Crestino Tapia. In 1846, two of Tapia's neighbors at La Junta, Boné and José Ygnacio Madrid, were killed by Indians.⁷ Tapia sold his La Junta land in 1856, when he was probably living at Golondrinas. Tapia was listed in the 1860 census as the fifth household recorded in Golondrinas Precinct. He probably bought or had allocated to him the Loma Parda land prior to that time.⁸

Clearly, with two men killed by Indians at La Junta in 1846, the frontier was dangerous. Alexander Barclay noted in his diary on March 26, 1849, that Golondrinas was deserted on account of Ute Indians being killed by U.S. Army troops from Taos.⁹ It was probably only with the establishment of military posts in the area, such as the Post at Las Vegas in 1848 and Rayado in 1849, that the *Pobladores* ventured out from the security of the major plazas of Mora and Las Vegas.

Indeed, although it was incomplete, the 1845 Mexican Census of the area only listed Lo de Mora and San Antonio in the area, indicating that settlements in 1845 were mainly in the protected western Mora Valley.¹⁰ The settlement of Loma Parda evidently came later.

However, the area of Loma Parda was used seasonally for pasture even earlier. In 1821 Captain Don Francisco Salazar led an expedition into the area, evidently searching for Indians who had been preying on the herders. His journal mentioned herders and "la sierra Loma Parda."¹¹

The available evidence indicates that the Loma Parda area had been in use for a long time, but without permanent settlement until at least the late 1840s, when possibly one or two farmers settled along the Mora River. With the establishment of Fort Union in 1851 and the consequent need for provisions, the commercial opportunity for New Mexicans to profit from the nearby fort was established. The 1860 Census indicated that the majority of people living in Loma Parda did not arrive there until the mid-1850s.

At this point, it seems safe to conclude that the town of Loma Parda was founded in the mid-1850s and was established, at least in part, because of Fort Union with which it had a long association until the fort closed in 1891. By that time Loma Parda was a viable community which survived well into the 20th century when a combination of economic and social forces, not in any way associated with the closing of Fort Union, led to its demise.

NOTES

1. David P. Keener, *A Town Maligned: Loma Parda, New Mexico* (M.A. Thesis, Northern Arizona University, Flagstaff, 1988), 48.
2. Federal Population Census, 1860, Microfilm M653, Roll 716, National Archives. Golondrinas 1860 Precinct has been published in Harry Myers, ed., *La Junta Precinct No. 11, Mora County, New Mexico, 1860, 1870, 1880, Federal Census Enumeration* (Albuquerque: New Mexico Genealogical Society Inc., 1993), 26-28.
3. Elkins vs. Arce, New Mexico State Records Center and Archives (NMSRCA), Santa Fe, 245, 247, 254.
4. Myers, *La Junta Precinct No. 11*, 28, 68, 98.
5. Elkins vs. Arce, 246, 247.
6. *Ibid.*, 222, 245.
7. *Ibid.*, 179; New Mexico Land Records, Roll 30, Surveyor General File No. 35; Roll 40, Court of Private Land Claims Case No. 62, frame 223, NMSRCA.
8. New Mexico Land Records, Roll 30, Surveyor General File No. 35; Myers, *La Junta Precinct No. 11*.
9. George P. Hammond, *The Adventures of Alexander Barclay* (Denver: Old West Publishing Company, 1976), 167.
10. Virginia L. Olmstead, *New Mexico Spanish and Mexican Colonial Censuses, 1790, 1823, 1845* (Albuquerque: New Mexico Genealogical Society Inc., 1975).
11. Spanish Archives of New Mexico II, Twitchell No. 2978, Roll 20, Frame 681, NMSRCA.

FORT UNION'S ECONOMIC INFLUENCE

by T. J. Sperry

[T. J. Sperry, who died of a heart attack last March, was Chief Ranger at Fort Union National Monument. An expert on frontier military affairs, he researched extensively into the operations of the Fort Union Quartermaster Depot and communicated his findings in interpretive programs to visitors at the fort. The following is the latest version of his talk. From its founding in 1851 until the railroad replaced the Santa Fe Trail in the late 1870s, Fort Union was an integral part of Trail history, including its economic as well as its military uses.]

RECENTLY the Department of Defense announced the intention to close some 80 military bases and installations across the nation. In political circles such base closings have been considered a form of suicide for local and congressional office holders. The reason has always been the same. The military provides work and money, directly or indirectly, to surrounding communities. A century and more ago, Fort Union wielded this age-old influence throughout the Las Vegas region, touching all social levels and all ethnic origins.

Fort Union's influence on the economy may be illustrated by looking at the story of military supply, seeing how the army conducted business, reviewing the things the army procured, examining where these things came from and how they were transported, and explaining why this was done. From this it is possible to demonstrate that the ability of the private sector to share in the business of supplying the army extended to rich and poor alike throughout the region.

The quartermaster department of U.S. Army had hauled military supplies throughout the era of the Mexican War, including the provisions for General Stephen W. Kearny's Army of the West which were freighted over the Santa Fe Trail. That practice proved to be both inefficient and expensive. It was soon after this that the quartermaster department, that part of the army charged with providing everything from nails to transportation, turned to contract freighters for transportation.

The acquisition of the Southwest, the term applied to the portion of Mexico that had been added to the United States, and the subsequent placement of one-fourth of the U.S. Army in this region, created an immediate need for continuous logistic support of unprecedented proportions. During the

next 25 years nearly 50 posts, garrisons, cantonments, and camps were established in New Mexico and eastern Arizona. Fort Union, situated near the western end of the Santa Fe Trail, the principal lifeline into the territory, was established in 1851 for a number of reasons, one of which reflected what would become its true place in history. Fort Union became the principal supply depot for the Southwest, receiving, storing, repacking, and shipping thousands of tons of quartermaster, subsistence, and ordnance materials for the next quarter-century.

The Fort Union Depot was not just a simple warehouse operation. Part of its function was to keep the wagons rolling, in a literal sense, and shops and facilities were included for major wagon repairs, care of thousands of draft animals, organization and dispatch of trains, and clerks' offices aplenty to tend to a veritable blizzard of paperwork. Today's bureaucracy has nothing on that of the 19th century. The Army Regulations of 1863 specified over 250 different forms and blanks for the proper accounting, requisitioning, inspecting, receiving, reporting, and paying of and for men, arms, materials, and animals. Indeed, more ink than blood was spilled in the winning of the West.

The three facilities that eventually made up Fort Union—the post, depot, and arsenal—required materials for their own use, sources of transportation for supplying other posts, and a good number of people, civilian workers as well as military personnel, to make it all work. All of these basic needs brought money to surrounding San Miguel County and other nearby counties.

The military post of Fort Union was constructed three times at adjacent locations. Log structures were erected by the troops at the original site in 1851-1852. A second fort, an earthwork fortification located about a mile east of the original post, was hastily built during the early days of the Civil War. The construction of the third Fort Union, an immense adobe complex which included the Fort Union Depot as well as the post proper, was commenced in 1863 and completed during the next five years.

Immense quantities of materials were needed for the third post. Fortunately, adobe could be produced at the site by New Mexican laborers and timber was not far off. People in several surrounding communities reaped the

benefits. Native laborers received wages and were introduced to the benefits and adversities of a cash-based economy. Privately-owned sawmills near the towns of Sapello and Mora, the latter owned by Ceran St. Vrain on the Mora River, furnished plenty of good pine lumber obtained in the hills and mountains of Mora and San Miguel Counties. The *Santa Fe New Mexican* of April 23, 1864, cited the mill owner's prices at \$30.00 per thousand feet and stated the mills were also supplying construction materials to Fort Sumner.

Only a limited amount of military supplies could be purchased in New Mexico, and the Santa Fe Trail was the chief route of provisions for the army in the Southwest. Annually, many long wagon trains hauled the army's necessities from Fort Leavenworth and other points on the Missouri River to Fort Union for distribution to scattered military installations. Most of the freighting was done by large outfits, such as Russell, Majors & Waddell, who dominated the east-to-west supply line until the Civil War, and other firms that succeeded them. The large freighting companies hired workers, including New Mexicans, and they often subcontracted portions of the payload to small freighters, especially during and after the Civil War. In this way a considerable amount of Trail-related money came to New Mexico.

In the copy of the Chick, Browne & Company bill of lading, dated June 20, 1874, several significant items may be noted. The shipping point, Granada, Colorado, was the nearest railroad connection to the East and indicated the eastern end of the rapidly shrinking Santa Fe Trail. The size of the wagon train, 50 wagons, is of interest to Trail buffs. Military historians are fascinated with the variety and type of foodstuffs being made available to the army. Few if any, however, have paid attention to the name of the fellow actually hauling the supplies from Granada to Fort Union: Casimero Romero, a New Mexican freighter.

The bills of lading records of Chick, Browne & Company, one of the larger forwarding and commission houses facilitating the shipment of supplies to New Mexico, reflect the common practice of subcontracting to small haulers like Romero. The names Montoya, Varela, Lucero, Baca, Padilla, Pina, Martinez, and Chávez, show up time and time again as the freighter actually moving the cargo. Casimero Romero, a Las Vegas resident, had to employ bull-whackers, herders, and others to move his wagons. In the end, each payment from Chick, Browne & Com-

pany found its way, in part, to citizens of San Miguel County.

The military supplies transported by these freighters show the variety of cargoes and what the soldiers received. The army divided its supply responsibilities among three staff departments: ordnance, quartermaster, and subsistence. The ordnance department fabricated and supplied weaponry, artillery, ammunition, related tools, and accouterments designed for use with weapons, such as cartridge boxes, bayonets, sabers, and waist belts.

The quartermaster department was responsible for transportation, quarters, and buildings, and an abundance supplies such as tentage, cooking utensils, stoves, clothing, bedding, stationery, furniture, animals, feed, vehicles, paint, lumber, nails, plaster, window glass, and virtually everything required except for ordnance and food. The quartermaster was in charge of living conditions, and most quartermasters lived well. Unofficially it was said that a quartermaster had three duties: (1) to make himself comfortable, (2) to make himself more comfortable, and (3) to make himself most comfortable.

The subsistence department, responsible for feeding the army, had the lion's share of the work. A soldier received four pairs of trousers annually, but he was entitled to three meals a day. The food he received on a regularly scheduled table of allowance was known as "the ration," and it included the total allowance for a single day—all three meals. For most of the historic period, this included 12 oz. pork or bacon or 1 lb. 4 oz. salt or fresh beef, 1 lb. 6 oz. soft bread or flour or in the field 1 lb. hard bread, beans or peas, rice or hominy, coffee or tea, and condiments such as salt, sugar, pepper, and molasses. Fresh potatoes were included, with the provision "when practicable." After the Civil War, desiccated vegetables, sort of an early freeze-dried cake of mixed vegetables, and called "desecrated" vegetables by the troops, were sometimes issued in lieu of the hominy, rice, potatoes, beans, or peas.

Immense quantities of ration items were shipped overland, and a review of wagon-train loads showed that fully two-thirds of military freight was comprised of subsistence items. As if the supply of "the ration" were not enough, however, matters were complicated in 1867 and after. A million and a half men had served in the Union army during the Civil War, living their entire enlistment on the ration items listed above. Complaints were loud enough to cause Congress to direct the army

to provide, at cost, a long list of sundry food items for sale to officers and troops, their families, and authorized civilians. Even though these items had to be purchased, rather than being issued as part of "the ration," they at least gave the military community a readily available alternative at a reasonable cost. On the economic side, this placed the army in direct competition with the post trader (officially known as the post sutler until 1867), the forerunner of the post exchange. The traders screamed foul, but to no avail. By the late 1860s most of them enjoyed a reputation akin to today's used-car salesmen.

The expanded responsibilities of the subsistence department's supply tasks are illustrated by a list of the sundry goods brought over the Trail to Fort Union:

Asparagus	Mushrooms
Baking Powder	Mustard
Beef Tongues	Nutmeg
Breakfast Bacon	Olive Oil
Butter	Olives
Candles	Oysters
Cheese	Pepper
Chocolate	Pickles
Cinnamon	Pineapples
Clams	Plums
Coffee	Pork
Corn	Potatoes
Crackers	Raisins
Cranberry Sauce	Rice
Cream of Tartar	Salmon
Dried Apples	Salt
Dried Peaches	Sardines
Flour	Sauerkraut
Green Peas	Soap
Hams	Sugar
Herring	Syrup
Jelly	Taploca
Lard	Tea
Laundry Starch	Tobacco
Lemon Extract	Tomatoes
Lima Beans	Vanilla
Macaroni	Vinegar
Mackerel	Yeast Powder
Molasses	

Once the freighters, such as Mr. Romero, delivered their freight to the Fort Union Depot, the provisions passed into the hands of a vast army of depot employees, mostly civilians. Many of them came to Fort Union from Las Vegas, Mora, Sapello, and other nearby communities. Although the number of civilian employees at Fort Union Depot, as well as the pay they received, varied from season to season and year to year, an example was

found in a letter from military district headquarters at Santa Fe to the depot quartermaster, Captain G. W. Bradley, dated February 5, 1868, authorizing him to retain employees in the following positions at the rates listed:

No.	Position	Monthly Pay
1	Clerk	\$150.00
3	Clerks	135.00
1	Clerk	125.00
4	Clerks	100.00
1	Storekeeper	85.00
1	Asst. Storekeeper	70.00
1	Forage Master	67.00
1	Master of Transportation	100.00
1	Superintendent	125.00
1	Engineer	125.00
1	Fireman	45.00
8	Wagon Masters	75.00
5	Hostlers	35.00
2	Yardmasters	45.00
9	Herders	35.00
185	Teamsters	35.00
1	Blacksmith	85.00
9	Blacksmiths	75.00
8	B.S. Strikers	40.00
1	Chief Carpenter	100.00
4	Carpenters	85.00
4	Carpenters	75.00
1	Machinist	75.00
1	Machinist	60.00
1	Wheelwright	85.00
7	Wheelwrights	75.00
1	Saddler	85.00
3	Saddlers	75.00
12	Cooks	35.00
1	Brickmason	85.00
2	Brickmasons	75.00
3	Packers	40.00
1	Painter	85.00
3	Painters	75.00
3	Expressmen	70.00
1	Brick Moulder	75.00
1	Cooper	85.00
1	Sail Maker	50.00
1	Time Keeper	75.00
4	Tinsmiths	85.00
1	Printer	85.00
1	Chief Watchman	50.00
9	Watchmen	40.00
1	Messenger	35.00
1	Chief Herder	60.00
1	Asst. Herder	45.00
1	Foreman of Laborers	65.00
1	Foreman of Laborers	50.00
75	Laborers	35.00
1	Stonemason	100.00
5	Stonemasons	85.00

Those 396 employees collected a

monthly payroll of \$18,047. Most of that money went into the local economy. In addition to wages, the army attempted to procure whatever supplies were available locally in New Mexico. The high costs of shipping commodities over the Santa Fe Trail was the primary impetus behind directions to quartermaster and commissary (subsistence) officers to purchase provisions locally through open bids or cash payments. Although many military needs, such as weapons, ammunition, uniforms, tents, and most manufactured equipment, had to be shipped in from the East, some provisions were available in the territory. Beef cattle, forage, vegetables, wood, straw, and salt topped the list, and civilians from the region were quick to respond to the military market. Even though army contracts for these provisions frequently were awarded to a few, relatively wealthy citizens, the contractors, in turn, often purchased the supplies from the larger community. Forage contracts for the Fort Union Depot in 1875 included 1,000 tons of hay at a total cost of \$13,710, 845 tons of corn which totaled \$30,542, 25 tons of bran at a cost of \$475, and 55 tons of oats which cost \$2,625, all of which amounted to \$47,352 for that year.

Another opportunity for local citizens to benefit from military expenses was to serve as forage agents. These were civilians who contracted with the quartermaster department to supply hay, corn, oats, and other items at established rates to troops who were traveling in the field or from one military post to another. Most forage stations were located along well-traveled routes between the various posts and were expected also to supply accommodations for officers and troops overnight "at reasonable cost." Many New Mexico forage stations grew into veritable hotels and contracts as forage agents were prized throughout the territory. According to Darlis Miller, in her seminal study of military supply in the Southwest, *Soldiers and Settlers* (Univ. of New Mexico Press, 1989), p. 115: "Citizens competed fiercely and went to considerable expense to secure agencies by building new corrals and comfortable quarters for men and officers, digging wells to provide water, and stockpiling grain and hay." For those wishing to know more about military supply, Miller's book is highly recommended.

The monetary rewards for forage agents could be significant, especially during periods of heavy military traffic. The forage agent at San José, Ramon Lopez, was paid \$500.00 for forage

issued in December 1874 and January 1875. The forage needs of the military district were great, and numerous agencies were contracted in the area. In 1878 the Fort Union Forage District included the following agents (those locations with no agent listed were apparently vacant at the time):

Location	Agent
<i>Between Fort Union and West Las Animas, CO</i>	
Ocate, NM	Andrew J. Calhoun
Sweetwater, NM	M. Heck
Cimarron, NM	W. R. Morley
Vermejo, NM	T. Meloche
Red River, NM	J. H. Adams
Willow Springs	
[Raton], NM	Geo. McGeer
Raton Pass, CO	Richens L. Wootton
Trinidad, CO	W. G. Risenburg
Dimmock's	
Ranche, CO	J. O. Dimmock
Bent's Canyon, CO	
Sizer's Ranch, CO	
<i>North of Trinidad, CO</i>	
Apishpa, CO	J. A. Foster
Butte Valley, CO	Joseph Abrahams
Chucharas, CO	
Walsenburg, CO	Fred Walsen
Veta, CO	J. M. Francisco
<i>Fort Union and South</i>	
Sapello, NM	Wm. Krönig
Las Vegas, NM	T. F. Chapman
Tecolote, NM	Charles Ilfeld
San José, NM	Ramon Lopez
Apache	
Springs, NM	John Taylor
Gallinas	
Springs, NM	Jon E. Whitmore
Cedar	
Springs, NM	John Gehrhardt
Fort Sumner, NM	
Anton Chico, NM	Anders Nelson
Conchas	
Station, NM	John Odam
Stone Rancho, NM	Francisco Lopez
Fort Bascom, NM	
Cherry Valley, NM	James T. Johnson
Cañon Largo, NM	George W. Gregg
Johnson's	
Ranch, NM	Thos. L. Johnson
<i>East of Fort Union</i>	
Santa Clara [Wagon	
Mound], NM	Fernando Nolan
Rock Cross-	
ing, NM	B. Chandler
Sweetwater,	
Lower Road, NM	F. B. Bernard

Las Garces, NM H. E. Blattman
Chico Springs, NMC. G. Burbank
White's Cross-
ing, NM John G. White

An 1868 forage return showed a transaction with the agent at Sapello, William Krönig, for an issue to John Callahan, taking a wagon load of goods to Fort Bascom on May 18. This was another example of jobs and money that resulted from Fort Union business.

An 1881 bill of lading for the commission and forwarding firm of Browne & Manzanares revealed several aspects of continuing economic influence in the region by the army. First, the New Mexican freighter, José Montoya, was from Tecolote, showing that a San Miguel County resident had found employment hauling freight for the government. Second, Browne and Manzanares, forwarding agents operating in the city of Las Vegas, had a contract with the army, the proceeds of which undoubtedly found a home in an area bank. The firm, as noted, contributed further to the local economy by subcontracting to local residents, such as Montoya. Third, and most significantly, it was April 1881. The Santa Fe Trail had been superseded by the railroad and carried only local traffic. The need for the Fort Union Quartermaster Depot was gone with it. Even though it would be another year before the army finally closed the depot there, the bulk of materials destined for posts to the south and west were carried to Las Vegas on the Atchison, Topeka & Santa Fe Railroad (AT&SF), then by wagon into the interior. The railroad and the winding down of depot activities signaled the end of large-scale army transportation between Fort Union and the other posts in New Mexico Territory.

The loss of the Fort Union Depot was not a subject for mourning among San Miguel County residents, however. Quite the contrary. The quartermaster department, in a preliminary move toward the abandonment of the depot, relocated the depot lumberyard to Las Vegas. The move was hailed by a Las Vegas newspaper, the *Optic*, as a wise one, and in a burst of uncontained civic pride, the editor declared that the city would soon have the whole post.

That was, needless to say, jumping the gun, but the handwriting was on the wall by 1881. Military campaigning in some portions of New Mexico continued into 1886, and Fort Union and its dark and empty warehouses lived on for another decade as a troop station. Social gaiety, band concerts, target practice, theatricals, retreat pa-

rades, and an occasional foray into Colfax County civil troubles replaced the Indian campaigns and wagon traffic on the old Santa Fe Trail. Fort Union provided a watchful presence and, more importantly, provided quarters for half a regiment. During the final decade, the post still needed fuel, forage, and the local produce as of old, albeit on a reduced scale, and thus it continued to provide some degree of economic benefit to local residents.

The public view of Fort Union by the late 1880s was more one of indifference rather than concern about the closing of the post. Most Las Vegans could not have cared less. After the arrival of the railroad, Las Vegas had entered its golden age and had become the financial center of New Mexico Territory. Fort Union residents were only minutes away on the AT&SF and the post itself became a nice place to attend a concert by the 10th Infantry regimental band, take in a ball game between a local team and the Fort Union Nine, or gawk at Apache prisoners held there. In a way, it was a peaceful way to go for Fort Union, sort of like dying in your sleep in old age.

When the last two companies of the 10th Infantry marched to Watrous and boarded a special train for Fort Wingate in February 1891, Las Vegas was beyond the point of feeling a painful loss. The Fort Union Depot, which had once been the largest business enterprise in the region, had served its time and purpose in the economic development of the region. Private enterprise, stimulated by the army, had entered a boom period in which Fort Union no longer mattered. When the soldiers left Fort Union after 40 years of service, the *Las Vegas Optic* made a final salute: "Fort Union, may the pale moon and shining stars shine down upon thee until, thou shalt by unseen power, sink into everlasting oblivion."



HOOF PRINTS

—TRAIL TIDBITS—

Oregon-California Trails Association President Ross Marshall, also a member of SFTA, of Merriam, KS, was recently appointed executive director of the Alexander Majors House & Museum in nearby Indian Village, MO.

Elaine Pinkerton-Coleman, author of *The Santa Fe Trail by Bicycle: A Historic*

Adventure (reviewed in this issue), had an article on the Santa Fe Trail in the July issue of *Bicycle Guide Magazine* entitled "Chasing the Ghosts of the Prairie."

Comanche National Grassland opened a three-mile length of the Santa Fe Trail off U.S. Highway 350 for horseback riding, hiking, and biking by constructing a wayside stop and a separate picnic area near Timpas, CO, about 14 miles southwest of La Junta.

The Colorado Historical Society is contributing \$105,000 toward the restoration of the John Wesley Prowers home at historic Boggsville, CO. Work on the house is progressing and those attending the symposium will be able to see it.

Federal funds are underwriting most of a \$400,000 Council Grove, KS, project for signage and interpretation of its many Santa Fe Trail sites and for a historic walkway along the Neosho River.

Federal funds are paying for 80% of a \$79,000 Boot Hill Museum project for several improvements at the Santa Fe Trail ruts off U.S. Highway 56 west of Dodge City, contingent upon a \$16,000 match from the museum.

More than 200 participants rode 20 wagons and 120 horses during the Third Annual Santa Fe Trail Ride from Old Franklin to Lexington in June.

The Kirkwell Cattle Company, Pritchett, CO, is offering tourists five-day wagon train rides along the Santa Fe Trail, (719) 324-9292 or 523-6496.

SFTA members Riley and Betty Parker, who own and operate Parker Books in Santa Fe, were featured in a Santa Fe newspaper article in June. The bulk of the piece was an interesting interview with Riley. Their bookstore on West Palace Avenue, west of the plaza, is a booklover's haven.

SFTA charter members Mary and Leo Gamble, Springfield, CO, gave the first of three inaugural lectures at the new University of Western Kansas in Dodge City on July 11. Their topic was the Santa Fe Trail. This university is opening on the campus of former St. Mary of the Plains College.

A steel model of a Brontosaurus which is 65 feet long, stands more than

35 feet above the ground, and weighs nearly 18,000 lbs. was recently placed at the site of the Cimarron County Historical Society Museum in Boise City, OK. A few million years before traders traveled the Trail across the Oklahoma panhandle, such creatures roamed the area.

An illustrated article, "Along the Santa Fe Trail," appeared in the June issue of *Chevy Outdoors*. Author Mike Richie and photographer Bruce Mathews provided an excellent overview for general readers.

The July 1993 flood in central Kansas threatened Fort Larned National Historic Site, but the levees protected the historic structures. At the worst stage water was within a few inches of going over the levees. The site was closed to the public because the access road was flooded.

The Civil War Sites Advisory Commission recently listed Glorieta Pass among 20 of the nation's most endangered Civil War sites that need further protection from residential and commercial development. A portion of the scene of a critical engagement on the Trail in 1862 has been acquired by the National Park Service. More will be added when funds are available.

SFTA Ambassador David Clapsaddle, Larned, KS, had an article, "Conflict and Commerce on the Santa Fe Trail: The Fort Riley-Fort Larned Road, 1860-1867," published in the Summer 1993 issue of *Kansas History*. Clapsaddle resigned his position on the SFTA board of directors because other commitments prevent his attending the meetings.

A nice tribute to the late Jack D. Rittenhouse, 1912-1991, appeared in the April 1993 issue of the *New Mexico Historical Review*. Rittenhouse wrote much, including *The Santa Fe Trail: A Historical Bibliography*. A Rittenhouse Award has been established for SFTA by Ray Dewey of Santa Fe.

Larry Buchanan now offers aerial tours of the Santa Fe Trail and other sites in the area around Great Bend, including the Trail from Ralph's Ruts to Fort Larned, in a four-passenger airplane. SFTA Sec-Treas Ruth Olson Peters, director of the Santa Fe Trail Center, Alan Hitz of the Trail Center staff, and Steve Linderer, superintendent of Fort Larned NHS, recently enjoyed the flight. For more information,

call (316) 564-3212.

SFTA members Mel and Mary Cotton, Manhattan, KS, suggested the following "thought for today" statement in the *Kansas City Star*, June 11, 1993, as a bit of irony for WT readers: "The difference between a rut and a grave is the depth."

SFTA Ambassador Paul Bentrup, protesting the desecration of the Trail on the Cimarron National Grassland where a "companion trail" for hikers was established despite much public opposition, now urges all private owners of Trail sites to "Just Say No" to the National Park Service.

A major national museum that will trace the history and contributions of women of all cultures in the American West, called Women of the West Museum, is being developed in Boulder, CO. For more information, contact Toni Dewey, Women of the West Museum, 250 Bristlecone, Boulder, CO 80304 (303) 443-2846.

The Kansas City Area Historic Trails Association has been formed to locate and mark historic routes in the area. SFTA member Dorothy Kroh is president. For more information, contact her at 8812 West 66th St., Shawnee Mission KS 66202.

The new cover for the latest edition of Marian Russell's *Land of Enchantment* by the University of New Mexico Press has a photograph of the Rabbit Ears Creek campground site by Trail photographer Joan Myers.

Marc Simmons wrote the introduction for a new edition of George Douglas Brewerton's *Overland with Kit Carson: A Narrative of the Old Spanish Trail in '48*, published by University of Nebraska Press.

The Santa Fe National Historic Trail auto tour route signs have been erected along U.S. Highway 56 in Cimarron County, OK. They feature the official logo of SFNHT.

Three new members of SFTA are relatives of famous Trail personalities. Alice Anne Thompson, Creve Coeur, MO, is a relative of Sister Mary Alphonsa Thompson who died on the Trail in 1867. Myrtle A. Waite, Grand Junction, CO, is a great-granddaughter of Richard and Marion Sloan Russell. Mary Emma Allen, Plymouth, NH, is a

descendant of William "Buffalo Bill" Mathewson who operated a trading ranch at Cow Creek Crossing.

POST OFFICE OAK

—LETTERS—

Editor:

After attending the Santa Fe Trail Institute for teachers at New Mexico Highlands University in June, I became interested in the geology of the Trail. One of the instructors mentioned that a geologist from Oklahoma State University had written a book about the Trail, no longer in print, but I did not get the name of the author or the title. Perhaps someone knows about this book and can help me.

My wife and I enjoy *Wagon Tracks* and read all the articles. Keep up the good work.

Stan Seidel
3601 SE 23rd Terrace
Topeka KS 66605

Thanks for your letter and the report on the Institute (printed elsewhere in this issue). I'm sure the book you are seeking is Hobart Stocking, *The Road to Santa Fe* (New York: Hastings House, 1971). I would like to see SFTA bring the late Prof. Stocking's book back into print if that can be arranged.

Editor

Editor:

I enjoy *Wagon Tracks* very much and look forward to meeting you. We traveled the Santa Fe Trail end to end last summer and walked part of it. I've written a fictional story about me as an 11-year-old boy traveling the Trail with my parents in a covered wagon. I've just finished a 30-minute video about the Trail from end to end, mostly about forts and monuments. I give lectures and show the video at civic groups. I have a number of Trail items for sale, including the video, books, caps, shirts, and mugs. If anyone is interested, they may request a brochure. Thank you.

John V. Dick
PO Box 103
Goessel KS 67053

Editor:

Thanks for including the 4th Annual Santa Fe Trail Bicycle Trek in the Trail Calendar. We appreciate the support of our efforts by SFTA and the help from SFTA members along the route. Our group will be in La Junta during the symposium and I hope we will find some time to visit. We are looking forward to another great ride along the historic Trail.

Williard Chilcott
885 Camino Del Este
Santa Fe NM 87501

Editor:

You continue to do a sterling job for us, and I for one (as a newsletter editor myself) am not only empathetic, but am effusive in my praise for the amount of work you put into each issue and the high quality each issue radiates. Keep up the superb work.

Mike Pitel
SFTA Publicity Coordinator
Tano Rd, Rt 4, Box 240
Santa Fe NM 87501

Your adulation is greatly appreciated whether deserved or not. The contributors such as you make it all possible and we just put it together. You are right about one thing, for sure; it takes an unbelievable amount of time. Now if we could just get the job done on schedule.

Editor

Editor:

I am a new member of SFTA. I have a deep love for America and American people. I am especially interested in

your national parks and historic trails. One day I will visit your lovely and beautiful country.

I am 25 years old and work in "Merkato," the biggest open market in Africa. I would like very much to

correspond with people from your country.

Gebeyehu Wube
PO Box 50689
Addis Ababa, Ethiopia

Editor:

As a fellow member of SFTA, I feel a need to keep folks informed about what goes on at Franklin, MO, and to remind everyone that we are just as dedicated and enthusiastic about the Santa Fe Trail as others. The rains this spring and summer certainly settled the dust here, but it hasn't stopped us from making tracks. [Ed. note: this was written in early July before the big floods.]

Historical society volunteers manned an information booth at the Historic Franklin Site during the National Trails Day Celebration. We also participated in the third annual Santa Fe Trail Memorial Wagon Train reenactment ride. When the wagon train arrived at the river a symbolic river crossing was completed by eight enthusiasts manning a homemade wooden raft powered by oars and rudder. The wagonmaster and others were delivered safely to the other side, de-

claring their journey across the Missouri River an experience to remember.

Folks here at Franklin would like to thank all the volunteers and organizations who make these events possible, including SFTA, Boonslick Historical Society, Franklin or Bust, South Howard Historical Society, and the Lexington Bit and Bridle Club. We look forward to doing more in the future. If you wander our way, stop and say howdy.

Randall Robb
3579 State Rt J
Franklin MO 65250

Thanks for the information. We want to include news from all portions of Trail country, and we need good folks like you to serve as reporters. Keep up the good work at Franklin. We are especially concerned about the flood damage in your area.

Editor

Editor:

As I completed my reading of the May issue and saw your last words, "we intend to do better with the next issue," my thoughts were, no need to worry this issue is outstanding. Late? I didn't notice. Just glad to see a welcome friend in the mail.

I particularly enjoyed H. Denny Davis's article on Franklin. I fondly recall the time I was greeted by members of New Franklin's Chamber of Commerce as I took a snapshot of the Trail monument in front of their storefront.

The only sad part of the issue was the realization that I would again have to miss a fine symposium due to the vacation scheduling of my job. Will their ever be a summer meeting? If not, I guess I'll have to wait until I retire in another 15 years.

Thank you, again, for producing such a wonderful quarterly.

Laura Sisson-Thompson
4720 N Hwy 31
Racine WI 53405

After praise like that, I am ready to come and work in your place so you can attend a symposium. Your observation about "late" is much appreciated and, in comparison to this edition, the last issue was not late.

Editor

Editor:

My sincere compliments to you for the fine job you have done as editor of Wagon Tracks for almost seven years. I have not forgotten the pleasant visit Ken Anglemire and I had with you and Bonita at San Miguel as we waited for the guided tour of that old village to start.

Now you have given us additional information about Eliza St. Clair Sloan Mahoney, Marion Sloan Russell's mother. What a gem you uncovered, Bonita. Bravo!

I offer these comments regarding the misspelling of Marion's name. Most persons are proud of their names and like to have them spelled and pronounced correctly. Just because the original printing of "Memoirs of Marian Sloan Russell Along the Santa Fe Trail" and the reprint entitled "Land of Enchantment" both misspelled her name does not seem to me a valid reason to continue the error. It is unfortunate that the University of New Mexico Press reprint did not rectify that mistake.

Best wishes to you and Bonita.

S. A. Bennett
1421 Monterey Dr
Santa Fe NM 87501

You are right and we plan to change our editorial policy regarding the spelling. Except when used in connection with the publication, Land of Enchantment, we will try to use Marlon rather than Marian from now on and will encourage all others to do the same. Thank you for a persuasive and considerate letter. Bonita and I also remember our congenial visit at San Miguel.

Editor

COUNCIL TROVE

—DOCUMENTS—

Trail News, 1842

[SFTA members Mel and Mary Cottom, Manhattan, KS, found the following Trail items in the New Orleans Daily Picayune and have generously provided them for WT. Manuel Armijo was the governor of New Mexico at the time.]

May 28, 1842

Mexican Traders.—Six Mexican traders from Santa Fé are now in Pittsburg for the purpose of making contracts for waggons, harness, and purchasing other articles intended to cross the desert for the Mexican market. They have brought with them seventeen boxes of specie, containing \$350,000, for the purpose of making purchases in the United States. A few weeks since another rich caravan started upon the return travel to Santa Fé.

June 14, 1842

From Santa Fe and Taos.—News has been received at St. Louis to the effect that Charles Bent, and in fact all the American merchants in Taos, had been arrested and taken prisoners to Santa Fé, although the cause for this movement on the part of the

Governor has not been mentioned. The latter had also given orders that all the Mexicans in the employ of the Bents should be immediately called in.

One of the St. Louis papers thinks that this movement against the American traders has emanated from Santa Anna; but this we do not believe. The success of the inhabitants of New Mexico last fall, in taking the Texan prisoners, has induced them to believe they are invincible, and has also revived the old feelings of dislike toward the American traders.

While in San Miguel in October last, we heard it reported that Armijo contemplated making an attack upon Bent's Fort, although his reasons were not assigned. In a few days we shall probably hear further news, as a letter from one of the brothers of Charles Bent is expected, giving full particulars.

If Armijo imagines that he can take Bent's Fort he is much mistaken. On the contrary, we have not the least doubt that the traders and trappers can easily muster a force sufficient to knock the mud walls of Santa Fé about his ears, and drive Armijo to his hacienda at Albuquerque, and keep him there.

June 16, 1842

Santa Fe Reports.—We find by the St. Louis Republican, that the late report about the confinement of Charles Bent and other Americans at Santa Fé, is all a hoax. Mr. St. Vrain at St. Louis, has received letters from his partner, Mr. Charles Bent, giving the gratifying information that there is no truth in the reports given in the letter received from Independence, in which it was stated that Mr. Bent and all the Americans at Taos had been arrested and sent to Santa Fé. We cannot devise an object for the perpetration of this small and unmeaning deception. The accounts from Mr. Bent represent all as well and in the enjoyment of their usual prospects.

Invasion of New Mexico, 1846

[This item was transcribed and prepared by Harry C. Myers.]

On May 13, 1846, President James K. Polk declared the existence of a state of war between the United States and Mexico. Immediate steps were taken by the war department to organize what became known as the "Army of the West" which would march from Fort Leavenworth to protect the property of Santa Fe traders and occupy Santa Fe, the New Mexican capital. Colonel of the First Dragoons and seasoned frontier commander, Stephen Watts Kearny, received orders on May 26 to form his army from companies of the First Dragoons and volunteer units from the State of Missouri.¹

Men across the state of Missouri eagerly responded to the call for volunteers. Franklin County, just west of St. Louis with the Missouri River as its northern border, was no exception, raising a company of mounted men. Once the requisite number had been reached, officers were elected, the company drilled, and, with a parade and last farewells, marched to Fort Leavenworth to assemble with the others to form the invasion force.² The men of Franklin County became Company E, First Missouri Mounted Volunteers, commonly known as "Doniphan's Regiment" from the name of the regimental commander, Alexander W. Doniphan. They arrived at Fort Leavenworth on June 26 and left on the march to Santa Fe with several other companies on June 29.³

After a largely uneventful march along the Santa Fe Trail, Kearny's Army rested a few days at Bent's Fort and then continued their march into New Mexico. After crossing Raton Pass, the army was in New Mexico and had an easy march into Santa Fe, which they reached on August 18.⁴

On August 22, an officer of Company E, most likely Captain John D. Stevenson, wrote home to his wife and told of the events of the march after passing over the Raton Mountains and entering New Mexico. This account is one of the most detailed of the anticipated clash with Governor Manuel Armijo and his troops south of Las Vegas at a point now known as Kearny Gap and at Apache Cañon. It was written with insight and humor and revealed the determination of the army to succeed.

The original spelling and format of the document have been retained as much as possible. Page breaks in the letter are indicated in parentheses. Words which were unclear in the letter are represented by a question mark in brackets. The original is in the Getty Collection, New Mexico State Records Center and Archives, Santa Fe, New Mexico.

Rio [Vigila?] 30 miles south of Santa Fe
August 22d 1846

My Dearest Wife

You will see by the date of this letter that we have at length arrived at the long sought for place. Santa Fe, on the 18th Genl Kearney took formal possession of the capital of the province without having fired a single gun. On the next morning I with half of my company was sent to this place on detached service.⁵ Our march after the date of my last letter to you was the same unvaried marching until within five days travel of Santa Fe. When the whole army was thrown into a state of excitement by arrival

of a [?] and letter from Gov. Armijo, in the letter the Gov informed Genl. K. "that he had advanced as far into the Mexican territory as he could with safety, and that he called upon him to retire immediately, but if he did not that he would meet him at the Vegas⁶ a stream about 20 miles off and give him battle." to this Genl. K made a characteristic reply that he would meet Gov. A. at the Vegas.⁷ You can well imagine the excitement created in camp by the interchange of civilities, every one expected a fight certain. And sure enough the next day the enemy advanced to within three mile [of] our encampment determined to oppose our passage through a narrow gap in the mountains. On the next morning after the disposition of the enemies forces, Genl. K. marched all of his camp, in battle order, both himself and every man in the army, from the nature of the ground and reported strength of the enemy (about 2000 strong) anticipating a bloody battle. My company being armed with the Hall Rifle, and bayonet was unmounted to act as Infantry and as such attached to the battalion of Infantry. About ten O clock we moved out of camp in the following order the Genl. with 500 dragoons in front, the battalion of Infantry with my company attached about 200. next, the artillery next and (p. 2) two batteries of five pieces each. These followed the Regt. of Missouri Volunteers under Col. Doniphan, 800 strong, and in the rear the baggage train with a strong rear guard. This was the order of march. As to the constituents of the army I must say that never have seen men engaged in anything with finer spirits or more alacrity than this army marched off with on this morning. And as to My own company the officers (with all modesty) and men were in as fine spirits as I have ever seen them, every fellow at his post, determined that Franklin County should not be unknown to fame, we each of us striped off our coats, shouldered our Rifles and marched off at double quick time to enter before our career as soldiers. As I said before the enemy were posted at a gap in the mountains about three miles from our camp on the direct Road to Santa Fe. This gap is formed by two mountains of the same range approaching to within 150 feet of each other suddenly terminating in steep precipice, leaving a gorge through which the road passes to within half mile of this gap the army was marched, when the Genl. determined that the infantry should scale the mountain on the right, pass in rear of the enemy, and cut off their retreat, so as the order was given we commenced the ascent of an almost perpendicular mountain side, covered with rocks about 400 feet high, and after hard puffing and [?] gained the summit, we immediately commenced our descent on the other side and in a few minutes were in the valley below formed the company marched up to the pass-and to our chagrin and surprise found it occupied by the dragoons - the enemy having sud-

denly recollected

"that he that runs away
will live to fight another day"

but this was not the termination of the fatigues of the day as we were compelled to make a march on foot of 12 1/2 miles in hopes of overtaking the Spaniards. The result of which was that every (p. 3) fellow had blistered feet and wearied leggs, and when we again mounted our horses did so with profound gratitude to the providence that provided us such good friends.⁸ This ended the first great battle of the campaign. We next marched to the town of San Magil⁹ within fifty miles of Santa Fee, at which place we learned that Gov. Armijo with a force of 3000 men occupied the narrow Pass between that point and Santa Fee and the only gap in the mountains through which it was possible for our army to pass. The pass being about twenty miles from Santa Fee we continued our march, each day hearing of the position and strength of the enemy and on the 17th encamped within 4 miles of the pass, here again we expected to have had a battle, but the evening of the 17th there arose a contest in the camp of the enemy as to the supreme command, the result of which was that the enemy dispersed without attempting to oppose our passage. On the 18th we struck tents and marched off not knowing certainly whether we should have fight or not but yet prepared for every contingency, as we ascended the mountains seemed to be gradually approaching each other untill at length they seemed to have placed themselves in front of us an impassible barrier, hundreds of feet in height and almost perpendicular, here by turning the point of a mountain you are suddenly thrown into a pass through which the road was just wide enough for a waggon to pass or four men a breast and about 1/4 of a mile length each side of the pass having walls of rock, perpendicular hundreds of feet high and utterly impossible for us to ascend, it was at this pass the enemy had made preparations to resist our passage, and it seems to me if they had availed themselves of the natural advantages of this place, thrown up a barricade, and upon it planted a battery with one (p. 4) sixth of their force they could have effectually resisted every effort of ours to pass, but instead of doing so, although they doubled us in number and were possessed of two excellent pieces of artillery under the effects of fear and discord, after throwing up a few brushes in a breast work, deferred without even firing a solitary gun in defence of their houses.¹⁰ That evening as I have said in the first part

of my epistle we took peaceable possession of Santa Fee. The people of this section the country on our first appearance were the most abject contemptible looking objects [ever seen?] they had been frightened almost to death by the stories the priests and rich (for they are the two classes that rule the country) had told them of the barbarian that were marching against them, but now after we have mingled a few days with them they begin to look a little more cheerful and assume somewhat the appearance of men. They supposed our force was much larger than it is and say that if they had known we were so weak they would have fought us. Gov. Armijo sent Genl. Kearney a [?] that he intended collecting his forces and continuing for the country. That when he dispersed his army he supposed that were in overpowering numbers, but that since we have come into the country he is satisfied that he can trust us. But it is the general impression that he cannot collect a force sufficient to effect anything of importance although it is pretty certain that he will make the effort. Yesterday a Spaniard came into our camp and informed the Lt. Col Ruff¹¹ that Armijo had concealed all of his cannon in a (p. 5) little village about 1 1/2 miles from the camp and forthwith he started with two companies about 70 men in strength in search of them but before he arrived at the town, Capt Fisher¹² of St. Louis with a small party of men had them in possession, they proved to be very excellent brass pieces—six pounders; and constitute the whole of the enemies formidable armament. And depriving Armijo of one of his great dependents in a struggle for the supremacy of the country.¹³

Sunday August 23d 1/2 mile East of
Yesterdays encampment.

I wrote yesterday untill evening parade was blown. After which before I could resume my writing night had set in and as a candle would be somewhat of a curiosity in the camp I was compelled to defer finishing my letter untill to day. Last night we received news from the Capital which has [certainly?] changed the aspect of affairs so far as we are concerned = it is now certain that the people of this portion of the province will quietly submit, the [Grand?] Hierarchy, who is the high Priest of the province having taken the oath of allegiance, his example will be followed by all of the people. Gov. Armijo has fled with a small force to the El Passo del Norte district where he expects to collect an army—but it is exceedingly doubtful whether he will succeed or not, it is three hundred miles from this place to the El Passo del Norte valley to which place Genl Kearney has determined to march immediately where it is rumored he will take

(p. 6) his winter quarters, although there is a counter rumor that he will remain but a few days in the valley, merely passing that way on his road to California—this however is not credited, at least by me. I think we will winter there and in the spring return to the states by the Bexar military road. I do not think myself that it is practicable for this army or any army ever to pass by this route from the States to the Californias. And I believe this is the general impression among the officers. I think that if we should not winter in the southern part of this province we will continue our march south and cooperate with Genl Wool in the Chihuahua district—of one thing at any rate I am perfectly satisfied that we will be compelled to serve out the full term of our enlistment. I believe I have now given you a very full account of our late operations together with our present position. I will say one word in regard to the character of this country and the habits and manners of the people and then turn to things that more immediately concern us. You have always heard that this was an El dorado of a country abounding in beautiful hills and valleys covered with [?] cotages, and teeming with a happy cheerful population, it is all a humbug. the country is a sandy barren country covered with a sickly vegetation, and inhabited by a race of people but little superior to our negroes living in low mud houses, in a word the whole of Mexico that I have seen as yet is not worth the devils Fetching.

Your truly affectionate letter of the 6th of July was received a few days since, and as this is the first opportunity that has presented of writing to you since my last letter. I eagerly embrace (p. 7) it as well to acquit myself of very many promises to answer the much prized treasures, your letter to me. Nothing affords me half the pleasure that is derived from the perusal of your affectionate letters, for to no one else on earth am I bound by ties of love and affection half so strong. You are the subject of my thoughts all the time, every moment of the day is devoted to devising scenes of further happiness for us. And the separation is to be, I firmly believe the means of securing to us permanent future happiness, in your letter you say "do not stay over the year" I can truly say that, I can never give my own consent to a longer absence, as soon as I am discharged from this expedition, I shall hasten with every dispatch to join you my dear wife, never to be again separated for any length of time. I am fully satiated with a roving life and I can now fully realize the pleasures and delight of our little cottage home, and sigh once more to enjoy them. once more to be seated in our pleasant little log house, enjoying the society of my dearest one, and the care and comforts that would surround me. I am glad to see that you are anxious still to remain at home, it is my most earnest wish for you to do so and if possible induce James to come and

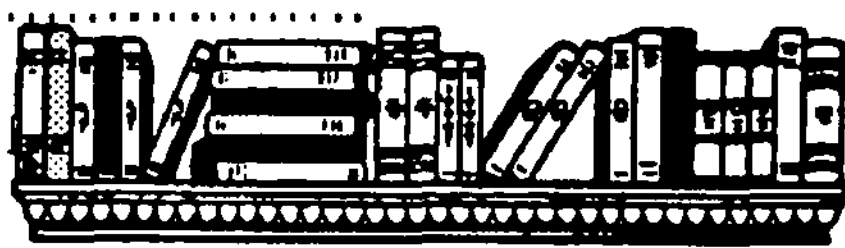
live with you, he must certainly be blind to his own interests if he refuses the proposition I have made in a former letter. You can at the expiration of the year hire Billy again and get the kind offices of some of your friends in getting you a negro girl, and as to the means of living you will have ample for the ensuing year. Two of the members of our company were discharged at Bents Fort and sent home. by one of them I wrote to you and enclosed you a check for \$150. in a few days Maj. Walker will be here and pay off the Regt. and then I shall send you another check for the same amount which will put you in ample funds for the year. and beg of you not deprive yourself of any (p. 8) luxury that money will purchase. I was truly glad to hear that my esteemed friend Mr. Ransom was still living and have fervently wished that he might recover to spend many happy days in the bosom of his family, he has rendered me many kindnesses that I never can forget and shall allways strive to repay. Tell him that none of his friends could be more rejoiced than I would be to hear that his health was permanently restored. That if during my absence my name can be of any service to him in any way to use it, that I truly regret that I cannot in person render some service. I have made every enquiry for John but can [hear?] nothing from him except that he has gone down with a trading party to central Mexico, tell the girls that I think of them very often, that they must make my house as a home, and stay with you all the time. Tell Uncle Louis Maupin and Aunt Mary that I think of them often as dear friends, that I shall allways gratefully recollect their kindness to us esteem them amongst my warmest friends. I shall write to Uncle Louis by the next opportunity. Remember me to [?] + family, to David Edwards and wife Boy Halligan and all of my friends. Tell that they are not forgotten. There will be a trading party leaving here for the States in about ten days, and by them I intend to write to each of these persons. Tell Letch that I have expected to have heard from him by each mail but have allways been disappointed. I shall not treat him so shamefully I shall write to him in the course of ten days, give my respects to [ink blot] + Aunt Polly. If ever you write to Charles Bill + Mary remember me to them. I shall write to Charles. I have resolved to write to Father. I owe him a very long letter and shall pay him off with full interest. As to our Company they are all well and becoming more and more reconciled to their life. To day I furnished [The rest of the letter is missing].

NOTES

1. Louise Barry, *The Beginning of the West* (Topeka: Kansas State Historical Society, 1972), 586.
2. George R. Gibson, *Journal of a Soldier under Kearny and Doniphan, 1846-1847*, ed. by Ralph P. Bieber (Glendale: Arthur H. Clark Co., 1935), 33-34.
3. Barry, *Beginning of the West*, 595.
4. In addition to cited references, several other journals

of the march have been published, including William E. Connelley, *War with Mexico, 1846-47: Doniphan's Expedition and the Conquest of New Mexico and California* (Topeka: published by the author, 1907); Frank S. Edwards, *A Campaign in New Mexico with Colonel Doniphan* (Philadelphia: Carey and Hart, 1847); Ralph P. Bieber, ed., *Marching with the Army of the West, 1846-1848* (Glendale: Arthur H. Clark Co., 1936); and Richard S. Elliott, *Notes Taken in Sixty Years* (St. Louis: R. P. Studley & Co., 1883).

5. Marcellus Ball Edwards wrote that on August 19, "One half of each company, under command of Lieutenant-colonel Ruff, was detailed to take them to Galisteo for grazing." Bieber, *Marching with the Army of the West*, 160.
6. Las Vegas, "the meadows," present-day Las Vegas, New Mexico.
7. On August 14, between present Watrous and Las Vegas, a lieutenant and three Mexican soldiers brought Kearny an express from General Armijo. Dwight L. Clark, ed., *The Original Journals of Henry Smith Turner, with Stephen Watts Kearny to New Mexico and California, 1846-1847* (Norman: University of Oklahoma Press, 1966), 71.
8. George Gibson stated, "Captain Stevenson's company of mounted volunteers were dismounted by General Kearny, and crossed with us, but not being accustomed to the infantry service, could not get over such a place so well as we did." *A Soldier under Kearny and Doniphan*, 196.
9. San Miguel.
10. Armijo's force was at Cañoncito at the mouth of Apache Cañon.
11. Charles F. Ruff had served as a second lieutenant in the First Dragoons from 1838 until he resigned in 1843. He was second in command of Doniphan's Regiment of Missouri Mounted Volunteers.
12. Woldemar Fischer was a captain Clark's Battalion of Missouri Volunteer Artillery.
13. See Gibson, *A Soldier under Kearny and Doniphan*, 217 fn. 356, for a discussion of the cannon retrieved.



CONVERSE OF THE PRAIRIES

—BOOK NOTICES—

Mark L. Gardner. *Santa Fe Trail, National Historic Trail*. Tucson: Southwest Parks and Monuments Association, 1993. Pp. 16. Illustrations, map, bibliog. Paper, \$2.95.

This handsome little book, whose modest price makes it the bargain of the year, sold more than 2,000 copies within a few weeks of publication. It should easily emerge as a Trail best-seller.

The author is SFTA's own vice-president, historian Mark L. Gardner. He has done a superb job of pulling together a handy and highly readable overview of the Trail story. His selection of color plates, engravings, historical photographs, and documents to illustrate the text is also outstanding.

The publisher, SPMA, produces guides and histories for sites and areas administered by the National Park

Service. They also published the late T. J. Sperry's *Fort Union, A Photo History* (1991). All museums, gift shops, and bookstores along the Trail ought to be selling both these titles. A publications catalog can be obtained from SPMA at 211 N Court Ave, Tucson AZ 85701.

Author Gardner will be autographing copies of his book during the symposium at La Junta and Bent's Old Fort. Every dedicated SFTA member should have one.

—Marc Simmons

Elaine Pinkerton. *The Santa Fe Trail by Bicycle: A Historic Adventure*. Santa Fe: Red Crane Books, 1993. Pp. xx + 156. Illustrations, maps, appendix, bibliog., index. Paper, \$12.95 plus \$2.00 shipping. Order from Red Crane Books, 826 Camino de Monte Rey, Santa Fe NM 87501 (800) 922-3392.

The author was a member of Willard Chilcott's first Santa Fe Trail Bicycle Trek, and this volume provides a detailed guide to that annual 21-day venture. Marc Simmons contributed the foreword, and the volume is enhanced with 28 photographs and 20 maps. Pinkerton considers equipment, preparation, and safety as well as the route of travel, things to see and do, and references to Trail history. It was a positive experience for her and is especially recommended to anyone contemplating participation in all or a portion of the annual bike trek.

The book is somewhat limited in scope, since it follows only the itinerary of Chilcott's trip. A wider audience would have been served with information about biking other sections of the Trail routes and side trips along the way for the benefit of those bicyclists who may want to visit other sites. Also, suggestions for day trips or weekend treks along the Trail would be worthwhile.

A few errors of fact detract from this guidebook. The "convergence" of the Cimarron and Mountain routes was not at "La Junta, Colorado," but near La Junta (now Watrous), New Mexico (p. 43). The barracks at Fort Dodge were not constructed of adobe but of native stone (p. 81). The photograph of the tracks leading to the Trail ruts west of Dodge City (p. 84) are mistakenly identified as the ruts (a common error made by a number of other publications). The Santa Fe Trail Center is not operated by Fort Larned but the Fort Larned Historical Society (p. 90).

The location of Pawnee Rock, which is not on the itinerary of the bicycle trek, is not eight miles "northeast of Lyons" but is northeast of Larned (p. 94). Although Council Grove once

touted itself as the "birthplace of the Santa Fe Trail," that is no longer true (p. 106). That historic town, after much criticism about the birthplace claim, now correctly calls itself the "rendezvous" site of the Trail. The photograph on p. 128 is apparently misidentified. The "town" of Arrow Rock (p. 132) did not exist at the time of the Lewis and Clark expedition. Interstate Highway 70 is not "I-40" (p. 137). Fortunately, the information on biking is more reliable than that on Trail history.

Dave Webb. *Adventures with the Santa Fe Trail*, revised edition. Dodge City: Kansas Heritage Center, 1993. Pp. 76. Illustrations, maps, bibliog. Paper, \$7.95 plus \$2.00 shipping. Order from Kansas Heritage Center, PO Box 1275, Dodge City KS 67801.

Webb, now assistant director of the Kansas Heritage Center, has a talent for making the best even better. This revised edition of the finest book available about the Trail for children of all ages contains 16 additional pages of information, learning activities, and project suggestions. Several new biographies of Trail personalities are included. The National Park Service even granted permission for the reproduction of the Santa Fe National Historic Trail official logo (which was denied for the first edition). This handsome publication, illustrated by Phil Buntin, is highly recommended to teachers as well as young (and not so young) readers, and all at a bargain price.

CAMP TALES

—CHAPTER REPORTS—

Cimarron Cutoff

President David Hutchison
West Star Route Box 35
Boise City, OK 73933

No report.

Texas Panhandle

President Charles H. Pitts
3316 Palmer Dr.
Amarillo, TX 79106

A membership drive is planned to rejuvenate the chapter. President Charles Pitts requests that Panhandle residents and SFTA members contact him at (806) 359-1166 or Kathy Revett at (806) 358-7320. A business meeting was held on August 8 and a field trip to Adobe Walls and Canadian is being planned for the fall.

The Texas Historical Commission has authorized markers across the Texas Panhandle citing the early Spanish Canadian River road to Santa Fe and the later Gregg-Marcy routes. Anyon who is interested can roughly

follow these routes from Glen Rio (I-40, old Route 66) on the New Mexico border to Amarillo, Borger, and the city of Canadian to the east. Markers are located in or near each of the cities. A list of the markers and their locations is available.

President Pitts wrote an article about Josiah Gregg's route from Fort Smith and Van Buren, Arkansas, to Santa Fe, opened in 1840, for the *Amarillo Globe-News*, April 13, 1993. It commemorated the 153rd anniversary of Gregg's trip and the April blizzard which killed almost 300 sheep and goats belonging to the caravan.

Wagonbed Spring

President Edward Dowell
521 W. Janice
Ulysses, KS 67880

Chapter members joined in an outing at the Wagonbed Spring site on May 19 when the Hickok Elementary fifth grade classes made their annual trek to the spring and the Cimarron National Grassland under the leadership of Karla French. At the Grassland Nancy Brewer of the forest service at Elkhart met the busses at the beginning of the auto tour on the highway north of Elkhart. The group made their way to the top of Point of Rocks and walked to the Middle Spring for lunch. Tracey Caffey presented a living-history demonstration at Middle Spring, assisted by Ron French. The students viewed Trail ruts and the children's graves on the north bank of the river east of the highway during the afternoon and arrived back at Wagonbed Spring about 3:00 p.m. There Ed Dowell talked about the artifacts found at the spring site area.

SFTA Ambassador Paul Bentrup presented the program at the chapter meeting in Ulysses, July 8, 1993. Ed Lewis, vice president, presided at the business meeting in the absence of Edward Dowell, who was harvesting.

Going back 168 years and using information from Joseph C. Brown's 1825 survey of the Wagonbed Spring area, Bentrup compared the location given by Brown with present-day maps. Brown gave a description of the area in his field notes: "Lower Semaron Spring [Wagon Bed Spring, Grant County] is at the west edge of a marsh green with bullrushes. The marsh is north of the creek and near it. The spring is constant, but the creek is sometimes dry. . . ."

Lewis distributed the newly-printed brochure for Wagonbed Spring. He said that Dowell had preserved an old black walnut tree at the spring site. Christie Leonard volunteered to clean up the area around the DAR Santa Fe

Trail markers in Stevens County on the Dermott Road near her home.

Ron and Karla French missed the program because they were researching in the Kansas City area for his "cousin," William R. Bernard, a wagon-train outfitter, who was in partnership with A. G. Boone and James G. Hamilton. They hope to share their research with the chapter members at the fall meeting at Hugoton on Oct. 14.

Heart of the Flint Hills

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

No report.

End of the Trail

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

Participating chapter members had a great experience on Sunday, June 20. The day started at noon with a "brown bag" lunch at the Pecos National Monument picnic grounds. After lunch and a short business meeting, the group caravanned to Kearny Gap south of Las Vegas, where they were guests of the Corazon de los Caminos Chapter. Members from the Mountain Branch Chapter were also in attendance.

At Kearny Gap, Harry Myers, Superintendent of Fort Union National Monument, presented an overview of historical events that happened there. According to Harry, this area is the likely location where Captain Gallegos, with 400 men under his command, met William Becknell in 1821.

Morris Eiland, of the Corazon de los Caminos Chapter, then led a caravan of vehicles through the Ojitos Frios Ranches and the Puertocita Pedregosa where a profusion of Santa Fe Trail ruts still scar the landscape. Continuing south toward Tecolote, the group stopped at La Manga to visit the picturesque chapel belonging to the Ortega family. Erected in 1931, the chapel is dedicated to the present owner's grandfather.

The day's excursion concluded at Tecolote. This was home to Marian and Richard Russell for five years where they operated a trading post after Richard left the army at Fort Union. Here, members viewed the site where the Santa Fe Trail crossed Tecolote Creek and a DAR marker located on the plaza. The day's events proved to be a rewarding experience, thanks to our gracious hosts from the Corazon de los Caminos Chapter.

On Saturday evening, June 26, members of the chapter's executive committee met at the home of Larry and Doris Lyon in Santa Fe. After a

delightful dinner, the group viewed 400 35mm colored slides of sites along the Santa Fe Trail from Franklin, MO, to the Santa Fe Plaza that Larry has documented over the years. Larry plans to show his collection at a future chapter meeting.

Burt Schmitz, leading authority on the route of the Trail through Glorieta Pass, came to Santa Fe in late June. Because of short notice, it was not possible to organize a field trip for chapter members. However, Chapter President Carl Damonte was able to meet with Mr. Schmitz and was treated to a four-hour venture along parts of the Trail from Cañoncito (site of Johnson's Ranch) to Pigeon's Ranch and then to Apache Canyon and the "strategic bridge" that was a prominent feature in the Civil War battle on March 26, 1862. Using detailed maps he has prepared from extensive research conducted since 1957, Schmitz pointed out segments of the Trail, alternate routes, and the general battlefield scenario. The day's excursion was truly a step back in history. Schmitz's maps are contained in the latest edition of William C. Whitford's book, *The Battle of Glorieta Pass, The Colorado Volunteers in the Civil War, March 26, 27, 28, 1862*, published by The Rio Grande Press, Inc., Glorieta, NM 87535. The book also contains a preface by Marc Simmons.

Chapter member Dave Masterman served as wagonmaster for 33 members and guests on Sunday, July 11, for a hike along the last pull into Santa Fe between Apache Ridge and Cañoncito. Dave explained the history of this Trail segment, pointed out Trail ruts, and showed a portion that had been improved by the U.S. Army in 1858. In evidence, was a rock retaining wall that was built by the army to support the Trail from drainage. At the half-way point, members had "noon" on the Trail (lunch). Member Mike McDonald, dressed in mountain-man garb, added color and flavor to the day's events. Armed with a .45 caliber Kentucky Long Rifle, he gave a detailed demonstration of how to load and fire the black-powder weapon. After several misfires, it finally went off in a cloud of smoke. Mike also showed an 1851 Navy Colt Revolver of the type used by Union officers during the Civil War. From a vantage point along the Trail, Chapter Life Member Marc Simmons spoke to the group about the Battle of Glorieta that occurred a short distance away and pointed out significant landmarks that related to the battle. The outing ended with refreshments back at the starting point.

Chapter member Elaine Pinkerton's

latest book, *The Santa Fe Trail by Bicycle: a Historic Adventure*, has been published. The book is unique in that it follows the Trail from the Santa Fe Plaza to Franklin, MO. The book contains a foreword by Marc Simmons. A review is included in this issue of WT.

Corazon de los Caminos

President LeRoy LeDoux
PO Box 94
Wagon Mound, NM 87752

The May activity took 32 members and 7 guests to Springer and then down Mills Canyon for a potluck picnic. Rachel Williams of Springer organized the event that started at the Brown Hotel in Springer with donuts and coffee. By noon the group arrived at the head of Mills Canyon, named after Hon. Melvin W. Mills of Springer, ready for a 2-mile descent to the bottom over a rocky road one would not want to negotiate in inclement weather.

From the top to the bottom the drop is about 1,000 feet. Within the narrow confines of the canon walls the Canadian snakes its way south. Nancy Robertson pointed out that a bird's-eye-view of northeastern New Mexico makes it clear why the Santa Fe Trail avoided traveling the shorter, hypotenuse route from the Oklahoma Panhandle via Las Vegas to Santa Fe. The Canadian River, from east of Springer to past Mosquero, presents with its steep cañons an almost impassable barrier for wagon trains. That, and the understandably inhospitable Indians, forced the Trail crossing to east of Springer and hence south to Las Vegas.

The cañon was home of the Utes and Jicarilla Apaches, who appreciated its relatively mild climate, an abundance of fish and game, and caves for shelter. Daniel Mills and his son, Judge Mills, nevertheless met no opposition there in the late 1800s and settled in this pristine wilderness to plant an orchard, containing about 7,000 fruit trees, and a vegetable farm, harvesting tomatoes, cantaloupes, and cabbages, on a twelve-mile stretch at the river bottom. The bounty of the cañon was carted to the Santa Fe Railroad and its chain of Fred Harvey houses.

Today only the ruins of a stone and several adobe structures remain. Consecutive floods raging within the narrow cañon walls, fed by the tributaries of the Canadian and the slightly sloping mesas to the east and west, swept the orchards and fields, uprooting the trees, and destroyed the structures in the early 1900s.

On June 20 our members hosted a sizeable contingent from the End of the

Trail chapter at Kearny's Gap. The 56 people heard Harry Myers, Superintendent at Fort Union, present an informative talk at this historic gap about the events leading up to the meeting between Capt. Gallego and William Becknell in 1821.

The group, led by Morris Eiland, then proceeded via the Ojitos Frios Ranches, inspecting sundry trail markings, past Romeroville to the Chapel at La Manga and refreshments. The chapel, built by the Ortega family, is an adobe structure and kept in beautiful condition and open, according to Sr. Ortega, to comply with his father's wishes that anyone who wants to meditate in its peaceful surroundings may do so. From there the group went to the village to Tecolote on the Santa Fe Trail, saw the crossing of Tecolote Creek, and saw the beginning of the relatively steep Tecolote Hill.

On August 15, 24 members visited La Cueva Roller Mill at the Salman Ranch in Mora County. Vincente Romero settled there about 1835, herding a few sheep while living in a nearby cave. He later built a roller mill and by the 1850s had acquired 33,000 acres. La Cueva became the site of a prosperous mercantile center supplying flour, vegetables, and cattle to the area. Among the customers were Fort Union and other army forts in the territory. After the death of Vincente Romero (1881) his heirs began to sell off portions of the family holdings. In 1942 Col. Salman chanced upon the property; by 1950 he had acquired all the land belonging originally to the Romero family and began, besides ranching, cultivating plants, flowers, vegetables, and fruits. The area is famous for its raspberries.

Wet/Dry Routes

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

The chapter met in conjunction with the Dodge City/Fort Dodge Chapter on June 26, 1993, at the Dodge City Public Library. Reports were given regarding the events conducted in relation to the Santa Fe Trail Days in Larned May 29-30. Among the events sponsored by the Chapter was the 2nd Annual Picnic and Historic Interpretation which netted in excess of \$1,300 for the chapter's marking fund. The 2nd Annual Wet/Dry Route Tour scheduled for October 9 and the proposed changes in the SFTA bylaws were also discussed. The chapter, by unanimous vote, directed that a letter be sent to SFTA President Bill Pitts stating objection to the provision which requires all members of local chapters to be members of SFTA.

Mountain Branch

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

No report.

Dodge City/Fort Dodge

President Betty Braddock
106 Plaza Terrace
Dodge City, KS 67801

On April 23, 1993, the members convened for the first meeting under President Braddock's leadership. Betty also presented the program on the letters written by Isadore Douglass, wife of Major Henry Douglass, commander of Fort Dodge in 1866-67.

The chapter hosted the Wet/Dry Chapter on June 26, 1993, at the Dodge City Public Library. After business meetings, refreshments and fellowship, a special program was presented by SFTA Ambassador David Clapsaddle. David presented a historical monodrama as George Bent, which enlightened and entertained the more than 60 members of the combined chapters in attendance.

The chapter hopes to take a one-day trip this fall. Other chapters or SFTA members that would welcome us for a visit are encouraged to contact President Braddock.

Missouri River Outfitters

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

On August 1 chapter members met at Buckner, MO, for a tour of the Trail and local environs from there eastward to Dover, including two museums in Lexington. It was necessary to detour periodically to avoid floodwaters. Roger Slusher led the group and provided historical information.

After the tour participants were guests at the Slusher home in Lexington for dinner and conversation. Thanks Roger and Sandy for a grand tour and the hospitality.

The October meeting will be at the Santa Fe Trail site donated by Lou Schumacher in Kansas City (postponed from an earlier date). Schumacher will share with us the steps and procedures needed to research and certify a historic site. For further information, contact President Bob Dorian.

Quivira

President Wayne Smith
RR 1 Box 44
Raymond, KS 67573

The Quivira Chapter, the newest chapter along the Trail, drawing members from McPherson, Rice, and Barton counties in Kansas, adopted bylaws in October 1992. Further efforts

at organization were delayed by bad weather. The January, February, and March meetings were canceled because of ice, snow, and a blizzard. In April and May the meetings were rained out. On June 6, however, 26 members gathered at the Cottonwood Grove Cemetery to hear a short presentation about local historical events by Berniece Bengston. The group then boarded a haywagon provided by Mr. and Mrs. Wilmer Ekholm for a tour of Trail ruts northeast of the Stone Corral, and passed the marker cottonwood on the Little Arkansas and two DAR markers on the return to the Cottonwood Cemetery area for a picnic.

This area has been maintained for years by Wilmer Ekholm with the help of local Boy and Girl Scout Troops and others. He has been diligent in telling the history of this particular spot to interested parties.

President Smith and Bengston pointed out the need for renovation of signs along the Trail in this and other areas served by the chapter, as well as additional signage for presently unmarked points of interest along the Trail.

The next meeting of the chapter will be Oct. 17, 1993. They will meet at the Fort Zarah Roadside Park at 2:00 p.m., visit the sites of Fort Zarah and Peacock Rancho, and proceed to the Barton County Historical Village for a meeting and a tour of the facilities.

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.

PATRON MEMBERSHIPS

Dr. Wm. J. Reals, 706 Stratford Rd, Wichita KS 67206

FAMILY MEMBERSHIPS

Bill & Darlene Aspedon, 145 Aspen Dr, Woodland Park CO 80863
John & Janet Buck, 2737 Flintridge Dr, Colorado Springs CO 80918
Warren & Helen Burns, 2539 Patriot Heights, Colorado Springs CO 80904
Beulah & Wallace Carley, 304 Walnut St, Wamego KS 66547
Sally & Robert Conrad, 6405 Wyandotte, Kansas City MO 64113
Michael Macklin & Pat Brantley, 12231 Level Run, Stafford TX 77477
Tom & Vivian McWhorter, 4105 Bent Dr, Colorado Springs CO 80909
Clarence & Donna Stiver, RR 10 Box 1068-10, Springfield MO 65803
Robert A. Strong, PO Box 683, Dighton KS

67839

INDIVIDUAL MEMBERSHIPS

Mary Emma Allen, RR 2 Box 225A, Plymouth NH 03264
Tom Baker, 6105 McKinney NE, Albuquerque NM 87109
Kathleen A. Berger, 325 Gateway Dr, Jefferson City MO 65109
Anna Beth Birky, RR 2 Box 73A, Newton KS 67114
Warner Blackburn, 915 Neosho St, Emporia KS 66801
James F. Bowers, 450 S Otis, Lakewood CO 80226
Bob Cochran, PO Box 7, Sentinel OK 73644
Tom Dauphinee, 11808 Golden Gate NE, Albuquerque NM 87111
Blaine Davis, PO Box E, Garden City KS 67846
Robert Dimegar, 899 E Zia Rd, Santa Fe NM 87505
Jack Donohue, 125 N Spring St, Bloomfield NJ 07003
Betty Duran, 1420 Tari Dr, Colorado Springs CO 80921
Sterling Evans, 319 Northwood Ln, Lawrence KS 66044
Nelda M. Forry, 205 S 6th St, Arrow Rock MO 65320
Earl Goodrich, PO Box 35, Pritchett CO 81064
Michael Grandcolas, 247 Ocean Park Blvd, Santa Monica CA 90405
Greg Harness, PO Box E, Garden City KS 67846
Elizabeth G. Inge, 1322 Park Ave, La Junta CO 81050
Gail H. Ismart, 13525 Youngwood Turn, Bowie MD 20715
Joyce Klein, RR 1 Box 13B, Rozel KS 67574
Joy B. Jones, 3202 Red Onion Cir, Colorado Springs CO 80918
M. Dale Larsen, 11725 W Alderny Ct #48, Wichita KS 67212
Shirley McFadden, 1233 Ogden St #409, Denver CO 80218
Mario R. Medina, 8757 Lane 22.5, Sugar City CO 81076
Michael J. Menard, Koshare Indian Museum, PO Box 580, La Junta CO 81050
Dorothy S. Moore, 5600 Perry Ln, Merriam KS 66203
Barbara Oringerderrf, PO Box E, Garden City KS 67846
Paul F. Peppard, PO Box 429, Angel Fire NM 87710
Valdine Prentice, 5803 Spurwood Ct, Colorado Springs CO 80918
Felix Revello, RR 3, Lamed KS 67550
Alice Anne Thompson, 12836 Portulaca Apt J, Creve Coeur MO 63146
Robert J. Torrez, 404 Montezuma, Santa Fe NM 87503
Myrtle A. Waite, 583 - 20 Rd, Grand Junction CO 81503
Marjorie Allen White, 909 San Juan Ave, La Junta CO 81050
Stephen C. Whitmore, 120 Gabaldon Rt, Las Vegas NM 87701
Barbara E. Withee, 748 Elling Dr, Manhattan KS 66502

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 November, so send information for December and later to arrive by October 20. Thank you.

Sept. 12, 1993: End of the Trail Chapter field trip to San Miguel. Meet at 10:30 a.m. in church parking lot. Contact Margaret Sears (505) 473-3124.

Sept. 18, 1993: 19th Annual Santa Fe Trail Days at New Franklin, MO. Contact Joe Chitwood (816) 882-7000 or 848-2936.

Sept. 19, 1993: Corazon de los Caminos Chapter meeting at Rock Crossing of the Canadian. Contact LeRoy LeDoux (505) 666-2262.

Sept. 19-Oct. 8, 1993: Santa Fe Trail Bicycle Trek. Contact Willard Chilcott, 885 Camino Del Este, Santa Fe, NM 87501 (505) 982-1282.

Sept. 23-26, 1993: Santa Fe Trail Symposium, La Junta, Bent's Old Fort, and Boggsville, CO. Contact Don Hill, Bent's Old Fort NHS, 35110 Hwy 194E, La Junta CO 81050 (719) 384-2596.

Sept. 24-25, 1993: Council Grove Festival. Contact CGCVB, 1-800-732-9211.

Sept. 25, 1993: 1840s Indian Encampment, Bent's Old Fort NHS.

Sept. 25, 1993: Back to Boggsville Days, Historic Boggsville.

Oct. 2, 1993: 4th Annual Trail Tour, Cimarron County, OK, Historical Society, begins at 8:00 a.m., reservations required. Contact Joan Wells (405) 544-3077, Joanne Wells (405) 544-2716, or Norma Gene Young (405) 544-3136.

Oct. 14, 1993: Wagonbed Spring Chapter meeting at Hugoton.

Oct. 17, 1993: Corazon de los Caminos Chapter meeting at Hermit's Peak near Las Vegas. Contact LeRoy LeDoux (505) 666-2262 or Bernt Winkel (505) 425-1529.

Nov. 13, 1993: End of the Trail Chapter meeting, Mary Moorehead, speaker, 1:30 p.m., Santa Fe Public Library. Contact Margaret Sears (505) 473-3124.

BICYCLE TREK 1993

THE 4th Annual Santa Fe Trail Bicycle Trek will travel as follows. SFTA members along the route are encouraged to meet and visit with participants in their respective areas.

Sept. 19 Santa Fe to Las Vegas

Sept. 20 Las Vegas to Wagon Mound

Sept. 21 Wagon Mound to Cimarron

Sept. 22 Cimarron to Trinidad

Sept. 23 Day off in Trinidad

Sept. 24 Trinidad to La Junta

Sept. 25 La Junta to Lamar

Sept. 26 Lamar to Lakin

Sept. 27 Lakin to Dodge City

Sept. 28 Day off in Dodge City

Sept. 29 Dodge City to Larned

Sept. 30 Larned to Sterling

Oct. 1 Sterling to Hillsboro

Oct. 2 Hillsboro to Council Grove

Oct. 3 Day off in Council Grove

Oct. 4 Council Grove to Baldwin City

Oct. 5 Baldwin City to Independence

Oct. 6 Independence to Lexington

Oct. 7 Lexington to Arrow Rock

Oct. 8 Arrow Rock to New Franklin

FROM THE EDITOR

The 1993 business meeting of SFTA is of critical importance because of the proposed changes in the bylaws. The original bylaws, for example, made no provisions for SFTA chapters, and now there are ten of them. Many chapters have members who are not members of SFTA. Other organizations with which I am familiar, including the Oregon-California Trails Association, Daughters of the American Revolution, and the Boy and Girl Scouts of America, do not permit people to be members of their chapters without belonging to the parent organization. If a local or regional organization wishes to be a chapter of SFTA, the members of that organization must also be members of SFTA (our status as a certified, tax-exempt 501(c)(3), not-for-profit organization would be in jeopardy if we permitted non-members to be SFTA chapter members). This does not prevent any local or regional organization from forming separately from SFTA. It is essential for the future of SFTA that this bylaw revision and many others that are proposed be adopted in 1993.

See you at the symposium. Happy Trails!

—Leo E. Oliva

SANTA FE TRAIL PHOTOPRINT NOTECARDS

Scenic and Historic Sites in Living Color □ Many selections available featuring Mountain and Cimarron Routes □ Enlargements available, framed or matted □ Visit our booth at the 1993 Symposium in September.

Dale & Teresa Kesterson
Santa Fe Trail Detours
358 Carson Ave
Las Animas CO 81054
(719) 456-0504

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

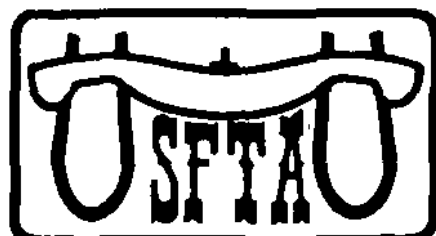
Ruth Olson Peters, Santa Fe Trail Center, RR 3, Larned KS 67550 (316) 285-2054.

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

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

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

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