

Wagon Tracks

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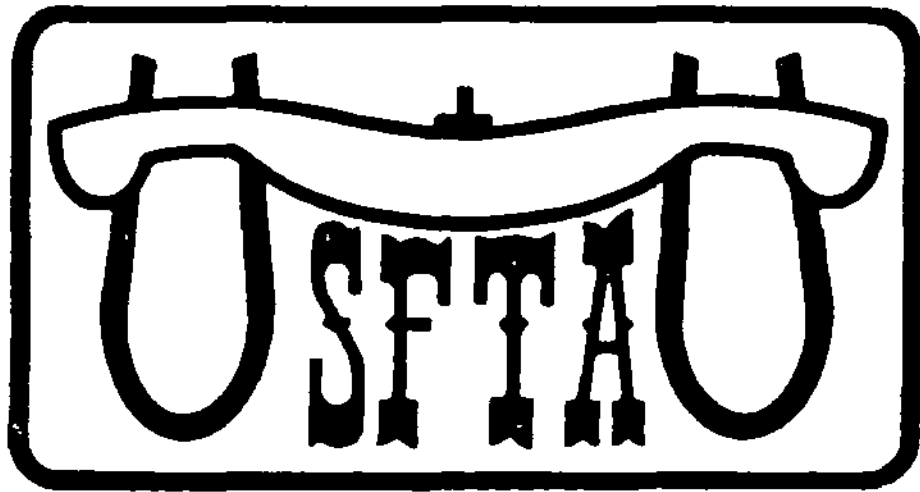


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WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 7

MAY 1993

NUMBER 3

SYMPOSIUM LODGING FILLING FAST

SYMPOSIUM plans for September 23-26, 1993, "Corridor Through Time" as detailed in the last issue, are proceeding apace and registrations were well over a hundred at last count. Participants should move swiftly to secure lodging according to SFTA Publicity Coordinator Mike Pitel, who notes that the six motels in La Junta offer only 183 rooms for SFTA members.

They are the Friendship Inn (30 rooms) at (719) 384-5476, \$35 single, \$42 double (two beds); La Junta Budget Inn (25 rooms) at (719) 384-2504, \$21 single, \$29 double; Luxury 8 Inn (25 rooms) at (719) 384-4408, \$31 single, \$42 double; Midtown Motel (26 rooms) at (719) 384-7741, \$24 single, \$32 double; Quality Inn (60 rooms) at (719) 384-2571, \$42 single, \$46 double; and Westerner Motel (16 rooms) at (719) 384-2591, \$24 single, \$32 double.

There are additional accommodations in at least six nearby communities, including Rocky Ford, Las Animas, Lamar, Pueblo, Walsenberg, and Trinidad. Four of those towns are more than sixty miles from La Junta. For those coming with recreational vehicles, campgrounds are available in the area. For further assistance, contact the La Junta Chamber of Commerce at (719) 384-7411 or Symposium Coordinator Don Hill at (719) 384-2596.

Everyone planning to attend this outstanding program is urged to register and secure accommodations as soon as possible. Remember that the late registration fee begins August 1.

SYMPOSIUM SPEAKERS

THE SFTA Symposium, "A Corridor Through Time," September 23-26, 1993, will feature a variety of speakers. Their names appear in the symposium program. More information about each follows.

Bill Brown, retired National Park Service (NPS) historian and author of *The Santa Fe Trail* (originally published by the NPS and now available from Patrice Press), will discuss evolving

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NATIONAL TRAILS DAY
JUNE 5, 1993

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

MORE ON PUERTOCITO DE LA PIEDRA LUMBRE

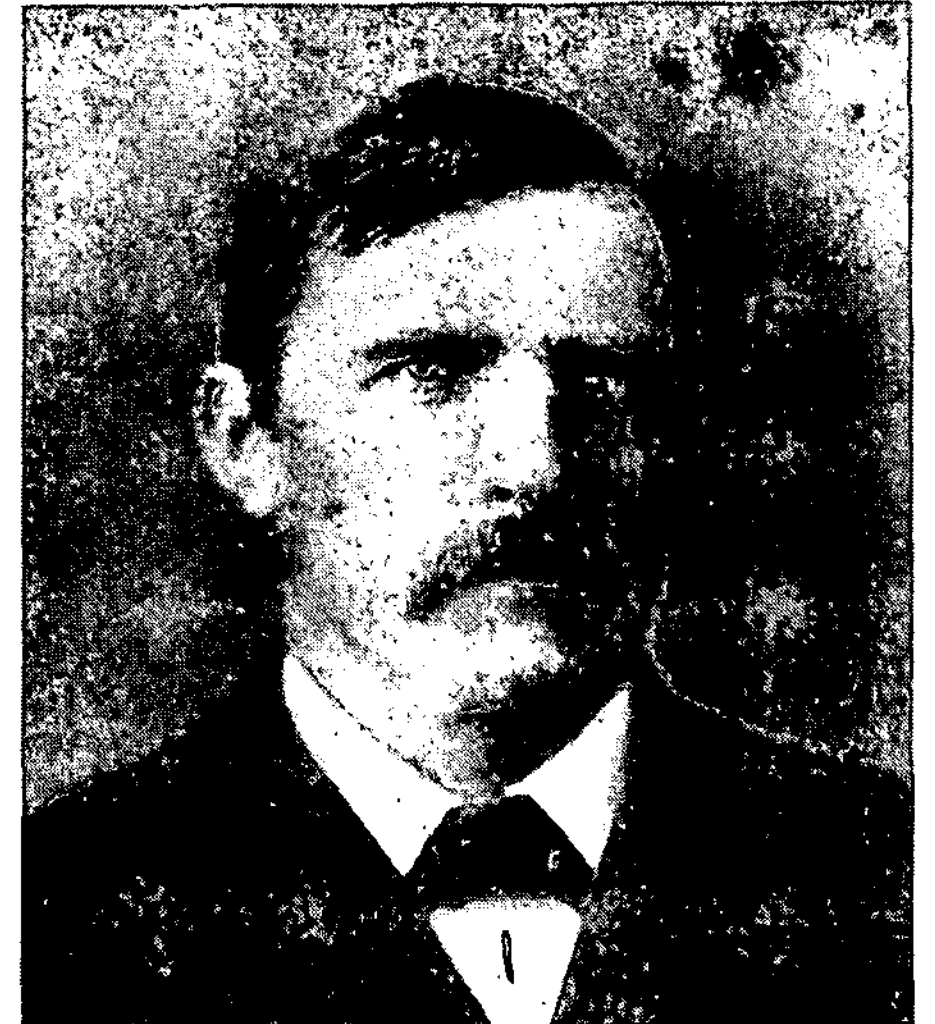
by Mike Olsen and Harry Myers

WE were pleased to read the nice words Marc Simmons had about the Gallego Diary in the last issue. We think Marc and many others were just as excited about the find as we were. The finding of the diary shows how valuable resources, such as the Spanish Archives and Mexican Archives of New Mexico, have been overlooked in the research of the Santa Fe Trail. Although it may take several years, we are sure that the information contained in these archives will change and broaden the story of the Trail, especially from the New Mexican viewpoint.

Marc also in his article makes a strong and reasonable case that Gallego's encounter with Becknell may have occurred at what is known today as Puertocito Pedregosa. In the article on the Gallego Diary, we put the meeting at what is now known as Kearny Gap. We should have given our reasoning for this reading of the diary but instead just identified its location. We now have the chance to give that reasoning and, while we believe it is conclusive proof, invite those who may differ to express their views in future *Wagon Tracks*.

Many place names from Gallego's Diary can be recognized with ease. Those which were not familiar to us were located by using T. M. Pearce's *New Mexico Place Names* and by searching topographical maps. Piedra Lumbre was difficult because there are several locations so named in the state. Pay dirt was struck when we looked at the

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Calvin Moses Dyche, 1836-1909, was engaged in freighting and army contracting on the Santa Fe Trail for 16 years.

CALVIN MOSES DYCHE: FREIGHTER ON THE TRAIL

by Mary Jo Cunningham

[This is number fifteen in a series on freighters and pioneers on the Trail. Cunningham is a member of SFTA who grew up on Hirsch's Corner on the Santa Fe Trail at Ellinwood, KS, and now resides at Deshler, OH. She has published the *Journal of 1800-1840* for the past 12 years. Mary Jo is a great-granddaughter of Calvin Moses Dyche and Larkin M. Estes, both freighters on the Trail.]

CALVIN Moses Dyche was one of many freighters on the Santa Fe Trail. He was from a pioneering family. His father, Edwin Churchman Dyche, and Thomas Pope owned and operated the first sawmill in the Kansas City area. His mother, Harriet Wyatt Wilson Dyche, had two brothers in the army (one was Captain Moses Wilson) who helped drive the Mormons out of Missouri.

Calvin Moses Dyche was born October 26, 1836, one of ten children, and grew up near Independence, Missouri. An old account stated he played with Dick Yeager, Dick Younger, and the Vaughn boys. These families lived in the same vicinity.

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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. An item of major significance to the future of SFTA is the proposed changes in the bylaws which were approved by the board for submission to the membership. A copy of the proposals is enclosed in this edition of WT.

Symposium Coordinator Don Hill and his crew have done an outstanding job in arranging an informative and entertaining symposium. I look forward to seeing you there in September.

—Bill Pitts

SYMPOSIUM SPEAKERS

(continued from page 1)

historiography of the Trail. He will contrast some of the conventional sources of Trail scholarship with the diverse and multicultural approaches of recent researchers. His presentation will conclude with a round-table discussion.

David Sandoval, noted Trail scholar from the University of Southern Colorado at Pueblo, will deliver the keynote address on Hispanic merchants during the Mexican War. Sandoval, who has written extensively on the role of Hispanos in the Santa Fe trade, will focus on commerce, conquest, and conspiracy during the turbulent years of 1846-1848.

Pat O'Brien, a researcher with the NPS in Denver, will consider Jewish traders associated with the Trail. His presentation will provide further illumination of the cultural and economic diversity that characterized "the corridor through time."

George Sutton from the Southern Cheyenne and Arapaho tribes will offer the Indian viewpoint of the Trail, providing ethnic and ethnohistorical perspectives. He will address the significant roles played by Plains tribes along the route.

Gary Roberts, professor of history at Abraham Baldwin College in Georgia, will share his long and extensive research on the Sand Creek Massacre of 1864. In addition to analyzing the events that occurred at Sand Creek, Roberts will relate the engagement to the broader political arena of national expansion and Great Plains commerce.

Douglas Comer, archaeologist with the NPS, will consider Bent's Old Fort as a point of cultural exchange on the Trail. He will emphasize the fort's importance in the "Americanization" of the Southwest.

Charles Little Coyote will talk about Cheyenne life along the Trail. He is a descendant of Medicine Crazy and

Chief Mower and will draw upon his traditional background to help explain Plains Indian society during the Trail era.

Joy Poole, organizer of the first symposium at Trinidad in 1986 and a museum director from Fort Collins, Colorado, will show the "palette" of the Trail, looking at artwork relating to the topic. She will consider how this contributes to our understanding of the Trail's environment and natural history.

Marc Simmons, official "father of the Santa Fe Trail Association" and its first president, as well as author of several Trail books, will draw on his comprehensive research on Kit Carson to look at Carson and the Trail, including Carson's last days at Boggsville and Fort Lyon.

Jesse Scott, an avid Trail researcher from Garden City, Kansas, will share his long-time research on stage stations along the Trail. He will discuss routes of stage companies and the locations and history of stations, relating this to the larger picture of transportation on the Trail.

Dexter Hess, botanist at La Junta, will present a program on plants along the Trail. He has conducted extensive studies of the flora of the Arkansas Valley. His exhibits on the western expeditions of James Abert have become an annual interpretive feature at Bent's Old Fort NHS.

Activities at historic Boggsville will be hosted by the Boggsville Revitalization Committee and include tours of the homes of Tom Boggs and John Prowers. Phil Petersen and Richard Carillo will explain the Boggsville community in a presentation entitled "A Quilt of Cultural Patches."

In addition to these speakers other educational and entertaining programs will be included. On Thursday evening, September 23, Ed Stafford and Timothy Walsh will perform their original historic drama about life at Bent's Old Fort entitled "Voices Under the Wind." On Sunday afternoon, September 26, programs will be offered at various southeastern Colorado sites.

Symposium Coordinator Don Hill and his staff have organized an outstanding program. Everyone is encouraged to attend this biennial symposium. For further information, contact Don Hill at Bent's Old Fort NHS, 35110 Hwy 194 E, La Junta CO 81050, telephone (719) 384-2596.

1995 SYMPOSIUM

STEVE Linderer, superintendent at Fort Larned NHS and coordinator for the 1995 symposium to be held at Fort Larned, Larned, and Great Bend, Kansas, has picked tentative dates for that gathering: Sept. 21-24, 1995. If you see a major conflict for those dates, please contact an SFTA officer (names and addresses at right). The governing board will set the dates at its next meeting during the 1993 symposium.

T. J. SPERRY

by Harry C. Myers

ON March 23, 1993, Terrence J. Sperry, Chief Ranger at Fort Union National Monument, died of a sudden heart attack. He was 43 years of age, born in St. Charles, Illinois, on April 27, 1949. He is survived by his wife and very close friend of over six years, Nicky Crone-Sperry.

T. J., as he was known to members of the Santa Fe Trail Association, developed an interest in military history at an early age. After high school and a year of college, he enlisted in the U.S. Army, serving two tours in Vietnam and extensive service in Germany. Serving a total of 15 years in the Army, he was decorated several times and attained the rank of Master Sergeant prior to leaving the service in 1984. He pursued his interest in military history, especially the Indian War period, while still in the Army. T. J. was co-founder of the General Miles Marching and Chowder Society, a group of living-history professionals devoted to total accuracy and authenticity in the portrayal of the post-Civil War infantry soldier. T. J. was one of the finest living-history presenters of frontier army life, highly respected for his devotion to integrity and detail.

T. J. became a permanent National Park Ranger at Fort Larned National Historic Site in Kansas, where he developed a lasting interest in the Santa Fe Trail. With his transfer to Fort Union National Monument in 1987, T. J. immediately began to research the history and improve the interpretive program. He recognized that the major

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Membership Categories

Benefactor	\$1,000
Patron	\$100/year
Institutional	\$25/year
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Publicity Coordinator: Michael E. Pitel, Tano Rd., Rt. 4, Box 240, Santa Fe, NM 87501

significance of Fort Union was its supply function and close connection with the Santa Fe Trail. One of his first major projects was an investigation of the Quartermaster Depot and the civilian employees thereof. He found that a great number of civilians were employed and that many of them were from the local area, reflecting both a multicultural interaction of peoples at Fort Union and the tremendous economic impact the fort had on the local population.

As he integrated this new information into the interpretive programs, he also used innovative interpretive techniques. Replica boxes of freight and supplies brought into and shipped out of Fort Union demonstrated the supply function and the Santa Fe Trail lifeline to the Southwest. In 1990 T. J. wrote and submitted a grant request to Southwest Parks and Monuments Association for a replica Army six-mule freight wagon. As readers of *Wagon Tracks* know, the grant was funded and by the summer of 1991 the replica wagon was on site and filled with replica freight. In 1992 T. J. once again gained funding for a Santa Fe Trail educational kit to be used with school groups, showing the positive aspects of all cultures along the Trail. T. J.'s innovations in interpretation provided a fascinating view of the Fort Union-Santa Fe Trail interdependence.

It was because of T. J. and his outstanding efforts in directing the interpretive staff that Fort Union was named winner of the Southwest Region's Garrison Gold Award for the best interpretive program in the region for 1991. Also, through his direction, Fort Union National Monument was recognized in 1992 as the outstanding agency of Southwest Parks and Monuments Association.

T. J. shared the results of his research on the Santa Fe Trail, Fort Union, and the frontier military in a number of ways. He contributed a number of articles to *Wagon Tracks*, the most important focusing on the ignored later period of the Trail and the great amount of involvement of Hispanics in that period which appeared in the May 1990 issue under the title, "A Long and Useful Life for the Santa Fe Trail." He contributed articles to the publication of the Company of Military Historians on uniform items. T. J. contributed a paper to the University of New Mexico's 1991 field school, "The Gateway Plains and the Santa Fe Trail," and provided on-site interpretation for the participants. He prepared and read a paper for the 1990 Zia to Wagonwheel Conference in Las Vegas which demonstrated the heavy reliance of Fort Un-

ion on Hispanics for every-day operation of the Fort and for support on expeditions. He compiled and wrote the booklet, *Fort Union: A Photo History* (1991). He gave tremendous support and help to researchers in Fort Union and Trail history and provided invaluable assistance to Leo and Bonita Oliva in their preparation of the Fort Union Historic Resource Study.

The list of T. J.'s accomplishments could continue on, but probably what he was most proud of was the extraordinary improvement in the interpretation of Fort Union and its relationship to the Santa Fe Trail. Not only have Fort Union and the Trail lost an irreplaceable devotee, many individuals have lost a close and good friend; an acquaintance who assisted them in one way or another, a person they respected and admired for his devotion to historical integrity. T. J. Sperry's mortal remains rest in the Santa Fe National Cemetery, but his spirit lives on at Fort Union and along the entire Santa Fe Trail. Those who wish to honor his legacy may contribute to the T. J. Sperry Memorial Fund, Fort Union National Monument, Watrous NM 87753.

SUMMER PROGRAM ON RIO GRANDE CULTURES

THE ninth annual summer Southwest Institute sponsored by the University of New Mexico will focus on "Early Contacts Along the Rio Grande." Topics include prehistoric Pueblo, historic Pueblo, and colonial Hispanic cultures in the area between Socorro and Taos.

The Institute will provide two weeks of lectures, July 5-16, 1993, followed by several optional field schools (July 18-23, August 2-7, and September 26 to October 1). University credit is available. For program details, call and leave your mailing address with the Southwest Institute at (505) 277-2828.

KIT CARSON SYMPOSIUM AT TAOS, JULY 31, 1993

THE Kit Carson Historic Museums of Taos have received a grant from the New Mexico Endowment for the Humanities to present a symposium on July 31, 1993, entitled "Kit Carson: Indian Fighter or Indian Killer?" The conference seeks to correct many errors that have been made about Carson's career. Speakers include Lawrence Kelly, Darlis Miller, Marc Simmons, and Robert Utley. If he is able to travel, Harvy Carter (Carson biographer now age 90) will be the guest of honor. This will be an outstanding pro-

gram. For further information contact Kit Carson Historic Museums, Drawer CCC, Taos NM 87571.

GYPSUM VALLEY WAGON TRAIN

GEORGE Frisbie, SFTA member from Gypsum, Kansas, announced that the Second Annual Gypsum Valley Wagon Train will travel August 20-24, 1993, including four clover leafs and two moves. Some days are easy, some challenging (all off hard top), always interesting. Bring your good pulling teams as Kansas hills and pastures are tough. Trail riders are welcome. Bring your pulling ropes. Gather on August 19 at Frisbie's place, Gypsum, KS. For more information, contact the Frisbies at (913) 536-4288 or the Rad-ers at (913) 536-4316 or 4229.

MOBILE HOME ON THE TRAIL ENDED UP AT DODGE CITY

NOEL Ary, director of the Kansas Heritage Center in Dodge City, recently ran across a newspaper article in a 1915 issue of the *Dodge City Daily Globe* about the oldest house in Dodge City which had originally been built in Abilene, moved to Fort Hays for a time and then to Fort Dodge, from where it was finally moved to Dodge City. In 1915 it was being relocated again, within Dodge.

Perhaps it was the only house to travel part of the Smoky Hill Trail, the Fort Hays-Fort Dodge Road (which was an important route of Santa Fe Trail traffic for a few years), and a portion of the Santa Fe Trail. Other members of the Heritage Center staff became interested, and Betty Braddock, retired director, and Dave Webb, assistant director, found additional newspaper references to the house which was destroyed by fire in 1930. While not a momentous Trail item, the mobile home deserves a place in Trail trivia.

The building served for a time as the sutler's store at Fort Dodge, being the first building in present Ford County on which property taxes were paid. As a place of business for soldiers and civilian travelers, it was a part of Trail commerce. The structure was moved to Dodge City about 1878. According to an article printed at the time the house burned, the veracity of which may be questionable, the building had served as a residence at one time or another for such notables as John E. Tappan and Robert M. Wright. It was also claimed that President Rutherford B. Hayes had been a guest there as had a number of army generals, including Sheridan, Sherman, Miles, Forsythe, and Pope.

FRANKLIN OR BUST

THE members of Franklin or Bust met at New Franklin, Missouri, on April 5, 1993, for the annual meeting and election of officers. Those elected are President H. Denny Davis, V-P Stephen Rust, Secretary Doris Markland, Treasurer Bill Rudloff, and Board Members Bob Carmichael, Opel Moser, Herb Niebruegge, and Gregory Franzwa. Wayne Lammers presented a videotape on Rivercene, the 1869 mansion in Old Franklin. Franklin or Bust continues to work for a museum to commemorate the beginning of the Trail at the site of Old Franklin.

ZOELLNER HIKING TRAIL

TOM Zoellner, a 24-year-old Cheyenne, Wyoming, newspaper reporter and amateur historian is hiking the Santa Fe Trail this spring and summer. He left Independence, Missouri, on May 2, in the company of a caravan of wagons headed for Oregon on the Oregon Trail (which followed the Santa Fe Trail to a point near Gardner, Kansas). The caravan is commemorating the 150th anniversary of the great migration of 1843 on the Oregon Trail.

Zoellner will continue on the Santa Fe route, walking in original swales where possible and camping out at night. He hopes to arrive in Santa Fe early in August. He enjoys visiting with Trail buffs and hopes to meet with many interested people along the Trail. SFTA members along the route should watch for Zoellner and assist him with directions and information. Perhaps he will share some of his experiences in future issues.

TRAIL INSTITUTE FOR TEACHERS

THE Santa Fe Trail in New Mexico: An Institute for Teachers will be conducted at New Mexico Highlands University at Las Vegas, June 13-18, 1993. This institute is designed for secondary school teachers who want to build a curriculum and enhance their knowledge of the Trail. College credit is available. Among those speaking at the conference are Marc Simmons and Mark L. Gardner. Two Las Vegas high school teachers, James Gonzalez and Gary Sampson, who have organized and taught a course on the Santa Fe Trail, will share their experiences. In addition to classroom instruction, participants will visit Fort Union National Monument, Pecos National Historic Park, and Montezuma's Castle at the United World College. For more information contact Kevin Oakes at (303) 284-6882 or Ruleen Lazzell at (505) 524-1029.

BOGGSVILLE UPDATE

by Phil Petersen

[Petersen is chairman of the Boggsville Revitalization Committee (BRC) and will present a program on the site during the 1993 symposium.]

IN the fall of 1992 the BRC and the historical society received word that the project will receive \$50,000 from the Colorado gaming tax funds which are administered by the Colorado Historical Society. The BRC also raised \$17,000 from Resource Conservation and Development, Bent County, City of Las Animas, and the local historical society to be added to this fund.

A comprehensive program was put together to use these funds and another \$21,000 of in-kind service and materials toward the beginning of the Prowers house revitalization. The two-story adobe building, erected in 1867 by John W. Prowers, is one of two remaining original structures still standing on the Boggsville site. With this phase of our program, the BRC will see the Prowers house refurbished to a structurally sound condition. It leans at one end nearly three feet off vertical and there is a gaping hole in the west end. The recent reconstruction efforts on the Boggs house were a mere drop in the bucket as compared to the challenge we have in holding up the Prowers house during reconstruction and restoration.

Work on the Prowers house began on March 31, 1993, and will be moving along by the time you read this. By the time of the symposium in late September, visitors will see a big difference in the Prowers house and realize we have saved another piece of Trail history and preserved it for future generations. The symposium will gather at Boggsville on September 24. The BRC will have its annual "Back to Boggsville Days" on September 25. We hope to see you there.

DEVILS CLAW PICKLES AT BENT'S OLD FORT IN 1846

by Dexter W. Hess

[Hess, an SFTA member from La Junta, Colorado, is a botanist with special interest in flora along the Trail. He will present a program at that topic at the symposium in September. He will also conduct workshops on pickling devils claw during the symposium.]

LIEUTENANT James W. Abert, a member of General Stephen Watts Kearny's Army of the West who was left behind at Bent's Fort in the summer of 1846 to recuperate from an illness, recorded the following in his diary on

Sunday, September 6: "We also had today some pickles of the wild *Myrtynia* which grow so abundant about the Fort. They appear to me to resemble the okra very much and I doubt not would be good to use for the same purpose." This quotation was taken from *Western America in 1846-1847*, page 22, the original travel diary of Lt. Abert edited by John Galvin and published by John Howell, 1966.

I discovered this information one summer while reenacting the role of Dr. Hempstead at Bent's Old Fort NHS. A few days earlier (Saturday, August 29, 1846) Abert entered in his diary, "He [Dr. Hempstead] also brought me some specimens of *Myrtynia Probo-cidia* . . . the pods of the first mentioned plant are often used for pickles. . ."

Being a botanist by training and also having worked several years in the pickle industry, I decided to try my hand at making devils claw pickles. Not knowing what recipe was used at Bent's Fort in 1846, I used a simple basic brine with no spices for my first attempt. At the request of several co-workers I added a few pods of dried chilies, one of the spices we know was used at the fort. Later that summer Sam Arnold, restaurateur and food historian, sampled my pickles, was intrigued and suggested several other spices to improve the flavor. Later I supplied several gallons of devils claw pickles to Arnold to be served in his restaurant, The Fort, at Morrison, Colorado, just west of Denver.

The Devils Claw is a large-leaved coarse plant, rather ill-smelling and covered with sticky hairs. When picking the pods I wear old clothes and cotton gloves that can be laundered after a day to so of use.

After collecting the pods they must be washed through several changes of cold water to remove the sticky secretion and dust. I suspect that the secretions are a saponin as the first and second wash waters become quite sudsy. As soon as no more suds appear the pods are ready to use. Most people are more familiar with devils claw pods in their mature dried form which is a very tough woody skeleton, obviously not eatable. However, this hard woody skeleton is not formed until the pod begins to mature. Young pods are soft, and, in fact, have a consistency much like okra when cooked fresh or pickled.

The major problem to watch for when preparing devils claw for eating is detecting the stage when the pod begins to form the woody skeleton. Once this occurs the pod should not be used, as there may be the beginning of a small sharp hook developed at the tip of the

pod which cannot be detected until a person already has bitten into the pod.

It will take some experience at pickling before a person can feel the difference between a soft, eatable pod and one in which the skeleton has begun to form. The pods may be sorted for size, using small pods for pint jars and larger ones for quarts or gallons. During the sorting the pods can be checked for skeletal formation by cutting across with a knife or probing with a needle. The mature or semimature pod *cannot* be cut or probed and such pods should be discarded.

The next step is to pack the pods into jars of appropriate sizes, adding spices either in layers or all at once, depending on the size of the jar. The final step is to pour in the hot brine, leaving a fraction of an inch head space and closing with self sealing lids. I turn the jars upside-down while they are still hot after the lid has been tightened. This assures a good seal.

I welcome inquiries regarding pickling or cooking devils claw pods, and will share my recipes with anyone interested. My basic dill recipe with spices is found in Sam Arnold's *Eating up the Santa Fe Trail* (University Press of Colorado, 1990), 75-76. A recipe for sweet pickled devils claw can be found in H. D. Harrington, *Edible Native Plants of the Rocky Mountains* (University of New Mexico Press, 1967), 318.

For those who would like to participate in a hands-on experience, I will be conducting a series of workshops in collecting and preparing devils claw for eating and pickling as part of the Santa Fe Trail Symposium to be held at Bent's Old Fort September 23-26, 1993. My address is 2202 Santa Fe Ave., La Junta, CO 81050. Phone (719) 384-2464.

DUO TRACKS TRAIL IN SEARCH OF OVAL MARKERS

by Bob Williams and Loren Otis

BOB Williams and Loren Otis from White City, KS, became interested in the Santa Fe Trail some years back. They have spent many hours and logged many miles retracing the Trail and uncovering its artifacts. Among those mementos of the Trail are certain oval markers that were placed on school houses located near the Trail around November 16, 1948. The American Pioneer Trails Association, headquartered in Kansas City, MO, had provided plaques (oval markers) for every school near the Trail, and had suggested a dedication program for November 16.

According to articles from *Wagon Tracks*, at least 22 of the markers are

known to still exist. Armed with this list and the promise of adventure, Otis and Williams decided to find as many of the markers as they could. Many of the signs proved still to be in place. But some had changed.

The Mahaffie House sign at Olathe could not be seen on the outside of the building, so the adventurers decided it must be placed inside. The school house at Wilmington no longer bears its oval, only a shadow remains. Local citizens were unable to say to where it had disappeared. Black Jack Park log cabin's sign had been moved to the Old Castle Museum in Baldwin City.

Further investigation at the Council Grove Library in a 1948 issue of the *Council Grove Republican* revealed that the following schools in Morris County received signs: Santa Fe School, Morning Star School, Upper Big John School, Council Grove Schools, Uniondale School, Fairview 19 School, Wilsey School, Sunflower School, and Rosedale School.

A search was undertaken to find what had happened to those signs in Morris County. The Santa Fe School had been moved from its original location to the Day's farm east of town, where it had been made into a workshop. The oval sign had been set inside the farm house. Morning Star School was still in its original place, but it had become a private home. No oval was found.

Upper Big John School was gone, a private home now occupies the site. Folks there remembered an oval, but none was located. Council Grove High School had no one who could remember seeing the sign, even though the building is still in use. Washington School had been torn down, but some people remembered having seen the marker. However no one knew its current location. Garfield School had burned, its oval gone with it. A new school had been built in its place.

A number of people, including the caretaker, believed the oval sign was still on Uniondale School. It could not be found. Only the foundation remains of Fairview 19 School. An auction had listed an oval sign to be sold, but it disappeared before the sale. People remembered the sign at Sunflower School, but no one knew where it had gone. The location of the school now consists of a set of steps in a lonely pasture.

Wilsey Rural High School still bears its sign. Loren Otis was a student there in 1948 and attended the dedication of the marker. The building is currently used as a grade school. The Rosedale School was moved to Burdick and

used as the home economic room for a while. Some folks remembered the sign and even discussion that it should be removed and placed in safe-keeping. Nothing was done, however, and the sign has disappeared. The school house was also used for a time as a place of business and ended up on a farm near Burdick.

An oval marker, not previously identified, was discovered on the School of the Deaf building in Olathe, Kansas. Also, a private individual in Council Grove owns one. This could possibly increase the number of known oval signs to 25.

If anyone has pictures of any of the oval markers contained on buildings, posts, trees, or other locations, or of the schools bearing them, please contact Bob Williams & Loren Otis, P.O. Box 5, White City, KS 66872.

[Editor's Note: Please send a copy of any information about the oval signs to WT. Pins and T-Shirts featuring the design on the oval markers are available from Last Chance Store.]

LAST CHANCE STORE IS NOT A STORE

THERE may be some confusion in the minds of many readers about the SFTA Last Chance Store which offers Trail-related items and books by mail. During the early days of SFTA Leo and Bonita Oliva, who had volunteered to publish the quarterly newsletter, also volunteered to handle these items for the Association. No funds of the Association, except for the cost to print Jack Rittenhouse's *Trail of Commerce and Conquest* (which Rittenhouse generously donated to SFTA), were involved.

By an informal agreement, the Olivas funded the initial inventory and established a special account for the operation. They donated storage space and the time to handle the business. It was understood that income from sales, after expenses and postage were paid, would be used to acquire additional inventory and to assist with SFTA publication projects. Because of the famous Last Chance Store on the Trail at Council Grove, the proprietors appropriated the historic name.

But there is no store; just an address (now officially PO Box 3, Woodston KS 67675) and the Olivas' home phone number (913) 994-6253. Inventory is stacked in various rooms at the Oliva homestead. The service will continue so long as the SFTA governing board desires and the Olivas are able to do it. They plan to bring the "store" to the symposium in September.

MORE ON PIEDRA LUMBRE

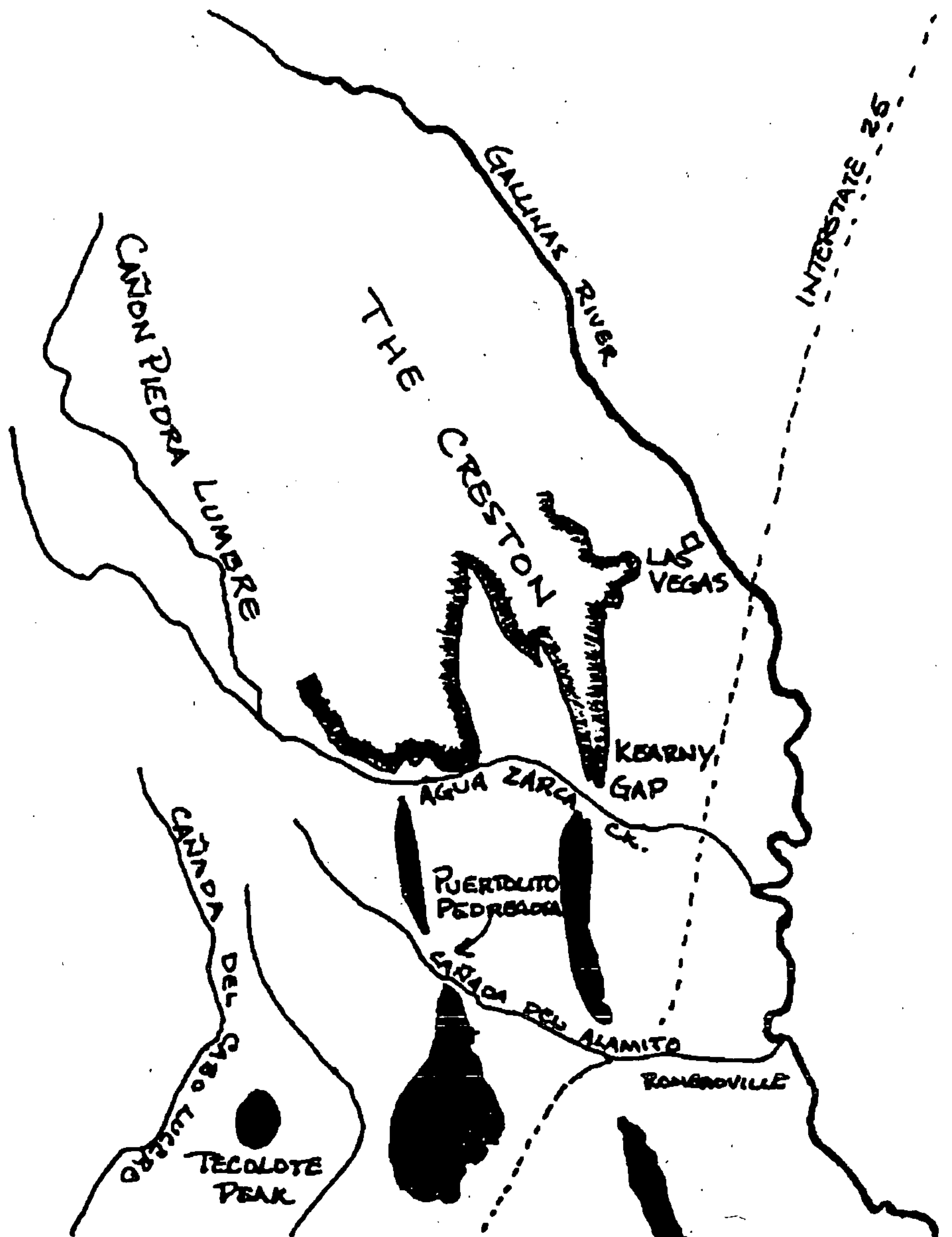
(continued from page 1)

Santa Fe 30 x 60 Minute Quadrangle, 1:100,000-scale U. S. Geological Survey (USGS) Topographic map and then the Ojitos Frios 1961, 7.5 minute, 1:24,000-scale, USGS map. About three miles west of Kearny Gap, a southeast flowing stream crosses under Highway 283 which runs east-west. The Cañon through which this stream flows, north of route 283 is labeled on the map as "Cañon Piedra Lumbre." Just south of route 283 it flows into a stream called Agua Zarca,¹ which runs through Kearny Gap and joins the Gallinas River about a mile and a half to the east of the Gap.² It is reasonable to assume that since the present Piedra Lumbre runs into the Agua Zarca, at one time the entire stream through Kearny Gap and down to its confluence with the Gallinas River, was called Piedra Lumbre.

There is also circumstantial evidence for this argument. Although we have not been able to document it, Professor of Anthropology Bob Mishler at Highlands University in Las Vegas was told of a plaza called Piedra Lumbre which was located near the point where Agua Zarca joins the Gallinas River. A recent obituary in the *Las Vegas Daily Optic*, mentions that the decedent had been born in "Piedra Lumbre," the one we suppose near the Gallinas River.

There was another plaza less than two miles west of the gap and immediately north of present Highway 283 called "Agua Zarca," which is still labeled as such on the Ojitos Frios map. Pearce's *New Mexico Place Names*, p. 182, lists a Zacatosa as being on the "old road through Kearny's Gap to San Geronimo." That corresponds to the location of the plaza called Agua Zarca. With the establishment of the plaza called Agua Zarca, the stream attained its present name.

The stream that runs through Puertocito Pedregosa, which Simmons noted, is labeled "Cañada del Alamito" on the topographical maps. The second stream to the west is labeled "Cañada del Cabo Lucero." Since there was only one rather famous Cabo (Corporal Juan) Lucero, and he was with the Gallego Expedition, it is logical that this stream was named after him. It is also likely that it was named while he was alive, or shortly after he died. This casts doubt on an assumption that the same stream may have been known as Piedra Lumbre, giving more credence to our assumption that the stream through Kearny Gap (a tributary of which is still identified as Piedra Lumbre) was known as the Piedra Lumbre



in 1821 when Gallego encountered Becknell.

Further circumstantial evidence, regarding the use of the term "Puertocito," exists from 1837. On June 27 of that year, Bicente Rivera reported to the governor that he encountered at the "Puerticito de las Begas," twenty wagons and three carriages. The "Puerticito" referred to was most likely the place now known as Kearny Gap, for the "Little Gap of Las Vegas," would be the first gap in the creston or ridges encountered outside of Las Vegas, rather than the second gap which is Puertocito Pedregosa, on the way to Santa Fe.³ Thus, at least as early as 1837, the term "Puertocito" applied to what later became known as Kearny Gap as well as to Pedregosa farther

south.

As we see it, the "Cañon Piedra Lumbre" label on the USGS topographical maps, within three miles of Kearny Gap, is reasonably conclusive evidence. The circumstantial evidence only adds to the case and gives us, indeed, the location where Captain Don Pedro Ignacio Gallego met William Becknell on November 13, 1821.

NOTES

1. Agua Zarca is the proper name for this stream. Zara was a typographical error.
2. Kearny Gap is on the Las Vegas 1963, 7.5 minute, 1:24,000-scale USGS topographical map.
3. Rivera's letter is in the Mexican Archives of New Mexico, roll 23, frame 392, New Mexico State Records Center and Archives.

THE MILITARY FREIGHT ROUTE

by Richard Loudon

[Louden, a charter member of SFTA, is a rancher near Branson, Colorado, who has carefully studied the area in which he lives, including the military freight route. Loudon was preparing a map to accompany this article but an unexpected illness in his family prevented its completion for this issue. Perhaps he can complete it for the next edition.]

With the designation of the Santa Fe Trail as a National Historic Trail and all the attendant publicity during the past five years, any trail buff with even a passing interest is well aware that there was a Cimarron Route and a Mountain Route. Most are aware that there was an Aubry Route, but many, if not most, are unaware that there was another short-lived but heavily used branch, the military freight route. It was also variously referred to as the Fort Union Road, Dodge's Road, the Granada Road, and even on some maps as the Fort Leavenworth Road.

With the bloodless conquest of New Mexico in 1846, the American Army was in the Southwest to stay. In 1851 Fort Union was established as a military post to help protect the Trail. It also served as an ordnance and supply depot for a vast region, including present New Mexico, Arizona, and portions of Colorado and Texas. A better route over which to transport these supplies became of prime importance.

On July 26, 1851, Colonel Edwin Vose Sumner, commander of the Ninth Military Department with headquarters at Fort Union, specified that Lieutenant John Pope, accompanied by Lucien B. Maxwell as guide, was "to trace a new route between this point and Ft. Leavenworth."¹ An August 6 directive stated, "Bvt. Capt. Pope . . . will start from this post on the morning of the 9th instant, and make an examination of the Country with reference to the establishment of a new road by the shortest practical route between this point and Fort Leavenworth." The order also specified that the detachment, after reaching Fort Leavenworth, would be allowed three weeks before starting back.²

The reconnaissance detachment departed Fort Union with an escort of one non-commissioned officer, nine privates, one ambulance, and one supply wagon, with six mules for each vehicle. Pope followed the Cimarron Route across McNees Creek into the present Oklahoma Panhandle, turned north at Cedar Creek, and crossed the Cimarron in the vicinity of present Kenton.

While it is difficult to make precise determinations from his map,³ he probably left the Cimarron by way of East Carrizo Creek, traveled essentially north paralleling the present Colorado-Kansas border across Two Butte Creek, and intersected the Mountain Route at Big Timbers, near present Lamar, Colorado.

In his official report filed September 18 in St. Louis, Pope made it clear that the purpose of his trip was to find a better route on the western end of the trail but that he also sought to define a much better routing than that following the Arkansas River across Kansas. He explained that, in his view, the main trails afforded adequate water, wood, and forage for small parties of merchants who had been following them previously but were completely unsatisfactory for the large groups, including military supply trains, now crossing the plains.⁴

He considered the Cimarron Route to be impractical because of the recognized scarcity of water and the "Bent's Ft. route" was unsatisfactory because it was much longer and it was extremely difficult for wagons to cross the Raton Mountains. Pope proposed to locate a route that would avoid the sandy stretches common to parts of the Cimarron and Arkansas portions of the Trail.⁵ His assessment of the aridity of the Arkansas route, particularly on the western end, may have been influenced somewhat by the severe drought conditions of the area in 1851 as evidenced by his report of his previous trip over the trail a couple of months earlier heading for his New Mexico assignment.⁶

Pope noted the deficiencies of the established routes from the Missouri River to New Mexico: "Both routes are very circuitous, without any obvious reason, and cross all the tributaries of the Missouri, the Kansas and the Arkansas rivers at right angles to their courses. This very injudicious location of the road has compelled all the trains to occupy in secession the same camping places at the crossing of the streams and in consequence the wood and grass are almost entirely destroyed and the water, which in almost all cases stands in pools, has been so muddied by the animals as to be highly offensive to both taste and smell."⁷

The route Pope explored, if his geography was correct, headed northeastward from Big Timbers on the Arkansas to the Smoky Hill River, which he followed to its confluence with the

Republican, from which point it was known as the Kansas River, which he followed until near Fort Leavenworth. Pope explained that he had been unable to investigate the Smoky Hill route as thoroughly as he desired because the Arapahoes stole all his mules and most of his horses, forcing him to cache a major portion of his supplies and head directly to Fort Leavenworth.

The suggested route Pope showed on his map, for those traveling westward, went from Fort Leavenworth to the Kansas River, followed that stream to the "mouth of the Smoky Hill Fork," and from there headed southwestward to the Pawnee Fork of the Arkansas, with alternate proposals that the new trail either follow the Pawnee Fork and intersect the existing trail or proceed up the Pawnee to near its head and then angle southwestward to Big Timbers. Pope recommended that military posts be located on the Pawnee and, in concurrence with Colonel Sumner, at Big Timbers. Several years later Fort Larned was established on Pawnee Fork and Fort Wise (later Fort Lyon) was founded near Big Timbers.

During the same year, in September 1851, a few weeks after Pope's reconnaissance, Francis X. Aubry, the record-setting traveler on the Santa Fe Trail, made his second attempt within the year to locate an alternate route that would avoid the arid, sandy *jornada* portion of the Cimarron Route between the Arkansas and Cimarron rivers. He succeeded in finding such an alternate, crossing the Arkansas at a point a few miles east of present Syracuse, Kansas, cutting across the extreme southeastern corner of Colorado, and joining the Cimarron Route in the present Oklahoma Panhandle a couple of miles east of Cold Springs. Because of his reputation, Aubry's discovery received considerable notice in New Mexico, both in conversation and in the press. By 1852 the military and mail stages had made use of Aubry's route and had some praise for it. All of this bothered Pope. He felt he had pioneered this route a few weeks prior to Aubry, and he was seldom shy about using any avenue of recognition that he felt could help forward his military career.⁸

Consequently, the whole affair erupted into a journalistic controversy carried in the *Santa Fe Gazette* and noted elsewhere in Missouri papers.⁹ The whole argument was ridiculous because each man was talking about

a different route. While both alternates, on the eastern trek, left the Cimarron Route only a few miles apart, Pope's route stayed within the present state of Colorado until it joined the Mountain Route at Big Timbers, and the Aubry Route, leaving the Cimarron Route near Cold Springs, angled northeastward until it intersected the Arkansas far east of the Big Timbers.

A lack of any substantiating records would indicate that the Pope route probably never saw substantial use. There are some indications that another alternate may have been used by the military and others during the 1850s and 1860s. This route (west to east) apparently left the Cimarron Route in the vicinity of the Rock Crossing of the Canadian River, entered the Canyon of the Dry Cimarron near its head east of present Folsom, New Mexico, and then followed the Cimarron to Cold Springs from where it utilized the Aubry Route.¹⁰ This may only be a garbling of history due to confusion, but there are evidences that such a route did exist and might have been a connecting link to the Aubry route.

In the summer of 1867 William Bell, a young Englishman accompanying a military survey party seeking railroad routes across the western United States, passed through Emery Gap, a mile east of present Branson, Colorado, and floundered off into the Cimarron Valley. He spent the night with pioneer resident Madison Emery, for whom the gap was named. Bell mentioned a good road passing by Emery's ranch through the canyon "used only occasionally by wagons passing between Ft. Union and the Arkansas."¹¹ Records also indicate that there must have been some traffic as early as April 1857, when F. W. Matthews established a small trading post there a few miles downstream from Emery's location. The protected walls of the old post are still being used as a residence, and the deep ruts of an old wagon road are referred to locally as "the old Military Road."¹²

While the Cimarron Canyon wagon road apparently carried some volume of military and other traffic during the 1850s and 1860s and the Pope route might have seen some use, a major wagon route through the Cimarron Pass (Emery Gap) corridor did not develop until the late 1860s. This route, however, had long been in use by earlier travelers. Juan de Archuleta may have used portions of it as early as the mid-1600s to reach El Cuartelejo in western Kansas.¹³ If archaeologist Albert Schroeder is correct in his interpretation of the journal of Juan de Ulibarri, portions of this same route

may have been used again to reach the same destination in 1706.¹⁴

From 1793 to 1805 Pedro Vial made numerous trips through this area, traveling between Santa Fe and Missouri, although his later journeys, well documented by existing names, would indicate he utilized only portions of the passage north of the present New Mexico-Colorado line. Vial crossed the mesa chain at points between the Cimarron and Raton passes.¹⁵ The journals of the expedition of Major Stephen Long indicate that he used the Chaquaqua Canyon-Cimarron Pass route in 1820.¹⁶ The party of Hugh Glenn and Jacob Fowler, returning to Missouri from New Mexico in 1822, paralleled the later Fort Union to Granada wagon road.¹⁷

It is of especial interest that William Becknell, who is generally regarded as the founder of the Santa Fe trade with his successful commercial venture in 1821, made his first trek to Santa Fe via this Chaquaqua-Cimarron Pass. Becknell's party experienced essentially the same difficulties negotiating rugged Chaquaqua Canyon that Edwin James, chronicler of the Long expedition, had reported a year earlier.¹⁸

When the Kansas Pacific Railroad reached the new terminus town of Kit Carson, Colorado Territory, in March 1870, a new freighting route between there and Fort Lyon evolved. The army resumed its quest for a better, more direct route between there and Fort Union. Major Richard I. Dodge filed a report on June 8, 1870, of a survey he had just completed between Forts Lyon and Union "with reference to a new wagon route."¹⁹ Dodge's reconnaissance party, traveling with loaded wagons, picked their way across the plains and through the canyons, heading out of Las Animas up Rule Creek, by the point of Mesa de Maya, and through Cimarron Pass where they found a wagon road already in existence. From there the party dropped off into the upper end of the Dry Cimarron, passed the little settlement of Madison, and headed southwest out of the canyon by Mt. Capulin, then called the Cinder Cone, and intersected the Cimarron Route at the Rock Crossing of the Canadian.

The fertile valley of the Cimarron, with its clear-flowing little stream, had first attracted enterprising young Madison Emery to the area in 1862. He eventually pioneered the first road out the north side of the valley by way of Gleason Canyon, the first tributary east of the modern highway route through Toll Gate Canyon. Emery family members still living understand from oral tradition that Madison Em-

ery first used the road in 1862, the year he arrived, but there is some evidence that he may not have constructed the road until several years later when seeking a more direct route for marketing his farm produce.²⁰ While it is generally believed by the Emery descendants, and probably correctly, that most of his produce headed for Trinidad, there remains the possibility that he may have opened his own route to Fort Lyon and Las Animas with some of his produce. An 1878 military survey of the various Cimarron Pass routings, referring to one of the many forks near the northern end, stated: "Emery's old road forks here to the east."²¹

William Bell, the young Englishman who traveled through Emery Gap in the summer of 1867 with the railroad survey party, found no road there. In fact, his party experienced some difficulty in working their way off into the Cimarron Valley, where they spent the night with Emery and his partner, Murphy, who apparently gave them no indication of any road exiting to the north.²²

The following year the E. N. Darling survey was conducted to establish the border between Colorado and New Mexico territories. At the point where the state line passes through the gap now bearing Emery's name, the field notes indicated the presence of a wagon road: "Wagon road bears S. SE."²³ Consequently, it would appear that Emery worked his switch-back road out of Gleason Canyon, where it can still be identified, sometime between August 1867 and the following summer.

In 1870 Colonel Dodge found the descent into the canyon to be the most difficult part of the route because of the rocks, but passable as a result of the work Emery had done on it. Dodge stated that, with a little work, the route could be greatly improved. He warned, however, "Until my command is increased and the Indian trouble is over it will be impossible to shorten or improve the route, but when they can be spared from other duty, a company of infantry can, in a month, make a road from thirty to forty miles shorter, and in every respect, infinitely better than the one over which government stores are now being hauled." The only other part of the route Dodge noted as being difficult was a section at Dragoon Springs on the old trail 22 miles from Fort Union; the problem there also being rocks.²⁴

Colonel Dodge's odometer reading for the distance between Fort Lyon and Fort Union over this new route was 199 miles and 1554 yards, and he was

disappointed that it was only about 20 miles shorter than the Mountain Route. However, in addition to his expressed opinion that the road could be shortened with additional effort, he was high in his praise for the new route in other respects. He cited the availability of good forage and water and generally easier traveling conditions. He declared, "All the bad places on this road put together would not make three miles of Raton Pass, and there will be no toll to pay."²⁵

A couple of weeks after filing the Cimarron Pass survey, Dodge registered the mileages between Kit Carson and Fort Union. He commented on the established stage route between Kit Carson and Fort Lyon and a new route between Kit Carson and the Arkansas, declaring that the old stage road, although ten miles longer, was still much the best choice. He listed the mileage via the stage route and the Mountain Route as 274 miles and the new route, also by way of the Mountain Route, as 264 miles. He also listed, without comment, the distance over his new Cimarron Pass Route as 253 miles.²⁶

By 1877 the mileage of Dodge's route from Fort Lyon to Fort Union, by refinement and rerouting, had been reduced to 202.51 odometer miles, as reported by a military survey that also noted the quality of forage, water, and wood at the various camping spots along the way.²⁷ One of the reporters took the road through Toll Gate Canyon which had been opened to traffic in 1873 by Basil (Missouri Bill) Metcalf as an alternate to the Gleason Canyon road.²⁸ As the area in Colorado settled up and the freight distribution points shifted with the westward advancement of the railroads, an intricate pattern of wagon roads branched out. Dodge's road and the Granada route continued to be the main arteries depicted on maps of the period.

Military records show that during the period from September 1873 through June 1875 the forwarding companies of Chick, Brown & Co. and Otero, Sellers & Co. transported 723 tons of military freight over the new route. This says nothing of what may have been transported by other commercial freighters and private shippers. While much of the military freight was comprised of ordnance supplies such as ammunition, weapons, and equipment, a wide range of items was included, and many bills of lading included such luxury items as oysters, pineapple, plums, and fine liquors. The number of wagon trains forwarded under direction of Chick, Brown & Co. during this time was listed as 122. The

sizes of the trains were not given.²⁹

Information about civilian travel on the Granada-Fort Union military route was found in the diary of John Metcalf (a brother of Missouri Bill) who made at least three trips over portions of the trail, which collectively covered the entire route. He used the road in August 1873 to haul two bear cubs to the railhead at Granada, where he shipped them to Missouri for exhibition purposes.³⁰ May of 1874 found him heading back to New Mexico from Missouri, his wagon stocked with hams and bacon. He laid over a few days in Granada, taking on some supplies for his brother's little store at Toll Gate. His pattern was to start traveling about 4:00 or 4:30 in the morning and travel about three hours before stopping for breakfast and a rest for his team. He struck Butte Creek about forty miles from Granada in the morning of his second day and mentioned two other water stops before reaching that point. He traveled through Sheridan Canyon, across the plains by Mesa de Maya, and arrived at Toll Gate by 4:00 p.m. of the fourth day, averaging about 32 miles a day according to his calculations.³¹

After a nervous week with the Indians on the rampage in the area of the Dry Cimarron, during which he sometimes felt safer sleeping out in the brush away from the store, John was probably relieved to have an opportunity to join another brother, Job Metcalf, hauling freight to Las Vegas over the southern end of the trail. They nooned the first day at Pinabete Creek and mentioned Kiva Springs, Chico Springs, and Chico Creek as watering spots between the Cimarron and the Rock Crossing of the Canadian. They loaded with 3240 pounds of wool for the return trip. By driving until the moon went down at night, they made the trip from Las Vegas to the Cimarron in four days.³²

In his final diary-recorded trip to Granada, with a party consisting of three wagons and four men, Metcalf made it in four days with one dry camp on the prairie, one at the spring in Sheridan Canyon, and a final stop at an indefinite location somewhere within a day's travel of Granada.

In 1874 the railroad extended its tracks to West Las Animas, and a new wagon road from that point was developed. Military and commercial freight continued to be hauled over the route, grinding the ruts deeper and wider, but when the Denver & Rio Grande reached El Moro, three miles east of Trinidad, in April 1876, the volume of traffic on the route began to wane. When the Atchison, Topeka and Santa

Fe arrived in Trinidad in 1878, prepared to extend its rails over Raton Pass, it was the death knell for freighting on the military route.

During its brief history this segment of the Trail, like all other branches, had its share of problems with Indians. The summer of 1874 found the Indians raiding along the military route, murdering travelers and settlers. Most of the killings were concentrated in the area of the Dry Cimarron, where four cowboys and several other citizens were victims.³³ On July 27, 1874, Major A. J. Alexander and two companies of 8th Cavalry were ordered to establish headquarters at Emery's ranch on the Cimarron where they were joined by another company of the same regiment from Fort Garland.³⁴

These troops apparently did not remain long at that point, for Major Alexander and his three companies were reported by mid-August as stationed at Willow Springs, a camping spot on the freight route about eight miles northeast of present Kim, Colorado.³⁵ By September, one of those companies had been ordered to Granada to help with problems along the Arkansas. General Pope, who had made the original search for a shorter route in 1851 and was now commanding the military department, stated these troops were having "to cover the frontier between Ft Union and Granada."³⁶

With the westward expansion of the railroads, freighting along the military route rapidly declined and eventually died. Homesteaders and other travelers continued to use the trail until around the turn of the century. Then the churned-out ruts began reverting to prairie sod, sometimes a bit more luxuriant than the surrounding vegetation because of the extra moisture retained in the swales created by the passage of hundreds of wagons and thousands of draft animals. In addition to those ruts, only a few pieces of a broken Dutch oven, shattered fragments of sun-blued glass, and other leftover camp items at some of the stops along the route are left to bear mute testimony to what was once a hustling, thriving artery of commerce.

NOTES

1. E. V. Sumner to R. S. Ewell, July 26, 1851, Letters Sent, 9th Military Dept., Arrott Collection, New Mexico Highlands University, Las Vegas (hereafter AC).
2. Special Orders No. 58, Aug. 6, 1851, AC.
3. Sketch of the Route Pursued by Capt. J. Pope, Top. Eng., US 151, Record Group 77, National Archives.
4. Report of the exploration of Capt. Pope, Register of Letters Received, Topographical Bureau, vol. 4, p. 473.
5. Ibid.
6. Mike Olsen and Harry C. Myers, "John Pope's Journal of a March to New Mexico, 1851," *Wagon Tracks*, VI

(Nov. 1991): 15-16.

7. Report of the exploration of Capt. Pope, Register of Letters Received, Topographical Bureau, vol. 4, p. 473.
8. Leo E. Oliva, "The Aubry Route of the Santa Fe Trail," *Kansas Quarterly*, V (Spring 1973): 21-25.
9. Louise Barry, *The Beginning of the West* (Topeka: Kansas State Historical Society, 1972), 1123.
10. *Folsom Then and Now* (Centennial Book Committee, 1988), 2, 43.
11. William A. Bell, *New Tracks in North America* (reprint; Albuquerque: Horn and Wallace, 1965), 102.
12. Joe Winter, "Stone Circles, Ancient Forts and Other Antiquities of the Dry Cimarron Valley," New Mexico Historic Preservation Division, Santa Fe; Jay T. Brown, "Cimarron Seco," unpublished pre-publication special volume, copy in author's library. Conversations with longtime residents of the area, some now deceased, indicate the visible ruts have long been referred to as "The old military road."
13. James H. Gunnerson, "Documentary Clues and Northeastern New Mexico Archaeology," *New Mexico Archaeological Council Proceedings*, VI (1984): 47.
14. Albert H. Schroeder, *A Study of the Apache Indians, Part II The Jicarilla Apaches* (Santa Fe: National Park Service, 1959), 23-25. Schroeder, with the help of Denver University Archaeologist Arnold M. Withers, had Ulibarri traveling through Emery Gap and down Chaquagua Canyon, which conflicts with Gunnerson's theory that he traveled down the Dry Cimarron Canyon and exited north at the mouth of Colbert Canyon. Their interpretations agree until reaching the head of the Cimarron. Either of their interpretations is much more acceptable than A. B. Thomas's earlier version.
15. Gunnerson, "Documentary Clues," 67-72.
16. Edwin James, *Account of an Expedition From Pittsburgh to the Rocky Mountains* (Philadelphia: H. C. Carey and I. Lea, 1822-23), 69-85.
17. Elliott Coues, ed., *The Journal of Jacob Fowler* (reprint; Lincoln: University of Nebraska Press, 1970), 119-121.
18. Michael Olsen and Harry C. Myers, "The Diary of Pedro Ignacio Gallego," *Wagon Tracks*, VII (Nov. 1992): 16-17.
19. Richard I. Dodge Report, June 8, 1870, Military Records of Fort Lyon, copy at Pueblo, Colorado, Public Library.
20. Alice and Bill Emery, Madison, New Mexico, article in *Folsom Then and Now*, 11-12.
21. "Water Wood and Grass, Part II: Route No. 3, From Santa Fe to Fort Lyon Colorado," *Santa Fe Trail Magazine*, I (Sept. 1913), 10.
22. Bell, *New Tracks*, 102.
23. Field Notes, Ehud N. Darling Survey of the North Boundary of New Mexico, Aug 6, 1868. Darling's notation of the road was 45 miles, 26 chains, and 20 links from the northeast corner of New Mexico.
24. Dodge Report, June 8, 1870.
25. Ibid.
26. Dodge Report, June 17, 1870, Military Records of Fort Lyon, copy at Pueblo, Colorado, Public Library.
27. "Water, Wood and Grass," 9-10.
28. Morris F. Taylor, *Basil (Bill Metcalf) and His Toll Gate*, Pamphlet published by Trinidad State Junior College with map and cover by Willard C. Loudon.
29. T. J. Sperry, "A Long and Useful Life for the Santa Fe Trail," *Wagon Tracks*, IV (May 1990): 14.
30. John Metcalf Diary, 1869-1874, entries Aug. 10-17, 1873, unpublished copy in author's collection.
31. Ibid., entries May 28-June 10, 1874.
32. Ibid., entries July 12-30, 1874.
33. *Pueblo Chieftain*, July 9, 1874.
34. Special Orders No. 114, July 27, 1874, Headquarters Department of the Missouri, printed in *Panhandle-Plains Historical Review*, XXXIV (1961): 14.
35. Major John Pope Endorsement, Sept. 17, 1874, in *ibid.*, 40.
36. Ibid.

MORE ON ELIZA ST. CLAIR SLOAN MAHONEY

by Noreen S. Riffe

[As hoped, a few responses were received to the request for additional information about the mysterious and elusive family of William and Eliza Sloan. Noreen Stringfellow Riffe of Pueblo, Colorado, a great-great-granddaughter of William and Eliza, kindly shared the research she has gathered over many years. Her observations, edited for publication, follow. Special thanks are extended to Mrs. Riffe for sending this information and copies of several of the documents she mentions. Others with information about the Sloans are invited to disclose it.]

I enjoyed with great amusement your article on Eliza. I have done a great amount of research on her. I have come to the same conclusion that you did. However, there is more to the story.

I examined Dr. Sloan's military pension files at the National Archives and discovered that the children, Marion and Will, are never mentioned. This is no doubt due to the fact that his widow filed the request for pension and either did not know about the children or chose not to mention them. I would like very much to see any of Dr. Sloan's personal papers and a photograph of him if anyone knows where these might be located.

Dr. Sloan was the first corresponding secretary of the Historical Society of New Mexico. He resigned his office in September 1860. Perhaps this is where a love of history originates in the Sloan and Russell families.

The 1850 census of Fort Snelling, Minnesota, contains an entry that shows Mr. Mahoney with the "Sloan" family, giving us the first name of Mr. Mahoney. The census entry shows the family unit comprised of Jeremiah Mahoney, age 33, a soldier, born in Ireland; Eliza, age 31, wife, born in Pennsylvania; William, age 7, born in Arkansas; and Maryon (a unique variation of spelling, to say the least), age 5, born in Illinois. For some reason, probably a clerical error, Maryon was listed as a male.

With Mr. Mahoney's first name in hand, I pulled his military file at the National Archives. It is interesting to note, although not surprising given Eliza's record, that Mr. Mahoney was NOT killed by the Indians as was reported by Marion in *The Land of Enchantment*. Jeremiah Mahoney lived until October 30, 1899, when he died in Minnesota.

I have never been able to locate Eliza

in federal census records for 1860, 1870, 1880, or 1900. I have tracked her several places, thinking surely she must be buried in one of them. She did appear in the Los Angeles, California, City Directory for a few years with the last entry in 1892, at which time she resided at 12 North Sichel. A letter written by Eliza in October 1892, found in the widow's pension file on Marion Russell, indicated that Eliza's date of birth was April 3, 1818. She gave her address in 1892 as 118 North Sichel Street, but that address never appeared in the City Directory.

The last piece of solid evidence located about Eliza was an item found in the Russell pension file, signed by Eliza at Trinidad, Colorado, on August 20, 1894. It is believed she lived for another decade. In a letter to Katie Harvey (my great-grandmother), Marion Russell stated that her mother, Eliza, was born in Pennsylvania in 1818 and was 86 or 87 when she died. That means she died in either 1904 or 1905. Where Eliza was between 1894 and 1904 and where she died remain unsolved mysteries. I am quite certain she did not die in Colorado, nor has any evidence been found to indicate she was buried in Colorado. Letters written to Vital Statistics in California and Kansas did not produce a death record. Did she return to Santa Fe? One cannot help but wonder about Eliza. She was very elusive.

It is interesting to note that, with the exception of the 1850 census and the letter you found in the quartermaster records, Eliza never used the Mahoney name. In the letters mentioned above, she signed her name "Eliza Sloan."

Trying to do research on the St. Clair and Sloan families has not been easy. It is interesting that Eliza was never born (no real record can be found for her birth), she never died (no record can be found for this event either), and she seems to have married at least twice (no marriage or divorce records have surfaced). She did have two known children, had her photograph taken at least three times, and moved around a great many times (including several trips over the Santa Fe Trail). She was truly ahead of her time; she was definitely a liberated woman.

No doubt, Eliza thought she had covered her tracks quite well, but she did not count on historians and genealogists trying to research her life story. I am sure that, wherever she is buried, Eliza is probably spinning in her grave at the fact that one of her great-great-granddaughters is trying to trace the family history. If anyone has additional information on the St. Clair and Sloan families, please share it.

FRANKLIN: CRADLE OF THE TRADE

by H. Denny Davis

People who reside at a distance, and especially at the North, have generally considered St. Louis as the emporium of the Santa Fe Trade; but that city, in truth, has never been a place of rendezvous, nor even of outfit, except for a small portion of the traders who have started from its immediate vicinity. The Town of Franklin on the Missouri River, over a hundred and fifty miles further to the westward, seems truly to have been the cradle of our trade. . . .

—Josiah Gregg, *Commerce of the Prairies*, 1844¹

[This is twenty-sixth in a series on historic sites and museums along the Trail. Davis, a member of SFTA, is a newspaper publisher and president of Franklin or Bust, an organization seeking proper recognition and an interpretive museum at the original site of historic Franklin.]

WHEN artist Chester Harding, later famous as the "painter of Presidents," arrived in Franklin, Missouri,² in the summer of 1820, he found an astonishing scene. A city had been laid out in the middle of the wilderness, 100 crow-flight miles west of the St. Louis "settlements." Now four years old, the new seat of Howard County extended a mile along the north bank of the Missouri River. It reached inland a mile and a half, across the alluvial plain. Main streets were 87 feet wide. The courthouse square occupied two acres.³

Many hear of Franklin nowadays because it was where the Santa Fe Trail began. But that now-faded metropolis would be an important part of frontier lore had the 1,000-mile road never been invented. Harding did not write down a description, but others have described the town as it was at the time, one full year before William Becknell led the first successful trading expedition to Santa Fe:

There were four saloons and no churches.⁴ The population was 1,500, or perhaps 3,000.⁵ It depended on whether you were buying or selling. Franklin was in the midst of a feverish real estate boom. The U.S. Land Office had opened there in 1818. Drawn by plentiful farmland at \$2 an acre,⁶ thousands of immigrants were swarming into the "Boonslick Country." In private transactions, city lots were bought, marked up, and sold the next day at a handsome profit.

At a mile-long horse-race track at the edge of town, those profits often changed hands quickly. Bustling Franklin offered settlers everything lacking in the surrounding wilderness: blacksmiths, saddler, wagoner, gunsmith, shoemaker, surveyors, a sawmill, tailors, doctors, a grist mill, even a brick yard.⁷ Speculators boasted Franklin would overtake St. Louis and

become the commercial metropolis of Missouri.

There was also a renaissance quality about Franklin. Perhaps that was what had attracted Harding. Harding had come to Franklin to paint a portrait of Daniel Boone. The artist had appeared in St. Louis in June 1820, bearing a letter of introduction to the territorial governor, William Clark. Harding had little experience and hoped to set up as a portrait painter where there was no competition. Some believe Clark suggested to Harding that he paint a portrait of Boone.⁸ It might make Harding better-known.

Harding set off up the Missouri River to find the 86-year-old Great Pathfinder. He found Boone in a log cabin about 40 miles west of St. Louis. The old man was bedfast. Harding paid someone to prop up Boone in a sitting position on the edge of the bed while the artist made sketches.⁹

Harding continued upriver to Franklin. He traveled in a buggy over the Boonslick Road, a good indication of the improved quality of that road by then. Harding took rooms in Franklin and completed his portrait of Boone. Actually he painted two versions; only one survived. As Harding worked each day, he had a spectator. He was a 10-year-old boy, George Caleb Bingham, who later became famous as a narrative painter of western scenes.

One must wonder if Harding stayed at the Square and Compass. That was one of the only two "taverns" (hotels) in Franklin. The Square and Compass (the name describes the Masonic seal) was owned by Henry Vest Bingham, George's father. Already a man of standing in the community, Henry Bingham was to be elected, in 1821, Howard County's first presiding judge (chairman of the three-member administrative board).¹⁰

At any rate, American art got a big boost when the tavern keeper's son got his first glimpse of a painter at work. In old age George C. Bingham recalled the encounter: "The wonder and delight with which his works filled my mind, infused them indelibly upon my then-unburdened memory."¹¹ Young Bingham had witnessed the creation

of the only painting from life of Daniel Boone. Boone died September 26, 1820.¹²

The presence of an artist caused no particular stir in Franklin. The town's cultural pretensions overawed the young painter, instead of the other way around. In his autobiography, Harding wryly confessed: "It was here that I obtained a perfect knowledge of the English language. At least, I was assured by an itinerant professor that he could make me a thorough grammarian in 12 lessons. As I took the required number, if I am not all he promised me, it must be his fault and not mine."

The town was at home with books and the arts. A large part of the population was educated. Franklin already had two grammar schools, an "Institute of Learning" (later called Franklin Academy), a library, and a newspaper (the *Missouri Intelligencer and Boonslick Advertiser* was the first newspaper west of St. Louis, and had the third press brought west of the Mississippi). Nearby, on his experimental farm, amateur naturalist John Hardeman would soon harvest two corn crops on the same ground in a single year and bring in his first cotton crop.¹³ In the log-cabin courthouse, a dozen rising young lawyers settled conflicting claims.

Franklin was one of the first cities west of the Mississippi founded by Anglo-American Southerners. St. Louis, Ste. Genevieve, St. Charles, and New Orleans were founded by the French. Franklin was purely an invention of American politics, created out of the virgin soil to be a county seat. In poured "Some of the best blood of Kentucky, Virginia, Tennessee."¹⁴

Jonas Viles wrote in his history of the town, "By origin and social customs, Franklin was a bit of Kentucky . . . transplanted to the Far West. . . . Many were substantial persons of means who brought blooded stock and considerable cash. . . . The Boonslick (region) did not pass through the earlier well-defined stage of frontier development. . . . An occasional student went back to Transylvania."¹⁵

Bright young lawyers and merchants

dreamed of making a fortune and building a "mansion house" on a "plantation."¹⁶ There they would replicate the genteel and cultivated life of the Virginia tidewater.¹⁷ They thought they would bring Anglo-Saxon book learning to bear and conquer the West in a generation.

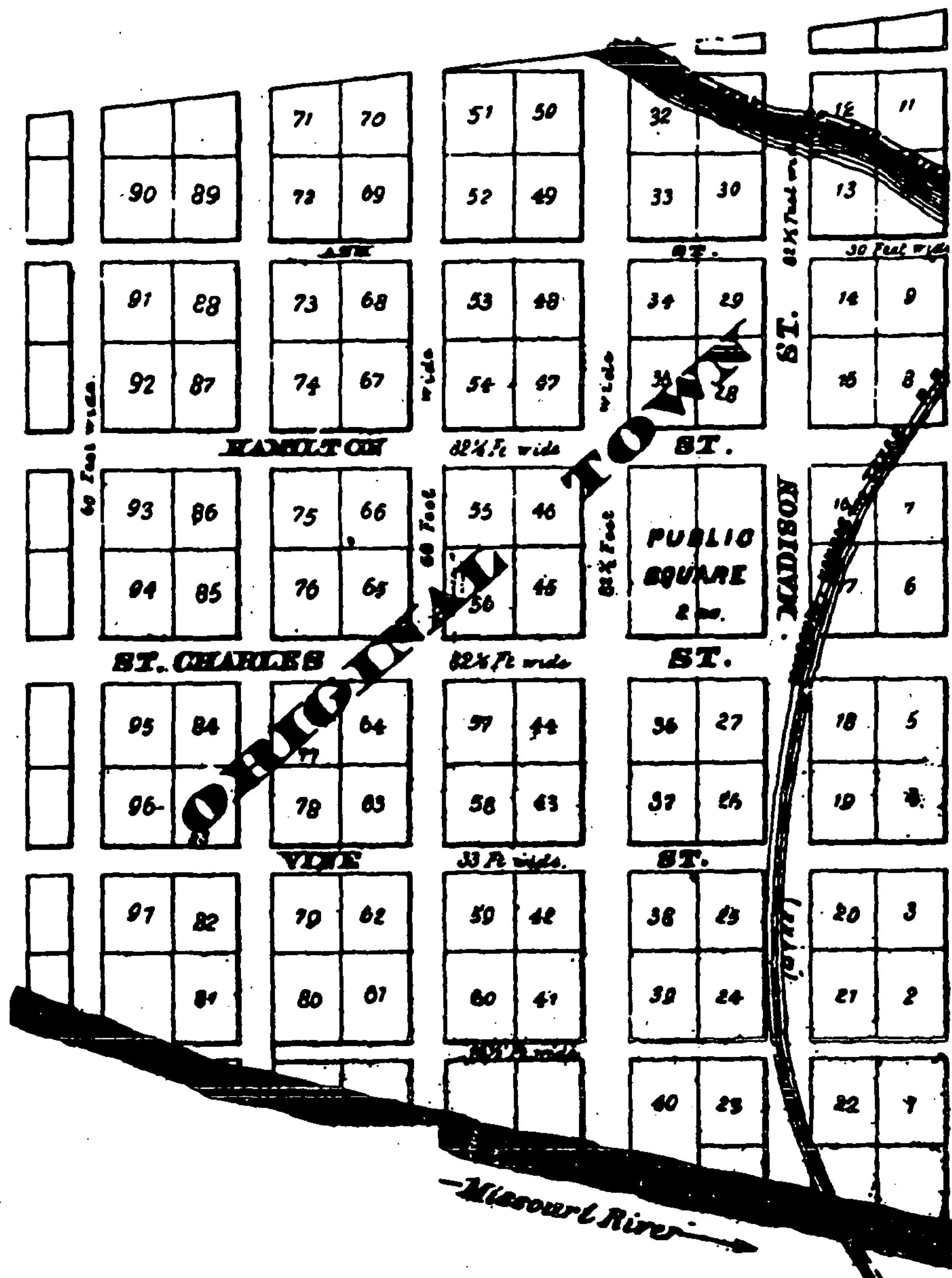
Indeed, science and industry were bringing wonders to the frontier. In 1819 the first steamboat had ascended the Missouri River to Franklin. It was greeted with huzzahs, gun salutes, and a banquet that lasted all afternoon. The *Independence* had taken 13 days from St. Louis. It carried passengers, whisky, flour, sugar, and iron castings. The *Missouri Intelligencer* reported, "With a little precaution, in keeping clear of sandbars, the Missouri may be navigated with as much facility as the Mississippi or the Ohio. The grand desideratum, the important fact, is that (it is) now ascertained that a steamboat can ascend the Missouri River."¹⁸

Two months later Franklin was visited by Major Stephen H. Long on his expedition "from Pittsburgh to the Rocky Mountains."¹⁹ That visit heightened awareness of the riches of the mountains, waiting to be transformed by industry. By 1820 Franklin already had a beaver-hat factory.

Earlier, in 1819, the first stagecoach arrived from St. Louis. By 1820 freight wagons were making regular runs from St. Louis to Franklin over the much-improved Boonslick Road. At the Franklin end, it was called the "St. Charles Road."²⁰ Franklin residents surely began to ask themselves, "If a wagon and team can travel from St. Louis to Franklin, why not from Franklin farther west? Why not all the way to Santa Fe?"

William Becknell was in a heap of trouble. The national Panic of 1819 had finally reached Franklin by 1821. Unwary businessmen were feeling the squeeze. Becknell owed debts to many people. Deputy Sheriff Benjamin Ray arrested Becknell May 29. Joseph Cooper wanted the \$321 he had loaned to Becknell 11 months earlier. James Jackson paid Becknell's bond so he did not have to go to jail as a debtor.²¹

On June 21, 1821, Becknell published in the *Missouri Intelligencer* a cautiously-worded call for volunteers for an expedition "destined to the westward for the purpose of trading horses and mules and catching wild animals. . . . Every man will furnish his equal part of the fitting on for our trade, and receive an equal part of the product. If the company consist of 30 or more men, 10 dollars a man will answer. . . .



Original Town of Franklin, laid out in 1816, was on north bank of Missouri River. The first log county courthouse was erected in the two-acre public square. Overlaid on original plat are lines at upper right showing where north bank of Missouri River had moved by 1876; also, curving north-south route of Missouri-Kansas-Texas Railroad built in early 1870s. Then it was the main line from Chicago to Texas; now it is the Katy Trail, a leisure corridor for hikers and bicyclists.

Signers to the amount of 70 will be received. . . . Every man wishing to go is requested to meet Aug. 4 at Ezekiel Williams's, on the Missouri, about five miles above Franklin." Williams was the only known survivor of an ill-fated expedition to the upper Arkansas River in 1813.

Becknell borrowed \$170 from Amos Ashcraft. Only 17 men showed up at Williams's farm. The *Intelligencer* reported "W. Becknell was chosen by a unanimous vote as captain." Becknell declared, "On the 18th we are to meet at Mr. Shaw's in Franklin, where two lieutenants will be elected." The expedition left Franklin on schedule on

Sept. 1. In succeeding weeks five suits for debt were filed against Becknell in his absence, including one by Ashcraft.

Becknell never announced he was going to Santa Fe. Some historians argue he only intended to trade with the Indians on the plains and, somehow, just bumped into Santa Fe. But the trade goods he acquired from the sophisticated merchants of Franklin knock down that argument. The calicoes and "bleached and brown domestic" dry goods were just what the ladies wanted in Santa Fe.²²

The saga of Becknell's return was

told by historian William E. Brown: "On Jan. 29, 1822, four trail-worn men rode into Franklin, Missouri. Forty-eight days before they had left San Miguel, 50 miles southeast of Santa Fe. In their packs were the fruits of their journey. As townspeople gathered to welcome Capt. William Becknell and his companions, the packs were opened. No furs of an Indian trader spilled out, but instead heavy rawhide sacks. One of the traders held high a sack and slashed its thongs. Silver pesos tumbled to the ground and rolled into the gutter. . . . The eyes of the onlookers widened.

"Before these coins were gathered up, news of the first successful Missouri-to-Santa Fe trading expedition was already on its way to the adventuring, enterprising people who would soon throng the trail to the City of Holy Faith. . . . No ordinary man, unused to dreams, would have slashed those thongs. The one who did, knew well the drama of the moment."²³

Becknell also brought back Spanish jacks from Santa Fe. These were bred to Missouri mares, to produce mules. Mules proved better suited than draft horses or oxen, to the stern work of a Middle West farm. By World War I Missouri was exporting mules to all parts of the world and filling orders for the U.S. Army. Thus the Santa Fe Trail fueled another industry for Missouri.

In 1822 Becknell led another expedition to Santa Fe. This time he used wagons instead of pack horses. He had determined one could, indeed, take a team and wagon from Franklin to Santa Fe, just as he had seen neighbors bring wagons from St. Louis to Franklin. This time Becknell had no trouble finding recruits. He took 20 men with \$3,000 in trade goods in three wagons. In Santa Fe he sold everything, including the wagons. Franklin residents were astonished by the speed and relative ease of these trips. Becknell encountered no hostility from either Indians or New Mexicans. There were also other reasons for astonishment.

The frontier economy had a chronic shortage of real money. Substitutes for cash were common in commerce: peltries, tobacco, lead for bullets, smoked meat, livestock. There was no bank in Franklin. The gold and silver coins from Santa Fe, over time, helped fuel Missouri's industrial development.

Many other expeditions followed. They grew in size and number each year. In 1825 the federal government decided to survey the Santa Fe Trail, a major commercial highway. The government turned to George C. Sibley, factor at the trading post at Fort Osage

upriver from Franklin, and to Benjamin Reeves of Howard County, lieutenant-governor of the state. A hero of the War of 1812, Reeves had led a large party of settlers from Kentucky to Howard County in 1818.

For secretary the commissioners picked young Hamilton Gamble. Until recently he had been one of the high-flying lawyers in Franklin. In 1824 he had been elected Missouri secretary of state. He moved to St. Louis. Later, during the Civil War, Gamble served as the pro-Union governor of Missouri. Chosen as "pilot" for the survey was Stephen Cooper. His grandfather had led the first party of settlers to the Boonslick. Joseph Brown of St. Louis was named surveyor. His assistant was a 21-year-old clerk in the land office at Franklin, Joseph Davis. William Sherley ("Old Bill") Williams was the interpreter. Later Williams Peak, Williams Fork, Williams River, and Williams, Arizona, were named for him.²⁴

Eleven men were recruited in the St. Louis area. The other 20 were found in Franklin. Each man in the party was required to be more than an expert marksman and woodsman; he must have a skill: blacksmith, wagoner, gunsmith, etc. The *Intelligencer*, July 9, 1825, reported: "Our citizens are beginning to derive some advantages from the operation of the Mexico Road Commission. Their guard of riflemen have been taken from among us. This is a task not only congenial to the tastes of our young men, but sufficiently lucrative to enable each of them to purchase a tract of land on their return."

Col. Reeves, Sibley, Brown, and Gamble attended an Independence Day banquet in Franklin on July 4, 1825, at 1:00 p.m. According to the *Intelligencer*, 46 toasts were "drank." Late in the day the four leaders departed Franklin for Santa Fe. One must wonder how any of them was able to sit a horse.

In Kansas, at the Council Grove, ground sacred to the Indians, the party halted to sign a treaty. The U.S. bought the Santa Fe Trail right-of-way from the Osages. Twenty Missourians signed their names. Sixteen chiefs made their marks.

Elements of the expedition returned at different times during 1826 and 1827. One member, who returned to Franklin in 1826, was Andrew Carson. Local tradition says his vivid stories of adventure captured the imagination of his 16-year-old brother, Christopher. Their father had been killed in an accident on his farm two miles northwest of Franklin in 1818. Four years later,

Kit's mother remarried. Kit was apprenticed to a saddler in Franklin.

On October 16, 1826, the *Intelligencer* carried a notice by the saddler, David Workman: "Notice is hereby given to all persons that Christopher Carson, about 16 years old, small for his age, but thickset, light hair, ran away from the subscriber, to whom he had been bound to learn the saddler's trade, on or about the 1st of September.

"He is believed to have made his way to the upper part of the state. All persons are notified not to harbor, support or assist said boy under penalty of law. One cent reward will be given to any person who will bring back said boy." By the time the notice appeared, Kit was far west on an expedition to Santa Fe.²⁵

The future of Franklin looked bright in 1826. Glaciers, salt, and the sprawling Missouri River conspired to make Franklin an important community. When the last glacier receded, it left a ridge or mound across the present state of Missouri, west to east. It is called the Trans-Missouri Uplift. It is a watershed. It is fairly level. It is well-drained, a natural highway, from present-day Kansas City to present-day St. Louis.

From Kansas City the Missouri River runs eastward along the northern base of the mound for about half the distance across the state. About midway the river abruptly turns southward and passes through the Uplift via the Howard-Saline Gorge. Then the river turns eastward again, near Franklin, and follows the southern base of the Uplift to the Mississippi at St. Louis.²⁶

No scientific reason has been found to explain why the river suddenly broke through the saddle-like range. There are numerous salt springs in both Saline county (on the west bank) and Howard County (on the east bank). Perhaps some geologist will find that the salt caused the glacier to melt first at this place.

At any rate, nature made this the logical place to cross the river. The earliest traces crossed here. Daniel Boone followed the Uplift when he blazed the trail from St. Charles (a suburb of St. Louis) to his salt lick about 10 miles west of the later town of Franklin. The later and straighter Boonslick Road (1815-1820), roughly paralleled the old Pathfinder's trace. The Santa Fe Trail followed the Uplift, from Franklin to present-day Kansas City. U.S. Highway 40 was laid out atop this huge berm. So, too, Interstate 70 generally follows the same high ground, chosen by Boone, across the

waist of Missouri. Where the Uplift is breached by the river, it is now crossed by two railroad bridges, three highway bridges, and four natural-gas lines.

Boone, a life-long "long hunter" by profession, lost his lands in Kentucky and migrated to Missouri in old age. He did not like to get his feet wet. Like migrating wild animals and Indians, Boone had learned to spurn the muddy, mosquito-infested river bank. He would find a trace worn by wildlife or the indigenous people on the high ground. Thus Boone could quickly range far from the settlements to where game was still plentiful.

Boone did not hunt hard. He hunted smart. He would locate a natural salt spring or lick. Wild animals would come there to lick the salt left on the ground by evaporation, just as a cow will lick a salt block today. Boone would hunker down and let the game come to him.²⁷

One winter (about the year 1800) Boone went hunting on the Grand River in northwest Missouri. He was poaching on land reserved by treaty to the Indians. When Indians appeared, Boone hid. He left as soon as he could. Probably it was on this trip that he discovered the lick that was to take his name, and give it to the trail he had blazed and to a region.

Among the salt springs dotting Howard and Saline Counties, on opposite sides of the gorge, the most productive one was in present southwest Howard County. Most of the others dried up as the water table sank. This one still puts forth salt water from two orifices. It is the centerpiece of Boone's Lick State Historic Site, nine miles northwest of Franklin.

Tradition says Boone built a lean-to and wintered at the lick. Soon, back to the settlements along the Mississippi, came glowing tales of the fertile alluvial soil, splendid timber, abundant game (made healthier and thus plentiful by the ubiquitous salt, no doubt.) Lewis & Clark did not visit this lick but reported it in their journal, during their ascent of the river.

In 1810 the first permanent Anglo-American settlement was made in the "Boonslick Country." It was two miles south of the lick. The settlers were led there by Col. Benjamin Cooper. The War of 1812 and the hostilities of Indians temporarily stopped migration. The settlers fortified up in five forts. Among the children in those tiny log redoubts were Kit Carson and Josiah Gregg. After the peace of 1815 the wave of immigration resumed. The white man's disease, smallpox, swept through the Sac and Fox tribes. They

were never a factor again in the history of the region.

Howard County was created in 1816, embracing an area reaching northwest into Iowa. Franklin was laid out and became the county seat the following year. Within months additions to the original town had been platted and recorded. The *Missouri Intelligencer*, the first newspaper west of St. Louis (and the third west of the Mississippi) began publication in April 1819. Its opinions were reprinted in newspapers in New York and Washington, as reflecting the viewpoint of the romantic frontier.²⁸

In 1822 William Ashley took his first fur-trading expedition upriver. He stopped at Franklin. Young hands on his boats included Jedediah Smith, William Sublette,²⁹ and Jim Bridger.³⁰ The coming fur trade seemed destined to add yet another source of riches for Franklin, still the westernmost city in the United States. The first tobacco was shipped in 1822. Two years later 38 hogsheads of tobacco from the Boonslick topped the New York market.³¹

Outfitter to the West; starting point of the Santa Fe Trail; crossroads of the land and river traffic; exporter for the growing surplus of food and tobacco from the Missouri River basin; that was Franklin. Its population by 1825 was challenging that of St. Louis. Its rising entrepreneurs and attorneys, such as Reeves and Gamble, were already beginning to make their marks in the affairs of Missouri. Wealth was pouring in from the West; people swarmed in from the east. Clearly, Franklin faced a future of greatness. What could possibly go wrong?

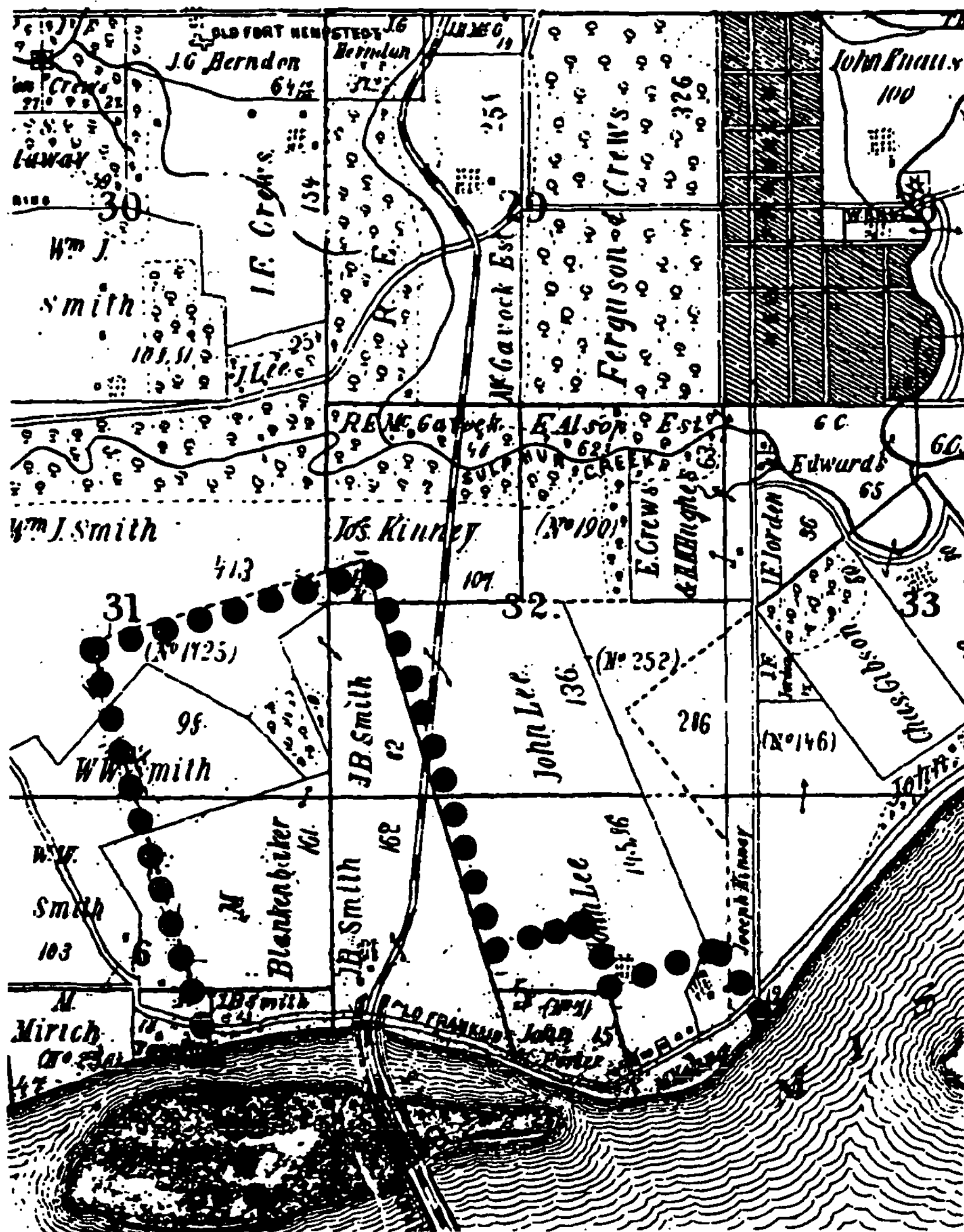
The earliest settlers believed the plow would curb the floods on the Missouri River. The furrows would slow the runoff of rains. The naked soil would absorb the water more quickly. That was the theory. For a while there was no reason to doubt it. The last recorded big flood on the Missouri had been in 1785, before the plow. For four decades floods were not a problem. Franklin rose on the plain, "in the river bottom," as Boonslick folk still say. Around the city there was no dike, no flood levee, no thought of any barrier to keep out the waters. No one understood that Missouri River floods are cyclical.

The Howard County seat had been moved from Franklin to Fayette in 1823 because Fayette was more centrally-located in the final configuration of the county. The Santa Fe Trail boom took up the slack. Things continued to look bright until the floodwaters came.

The Missouri River rises in the spring, in the weeks after snow melts in the Rockies. The river drains nine states and a bit of Canada. Depending on winter snowfall in the mountains, a flood may appear down river, independently of the amount of rainfall received locally. In 1826 the river rose again in all its might and fury. The *Missouri Intelligencer* of May 12 reported: "The Missouri has risen higher in the present season than has been known for 30 years. We learn by a gentleman from the Council Bluffs that all the bottom lands between that place and this were overflowed. Whole farms inundated, and the crops destroyed; fences swept away, hogs and cattle drowned, and the inhabitants obliged to move. Franklin has fortunately escaped. Considerable apprehension prevailed however during the rise. Individuals living on ground less elevated along the river were obliged to move. The river now has been falling for several days. We expect the most distressing accounts from those living in the bottoms."

The *Intelligencer*, located one block northwest of the public square, did not miss an issue, although local retail advertising dropped during May. The Santa Fe trade continued unabated. Advent of the first major Hispanic trader was heralded by the *Intelligencer*, June 9, 1826: "Six or seven new and substantial built wagons . . . (are) on the way to Mexico, owned exclusively, we believe, by Mr. Escudero, a native of that country, and who accompanies his brave adventure. The gentleman has expended a large sum in the purchase of goods, wagons and equipments. This may be considered as a new era of commerce between Mexico and this country. It is probable the example of Mr. E. will be followed by others of his rich countrymen, who will bring hither large portions of their surplus wealth, for the same purpose."

A few weeks later, on July 26, the *Intelligencer* moved to Fayette. Two years later the *Intelligencer* of May 2, 1828, reported from Fayette: "The town of Franklin, as also our own village, presents to the eye a busy, bustling and commercial scene, in buying selling and packing goods, practicing mules, etc., all preparatory to the start of the great spring caravan to Santa Fe. A great number of our fellow citizens are getting ready to start, and will be off in the course of a week. . . . We . . . think it probable the number (of persons) will exceed 150, principally from this and adjoining counties. They generally purchase their outfits from merchants here at 20 to 30 percent advance on the Philadelphia prices, and



Site of Franklin in 1876 showing old waterfront isolated on an island (lower left). A secondary channel of the Missouri River (wavy lines) runs right through where courthouse square once was. On higher ground, saved from river's bite, are Santa Fe Trail (left) and Boonslick Road (right) running parallel to, and next to, new river bank. Dotted line shows outline of townsites. Broken line, north-south, was MKT Railroad, now the Katy Trail. The Santa Fe Trail Interpretive center is proposed at northeast corner of Katy Trail and Boonslick Road intersection.

calculate to make 40 to 100 percent upon their purchases. They will generally return in the fall. The amount taken from this part of the country this spring will not fall much short of \$100,000 at the invoice prices. We wish them a safe and profitable trip, a speedy return to their families and homes, in health and (that) they may long live to enjoy the profits of their long and fatiguing journey of nearly one thousand miles through prairies inhabited only by savages and wild beasts."

That year another flood came. As in 1826, when the river receded, it left pools of standing water scattered

across the lowlands. As in 1826, also, an epidemic of malaria followed. Residents noticed malaria did not seem to affect settlers living atop the well-drained bluff, two miles inland. The realization grew that Franklin was in a precarious location.

On July, 1828, 26 men formed the New Franklin Town Company. Among them was David Workman, the saddler from whose shop Kit Carson had run away.³² They purchased 240 acres, plus a quarry, high on the bluff, two miles northeast of Franklin. A partial evacuation to "the new town of Franklin" began. Log buildings were jacked up. Log rollers were placed under-

neath. Long teams of oxen pulled each cabin up the Boonslick Road to the new town.

New Franklin, as it came to call itself, straddled the Boonslick Road. The east-west portion of the road became Broadway, the main thoroughfare. Where the old road turned to leave the bluff and descend to Franklin, the north-south road became Missouri Avenue, for it led to the river.

The Missouri River had another blow to deal Franklin. At about the end of the decade, commercial steamboat navigation became feasible as far as Independence, 100 miles upriver from Franklin. In time, that became the jumping-off point for Santa Fe expeditions

But published accounts that the river ate Franklin alive, in 1826 and 1828, simply are not accurate. In May 1829 Henry Colem announced, in the *Intelligencer*, he had opened a tinware "manufactory" in Franklin. The next month L. P. Marshal advertised he had opened a general store "on the northeast corner of the public square in Franklin." Thos. M. Campbell announced in the *Intelligencer* of Jan. 29, 1830, he had dissolved his partnership with John D. Stothart and was continuing in "the old store in Old Franklin. . . . Beeswax, tallow, tow, linen etc. taken in trade." This was the first use the present writer has found of the term "Old Franklin" to differentiate it from New Franklin.

That the Franklin waterfront continued active was indicated by a notice in the *Intelligencer* of April 9, 1830: "The steamboat Wm. D. Duncan (Capt. Crooks) will continue to run as a regular packet this . . . spring and summer between the ports of St. Louis, Boonville, Franklin, Chariton and intermediate points. For freight or passage apply to G. M. & F. S. Samuel at Franklin. . . ."

Still, there was some slippage. From time to time the *Intelligencer* carried an announcement of the closing of a business in Old Franklin, or a move of a business from there to Fayette or Boonville. On June 18, 1829, Joseph Davis, the former Santa Fe Trail survey chairman, by now a lawyer, advertised that he had moved his practice to Fayette. James Dow moved his tailor shop to Boonville and announced in the *Intelligencer* of Feb. 19, 1830, that on Wednesdays and Saturdays he would "be at the stores in Old Franklin to take measures." James Benson and James Coleman Boggs advertised April 1, 1830, that they were closing their store in Franklin.

In 1831 the U.S. Land Office at

Franklin still did a brisk business. It sold 68,798 acres. But the next year the government moved the office to Fayette. From then on, it appears, Franklin declined steadily in commerce and population. It was ravaged by additional floods.

The *Intelligencer* of July 4, 1835, quoted the *Boonville Herald*: "There was a most extraordinary rise on the Missouri River some 10 or 12 days since. The one we announced on the 5th (of June) appears to have been but the precursor of the great mountain flood. The river has been higher for the last two weeks than it has been for several years. A portion of the village of Franklin, opposite this place which was nearly evacuated several years ago in consequence of its alluvial and instable foundation, has fallen in and been swept away by the angry torrent."

The Missouri's worst flood ever, hit in 1844. The *Boon's Lick Times* of Fayette reported June 22, 1844: "The greatest calamity has befallen the inhabitants residing in the Missouri bottoms, by the most unprecedented rise in the Missouri River within the recollection of the oldest settlers. A good many houses have been carried away.

"The water is deep enough in the streets of Old Franklin . . . to make them navigable for the largest class of steam boats. A great many families have narrowly escaped with their lives."

Thus it is clear that Franklin had declined in population and commerce before the river made any serious inroads. Throughout the 1840s lots were still being sold in the lower part of downtown.³³ Sometime after that the river roared right through town.

The 1876 Atlas of Howard County showed the original waterfront of Franklin as an island, or sandbar, in the river. Where the public square once was, a secondary channel of the river was shown, between the island and the new north bank. The new north bank was about one block north of where the square had been, at the rise that marks the beginning of the Uplift. That high ground contained the Boonslick Road and the Santa Fe Trail. It was destined to remain intact. It was about five blocks north of the original waterfront.

By the time this first atlas came out, the Katy railroad had been built through Old Franklin.³⁴ A siding was built there, an indication of some commerce at the site. This siding fronts on the north side of the old Boonslick Road (now Highway 87). It abuts what is now the Katy Trail. It is the favored site for a future interpretative center

marking the eastern terminus of the Santa Fe Trail.

The 1870s railroad and its river bridge called attention to the need to stabilize the river. In time the U.S. Army Corps of Engineers was handed the task. Today (1993), far upriver, giant dams capture the "mountain floods" in the spring. They release the water gradually over the year. Downstream in Missouri, the river banks are dotted with fingers of rock and piling, extending out into the river. These force the waters back into the main channel, making it self-scouring. The main channel never silts up. The river no longer has to gouge out a new channel somewhere else.

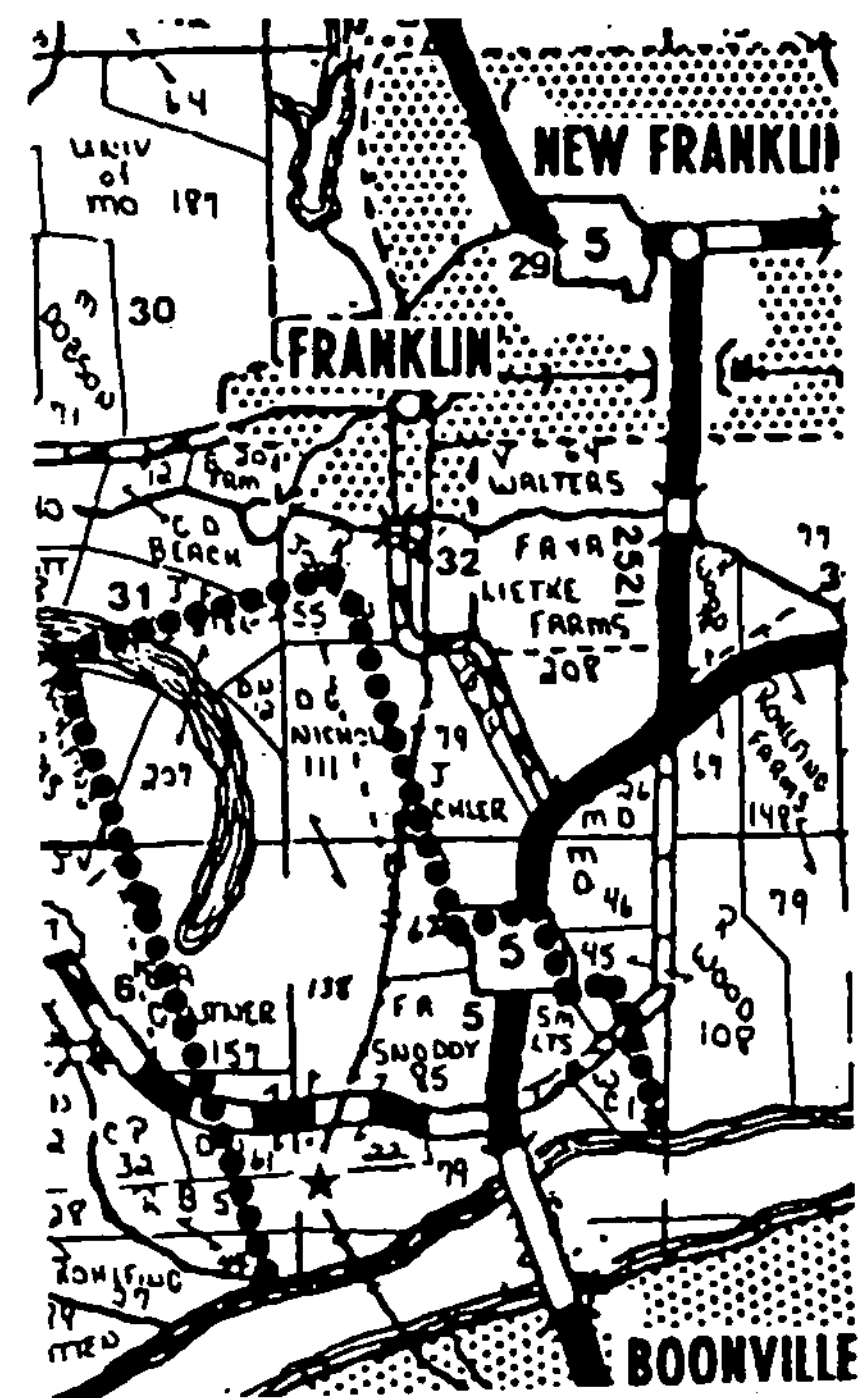
The secondary channel is gone from Old Franklin now. Soil has "accreted" there. The secondary channel has filled up with dirt. One can walk where the courthouse square once stood, on land now owned by the state, an undeveloped part of the Katy Trail. At that point the river today is actually farther away than it was when Old Franklin flourished.

No early building survives. The last to go was the academy. It was the town's first brick building. It was on lots 11 and 12 on the higher ground two blocks north of the square. It was still standing in 1913.³⁵ It was last used as apartments. Old-timers say it was razed about 1923.

The official successor to Franklin is New Franklin. In the middle of Broadway in New Franklin a big stone monument celebrates the start of the Santa Fe Trail. Preserved in bronze is the slogan associated with the Trail: "From Civilization to Sundown." Today the cultured inhabitants of New Mexico's capital, boasting an art colony, world-famous architecture, and a classy orchestra, may be astonished to learn their town was the "sundown" end.

The original town is now usually called "Old Franklin," to distinguish it from another town called Franklin, founded in 1912 in a separatist tiff with the city fathers of New Franklin. The history-minded visitor will do well to avoid the modern town of Franklin, zip code 65250, found on the maps, at the west edge of New Franklin; and inquire for Old Franklin, down by the river along Missouri Highway 87. Old Franklin has no zip, no place on the map, and no road markers except those which the love and pride of historians have bestowed.

Yet, a good idea never dies. It appears that there has been some sort of economic activity at Old Franklin ever since 1816. Beginning in the 1870s, it was a railroad stop for 100 years. The



Site of Old Franklin in 1993, shown by dotted lines. The star indicates where courthouse square once was. The broken line above the star is U.S. Highway 87, the Santa Fe Trail. The black line, north-south through the star is the Katy Trail. Original town should not be confused with modern town of Franklin (upper center), chartered in 1912.

county's only public airstrip is there, about where East Cherry Street once was. The only public river port between metro Kansas City and St. Louis is in Old Franklin. It is about 200 yards south of East St. Charles Street, now Howard County Road 463.

Old Franklin boasts a bed-and-breakfast in a picturesque 1869 mansion built by a riverboat captain, a for-real old-time general store little-changed by 70 years, a tire shop, filling stations, and convenience stores. All enjoy good business in a town that refused to die.

Around the entire area a massive flood-levee is rising, an earthen wall seventeen miles long. It closes upon itself. It is all local money; there is no federal funding. The state plans to build a new \$35 million dollar highway bridge, crossing the Missouri at Franklin, starting in 1994. Engineers will pump 167,000 cubic yards of sand from the floor of the river, to form an approach ramp, about where Hamilton Street once led down to the landing.

A Florida high-tech firm has announced plans to build a \$30 million ethanol plant. It will be the county's largest industrial venture ever. It will stand about where East Ash Street

crossed Clark Street in Old Franklin.³⁶ Why here? The plant needs a river port to bring in the biomass (waste paper, yard waste, cornstalks, and cobs) from which ethanol will be made. The plant needs lots of natural gas for the heated chemical process. At Franklin, four big natural gas transmission lines cross the river, then rise to find the Uplift, en route to the upper Midwest. So Franklin lives, still a crossroads, still a cradle of trade.

NOTES

1. Josiah Gregg, *Commerce of the Prairies* (1844; reprint, Norman: University of Oklahoma Press, 1954), 22. There are a number of editions of Gregg's classic on the Trail.
2. Chester Harding, "My Egotistigraphy," in Margaret E. White, comp., *A Sketch of Chester Harding Drawn by his Own Hand* (Boston: Houghton Mifflin Co., 1929). Harding later painted John Quincy Adams, Madison, and Monroe, and paintings of Jackson and Van Buren are attributed to him.
3. Plats of the Town of Franklin and its Additions survive in Howard County Deed Book C, Howard County Courthouse, Fayette, MO.
4. Jonas Viles, "Old Franklin, a Frontier Town of the Twenties," *Mississippi Valley Historical Review*, IX (March 1923), 269. This is probably the most complete study of Franklin up to that time.
5. The population was variously estimated by various writers.
6. Henry Brousfeld Journal, transcribed in part by Charles van Ravenswaay, whose typescript is in the Missouri Historical Society, St. Louis.
7. Viles, "Old Franklin," 269.
8. Leah Lipton, *A Truthful Likeness* (Washington: Smithsonian Institution, 1985), 16.
9. Harding's encounter with Boone is told in his autobiography, White, *A Sketch of Chester Harding*.
10. Howard County Court Minute Book, County Courthouse. The county's records, intact from its founding in 1816, are a gold-mine of information about the early days.
11. G. C. Bingham to J. Colvin Randall, Dec. 23, 1872, quoted in Leah Lipton, "New Discoveries in American Art," *Art Journal*, Summer 1984.
12. Clifford Amyx, "The Authentic Image of Daniel Boone," *Missouri Historical Review*, (Jan. 1988): 153.
13. John Hardeman to Thomas Hart Benton, Nov. 24, 1822, read in the Senate by Benton, Mar. 3, 1823, and printed in the *Intelligencer*, Franklin, June 10, 1823. Hardeman ranged as far as South America to bring back seed. Floods swept away his botanical "garden" in 1826 and 1828. It has been replicated in the University of Missouri Experimental Horticultural Farm, at the west edge of New Franklin. In the long run, Hardeman's cotton and twice-a-year corn proved unsuited to the mercurial Missouri climate. Most of Hardeman's plots disappeared in the flood of 1826.
14. *History of Howard and Cooper Counties* (St. Louis: National Historical Company, 1883), 166.
15. Viles, "Old Franklin," 269.
16. The two words appear frequently in wills, Howard County Will Books, Courthouse, Fayette.
17. Some of them managed. Howard County is dotted with ante-bellum mansions of decidedly Southern influence.
18. *Missouri Intelligencer and Boon's Lick Advertiser*, June 4, 1819.
19. Long's account appears in *Early Western Travels*, edited by Reuben G. Thwaites (Cleveland: Arthur H. Clark, 1905), vol. 14.
20. The name appears in early land descriptions, Howard County Deed Book A, Courthouse.

21. Larry M. Beachum, *William Becknell, Father of the Santa Fe Trade* (El Paso: Texas Western Press, 1982), 16.
22. Gregg, *Commerce of the Prairies*, 13.
23. William E. Brown, *The Santa Fe Trail* (1963; reprint, St. Louis: Patrice Press, 1988), 1. Gregg, *Commerce of the Prairies*, 13, stated that Becknell left his companions in Santa Fe and returned alone.
24. Kate L. Gregg, ed., *The Road to Santa Fe* (Albuquerque: University of New Mexico Press, 1952). The book reprints all the main journals, diaries, and letters and is the definitive work on this expedition.
25. Kit Carson, *Autobiography* (reprint; Lincoln: University of Nebraska Press, 1966), xi, 5.
26. T. Berry Smith, *History of Chariton and Howard Counties, Missouri* (Topeka: Historical Publishing Co., 1923), 74.
27. Boone's technique has been handed down orally by Howard Countians, generation to generation, to aspiring young hunters, including this writer.
28. Successive issues of the *Intelligencer* are intact, beautifully preserved and easily accessible, in the newspaper reading room of the State Historical Society of Missouri, in the basement of Ellis Library, University of Missouri, Columbia. This lode of history is by no means mined out.
29. Dale L. Morgan, *Jedediah Smith and the Opening of the West* (Indianapolis: Bobbs-Merrill Publishing Co., 1953), 32.
30. Stanley Vestal, *Jim Bridger, Mountain Man* (Morrow, 1948), 9.
31. Viles, "Old Franklin," 276.
32. Lilburn A. Kingsbury, "Franklin Disappears, New Franklin Founded," *Bicentennial Boonslick History* (Fayette: Boonslick Historical Society, 1976), 50.
33. Chronological index of land sales in Old Franklin, in *Town Lots*, a book compiled and owned (1993) by the abstractor firm of Geo. G. Smith & Son, Fayette, MO.
34. *Illustrated Atlas Map of Howard County, MO.* (St. Louis: Missouri Publishing Company, 1876), 45. This platbook has been reprinted, no date or place shown. It shows the plat of the original town of Franklin; with overlays showing where the river came to rest, and the 1870s Missouri-Kansas-Texas Railroad "dike" (fill) in relation to the town.
35. John L. RoBards, *A History of Northeast Missouri*, edited by Walter Williams (Chicago: Lewis Publishing Co., 1913), I, 19.
36. "Ethanol Plant Plan Moves Ahead," *Fayette Advertiser*, March 3, 1993, 1.



HOOOF PRINTS

—TRAIL TIDBITS—

Louise Barry's magnificent compilation, *The Beginning of the West: Annals of the Kansas Gateway to the American West, 1540-1854*, published by the Kansas State Historical Society in 1972, has recently gone out of print. This invaluable collection with its extensive documentation of Trail history, which sold for years at the unbelievable price of \$10.75, will soon command a price several times that amount in the out-of-print market.

The story of the certification of Trail

ruts west of Dodge City, maintained by Boot Hill Museum, as part of the SF-NHT, rated an article in the *Chicago Tribune*, Sunday, Feb. 14, 1993.

The third annual Santa Fe Wine and Chile Fiesta is scheduled for September 23-27, 1993. For additional information, contact the Wine & Chile Hotline, (505) 988-7124.

Norma Jean Young, in her column in the *Boise City News*, April 1, 1993, told of a visit to Cimarron County by Ted Anthony, great-great-great-grandson of Daniel Munro, Jr., who was shot along with McNees at McNees Crossing in 1828. McNees died at the site and Munro died later at Willow Bar, where he was buried. Anthony plans to return for the annual Cimarron County tour of Trail sites October 2, 1993.

George A. Custer, or a fair likeness of the character as portrayed by Steve Alexander, returned to Fort Larned NHS on April 24, 1993, for a public program sponsored by the Fort Larned Old Guard. After telling about some of his activities in Kansas and along the Trail in the late 1860s, "Custer" opened the floor to questions and handled himself well (even when asked about esoteric information by Custer buffs in the audience).

Santa Fe Trail Days were scheduled at Larned, Fort Larned, and the Santa Fe Trail Center, May 28-31, 1993. A series of Trail-related activities were planned, including a pageant and living-history reenactments.

The City of Council Grove, Kansas, has received a \$320,000 federal grant for a proposed Riverwalk project along the Neosho River. The city is required to contribute \$80,000 more to the development. The project includes Trail sites (such as the river crossing near Madonna Park).

The Council Grove Visitors Bureau has produced an outstanding, full-color brochure about the historic Trail community, featuring 18 historic sites. "Rendezvous on the Santa Fe Trail" provides the central theme. For a copy, write to CGVB, 313 W Main, Council Grove, KS 66846.

Postcards featuring 10 historic Las Vegas, NM, photographs, are available for \$6.00 per set (includes postage & handling) from the Citizens' Committee for Historic Preservation, PO Box 707, Las Vegas NM 87701.

CALVIN MOSES DYCHE

(continued from page 1)

Calvin began freighting between Uniontown and Kansas City in 1849 at age thirteen, and in 1852 he drove six yoke of oxen to Santa Fe. He was at the site of Fort Union, New Mexico Territory, while the first fort, which was built of logs, was under construction.²

In 1855 Calvin Dyche was employed by Alexander Majors and helped break 320 acres of land for Majors in Jackson County, Missouri.³ Majors was engaged in freighting on the Santa Fe Trail and became a partner in the famous firm of Russell, Majors and Waddell. Dyche, one of some 1,700 men who worked for Majors and Russell, was sent to work near Fort Riley, Kansas, in 1855. There he camped at the foot of a hill near Ogden, Kansas, where he later built his home.⁴ A cholera epidemic disrupted construction activities at Fort Riley in the fall of 1855, but the freighting business continued and prospered.⁵ Dyche was employed to put up hay for the government animals.

Winters in the mid-1850s were frequently severe, and it was not unusual for those who lived in log buildings with dirt floors to wake to find six inches of snow on the floor. Clothing was hard to come by, and the closest provisions were at Fort Leavenworth, 120 miles away.⁶

The first territorial capitol of Kansas, Pawnee City, was located on the Fort Riley reservation. The capitol was quickly moved to another town, and Secretary of War Jefferson Davis directed that the town of Pawnee be removed from the reservation. Many of the buildings were moved to Ogden, which became the county seat of Riley County. Calvin Moses Dyche was appointed by the third territorial governor, John Geary, to serve as the first sheriff of Riley County. He also served as township trustee and county commissioner.⁷

In 1856 Dyche started a freighting business of his own. He had \$70 and obtained land, broke prairie, and erected a cabin.⁸ It was reported that the bluestem grass grew so high in places that one could just see the top of a man's hat as he rode by on horseback. The wind blew it just like ocean waves. Buffalo were numerous in the area.

In December 1856 Calvin married Bridget Ann O'Malley, the sister of two area settlers, Dan and Pat O'Malley. This family was from County Mayo, Ireland. This was the second marriage recorded in the area, coming after that of Thomas Dixon and Mary Hoffman.⁹

In 1860 Dyche hauled timber to Fort Larned for the building of the sutler's store erected by Jesse Crane and Theodore Weichselbaum. He also hauled grain to Fort Lyon (formerly Fort Wise) in Colorado Territory during the Civil War. Dyche flew a Confederate flag for two days after the Civil War began, but soldiers from Fort Riley came to his home and tore it down. They warned him not to fly it again.¹⁰ Dyche later served the Union as a soldier.

On December 7, 1863, Dyche received from Governor Thomas Carney his commission as a second lieutenant in Company F, 14th Regiment of Kansas State Militia. He apparently continued to direct his freighting business while serving as a volunteer, and he also filled contracts to supply hay to some military posts. On July 23, 1864, Colonel D. W. Scott, commanding the 14th Regiment, directed 2d Lt. Scott to report to headquarters with the least possible delay with "all the men you can raise from your company well mounted." General Samuel Curtis would provide arms. The men were to take one or two blankets and were expected to be absent on field duty for eight to ten days.¹¹ Dyche's command, comprised of 26 men, was sent to the aid of wagon trains beset by hostile Indians near Cow Creek on the Santa Fe Trail, where the Indians were repulsed after losses on both sides.¹²

In 1864 Dyche put up 600 tons of hay at Fort Zarah on Walnut Creek and the Trail. The following year Dyche filled a contract for 5,000 tons of hay for the government at several military posts. J. W. Ladd, bookkeeper in charge of Crane and Weichselbaum's store at Fort Larned, noted in his diary on September 24, 1865, "C. M. Dyche's teams started for Ft. Dodge to put up hay for the government." A month later, on October 24, Ladd recorded, "a cold rain, all day it continues. Dyche's mule teams came from Ft. Aubrey enroute home. . . . Stopped here for night and men sleep in the store." The following day, Ladd wrote, "John started with Dyche's team for home. Weather is clear and cold with a high wind."¹³

It was reported that Dyche's freighting and haying company cost him \$550 per day to operate. His employees were able to deliver 60 tons per day, for which Dyche received \$23 per ton. Among his employees were James Franklin O'Daniel, who drove a team, and William H. Ashton. In October 1865, Ashton recalled, he and Dyche started from Fort Aubrey to go to Fort Larned, where Dyche was going to settle up for completion of his hay contract. Ashton's mule gave out along the

way and Dyche continued alone to Fort Larned, traveling through Indian country for two nights and a day with only an hour's rest.¹⁴

At one time 75 men employed by Dyche went on strike. Dyche discharged the leaders from his employ and apparently hired others to replace them. Business was not always good. In 1866 Calvin lost 107 head of cattle to Texas Fever, which cost him \$82.50 per head, a total of \$8,827.¹⁵

In 1867 Dyche received a government contract to supply 1,000 cords of wood for Fort Larned at \$16 per cord. His employees were troubled by Indians while trying to fill this contract. On one occasion one man was killed and another wounded. Despite the trouble, the 1,000 cords were cut and delivered.¹⁶

In 1868 Dyche subcontracted for wood at Fort Dodge. He built the sutler's store there that same year. In addition he held the contract for hay and for 1,000 bushels of lime at \$1.50 per bushel.¹⁷ During the preparations for the Winter Campaign of 1868-1869 Dyche was awarded a freighting contract to haul supplies between Forts Hays and Dodge over the Fort Hays-Fort Dodge Trail, which was the route of Santa Fe Trail traffic at the time. He furnished 12 wagons with teams for 30 days and received \$120 per day and rations for his men. When that contract was fulfilled Dyche sold his freighting business for \$7,000. He had spent 16 years on portions of the Santa Fe Trail. He made one last trip along the Trail in 1870, as a traveler rather than a freighter.¹⁸ Years later his granddaughter, Agnes Dyche Mannix, remembered sneaking into Larkin Estes's barn (Estes was a freighter who worked for Dyche and was also Agnes Dyche's other grandfather) and trying to eat some of the hardtack left over from the freighting days.¹⁹

Calvin Moses Dyche was also engaged in the beef industry. He provided the first dressed beef to Fort Riley in 1859-1860. He later held the first beef contracts for Forts Hays and Wallace. By 1873 Dyche had provided \$98,000 worth of beef to Forts Riley, Hays, Wallace, Dodge, Larned, and Camp Supply. In 1873 he again lost cattle to Texas Fever, this time 100 head at \$40 each.²⁰

During the early years of their marriage Calvin and Bridget lived in a two-story log house. They kept a leather trunk upstairs into which Calvin would dump some of the money he earned from his enterprises. This savings was used to build a stone house.²¹ According to Dyche's daughter, Mary Ann, Calvin liked to make

money but did not care much about spending it, except on his house.

In 1866-1867 the Dyches built a twelve-room house which cost \$10,000, which one source called the most elegant and the finest house outside the cities in Riley County.²² Constructed of native stone, the house faced the river. The walnut timbers used inside were hauled from Leavenworth. They were fastened together with wooden pegs. There Calvin and Bridget raised ten children of their own and helped raise several other children. Dyche also built a two-story stone barn which was constructed in a bank which permitted vehicles to drive into the upper floor. Livestock were housed on in the lower floor.²³

Calvin Moses Dyche eventually acquired 1,800 acres. He donated land for the Catholic Church and the cemetery in Ogden.²⁴ In 1889 he rented out his cropland on contract. At that time he had 350 head of cattle and 35 horses. Earlier, in 1887, cattle belonging to Dyche, Theodore Weichselbaum, and Moses Waters were found grazing on the Fort Riley military reservation. Although these men resided north of Fort Riley, Colonel James Forsyth directed that the cattle be driven across the south border of the reservation before they were turned loose.²⁵

Dyche died in 1909 at age 73 as a result of injuries caused when he was getting on a horse and it lunged, throwing him against the saddle horn. He lived only a few hours.²⁶ His house and barn were taken into the Fort Riley military reservation during the early part of World War II. The buildings were bulldozed down. They were located at the top of present Mallon Road, the first road going north just west of the east gate of Fort Riley.

The Dyche pioneering spirit lived on. Calvin and Bridget's son Daniel participated in three Oklahoma land runs. Their son Johnny obtained one of the claims in Oklahoma Territory. Daniel became a journal clerk scribe in the governor's office and part of the Oklahoma constitution is written in his hand.²⁷ Dyche descendants are now found in numerous states, many unaware that their ancestor was a part of the heritage of the Santa Fe Trail.

NOTES

1. Chapman Brothers, *Portrait and Biographical Album: Washington, Clay and Riley County, Kansas* (Chicago, 1885), 267-269.
2. Ibid.; Ogden Pride Committee, *Buffalo, Breweries, Bullwhackers and Boomtown: A History of Ogden and Ogden Township* (n.d.), 76.
3. Chapman Brothers, *Portrait and Biographical Album*, 267-269.
4. C. M. Dyche obituary, 1909, furnished by Mary Ann Gertrude Dyche Shumate; David Dary, *Entrepre-*

neurs of the Old West (New York: Alfred Knopf, 1986), 143.

5. Alexander Majors, *Seventy Years on the Frontier: Memoirs of a Freighter on the Frontier* (reprint; Minneapolis: Ross and Haines, 1965), 141.
6. Ogden Pride Committee, *Buffalo, Breweries*, 6.
7. Ibid., 7, 69-70.
8. Ibid., 76.
9. Ibid., 70.
10. Ibid., 88.
11. Chapman Brothers, *Portrait and Biographical Album*, 64; D. W. Scott to C. M. Dyche, July 23, 1864.
12. Ibid.
13. Ogden Pride Committee, *Buffalo, Breweries*, 76; J. W. Ladd Diary, Fort Larned National Historic Site.
14. Riley County Genealogical Society, *Pioneers of the Bluestem Prairie* (Manhattan: Riley County Genealogical Society, 1976), 275; Chapman Brothers, *Portrait and Biographical Album*, 267-269.
15. Ogden Pride Committee, *Buffalo, Breweries*, 76.
16. Chapman Brothers, *Portrait and Biographical Album*, 267-269.
17. Ogden Pride Committee, *Buffalo, Breweries*, 76.
18. Ibid.
19. Agnes Dyche Mannix interview.
20. Ogden Pride Committee, *Buffalo, Breweries*, 76.
21. Agnes Dyche Mannix interview.
22. Chapman Brothers, *Portrait and Biographical Album*, 267-269.
23. Ibid.; Riley County Genealogical Society, *Pioneers of the Bluestem Prairie*, 275; Agnes Dyche Mannix interview; Stella Dyche Hirsch interview; Mary Jo Cunningham, ed., *Dyche Trails and Tales* (1992), 29-41.
24. Stella Dyche Hirsch interview.
25. W. F. Pride, *History of Fort Riley* (1926), 195-196.
26. C. M. Dyche obituary, 1909.
27. Eddie Churchman Dyche interview.

POST OFFICE OAK

—LETTERS—

Editor:

I appreciate the energy you put into the production of *Wagon Tracks*. I look forward to the newsy items about the Trail, appreciate the calendar items, and even enjoy reading over the listings of new members. I appreciate your inclusion of information about our Southwest Institute summer programs.

I have been a geographer at the University of New Mexico for 15 years and am surprised at the lack of geographers who are members of SFTA. I assume they must be unaware of your activities. I work with the National Council for Geographic Education, and it may be helpful to insert a small notice about SFTA in the *Journal of Geography* which is distributed nationally to teachers as well as professional geographers.

Jerry L. Williams
Dept. of Geography
University of New Mexico
Albuquerque NM 87131

Thanks for the kind words. We would welcome all geographers to membership in SFTA. If you can get a notice into the *Journal of Geography*, it will be

greatly appreciated.

Editor,

Editor:

Wagon Tracks has been eminently successful from my point of view, and I'm sure there are many others who share my view. You have performed a service for which all of us are grateful. I am preparing an article about vegetation along the Trail as seen and reported by travelers and botanists. Hope to have it ready soon.

L. C. Withee
748 Elling Dr
Manhattan KS 66502

Thank you. We look forward to another article from you. May we plan on it for the next issue?

Editor

Editor:

Thank you for printing the winning essay in the KSDAR contest and for the article about the rededication of the marker at Burlingame. We are having a Santa Fe Trail luncheon at the KS-DAR state conference. Hopefully we will continue to have DAR chapters interested in the Trail markers.

Mrs. Charley Shoemake
121 Ave C West
Kingman KS 67068

Editor:

I found the article by Helen C. Brown on Morton County in the last issue to be very interesting. My mother, Laura Belle McClain, was born on a ranch near Point of Rocks. My grandfather, James William McClain, ranched there from 1886-1900. On the Cimarron National Grassland there is a placard designating his ranch as the McClain Area. I plan to write to Helen Brown, too. Your publication is one I read entirely and save each issue.

Robert Goode Rockwell
4826 E Winnebago St
Phoenix AZ 85044

COUNCIL TROVE

—DOCUMENTS—

Driving a Jerk-Line Team

Shortly before his untimely death, T. J. Sperry, chief ranger at Fort Union National Monument, sent the following poem for *Wagon Tracks*. By way of introduction he wrote, "here's one of those rare gems—Trail-related poetry. 'Baldy' was one of dozens of similar pieces collected over many years by Major Gerald E. Griffin, who ultimately had them published in 1918 under the title *Ballads of the Regiment*. The poems, songs, ditties, and prose in that volume cover the period from the Indian wars through World War I. Since the army six-mule wagon went out of use in the 1880s, it is safe to assume

that 'Baldy' is about the late-Trail era. I think you will agree it provides a rare account of the nuts and bolts of driving a jerk-line team."

"Baldy"

"Baldy" rode the near-side wheeler,
Leads and swings strung out in front;
Drove the six upon a "jerk line"—
'Twas a man's job that same stunt.
'Spunkey,' 'Winkie,' 'Shandy,' 'Nancy,'
'La-de-dah' and 'Mary Jane':
Wagon piled with soldier dunnage
At the forefront of the train.

"Come! You bunch of loafing cripples,
Hit the breeze! Get down and nip!
Snake her out! Get in the collar!"
Then he'd crack his black snake whip.
'Winkie,' lad! You'r playing possum;
Git! You pop-eyed, lop eared fool!
'Spunkey!' Dam your lazy carcass!
You'r not fit to be a mule."

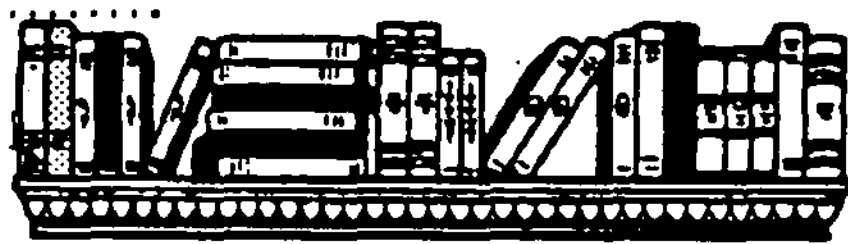
"Shandy! What in hell's the matter?"
'Shandy,' near-swing took his trace;
'Nancy,' girl! You quit your bluffin'—
'Nancy,' too, would mend her pace.
'Them's the boys can do the pullin',
Them's the boys can make her hump;
'Shandy!' Damn your hide, I'll skin you!"
Then he'd flick him on the rump.

"Mary Jane,' come on, old lady;
To the off-wheel on the right;
'La-de-day,' just hold them steady,
As a team you'r out of sight.
'Spunkey!' Take me down! I'll fan you!
'Winkie!' Git! Git out o' that!
If you take me down I'll shave you
Like the monkey shaved the cat.

"Hy! Wake up! We're at the *Coulee*;
Boys, we're going through the slough;
There's a ton or two behind you,
Them's the mules! We've got her now!"
Then he'd slam the brakes upon her
As she staggered down the swale;
Both the wheelers in the breeching
Digging caulks into the trail.

"Sweith." He'd vent a hissing whistle
As he eased upon the brake;
'Now, me lads, we're down to cases"—
On the jerk line he would shake.
'Spunkey!' 'Winkie!' 'Shandy!' 'Nancy!'
'Mary Jane!' Come, let her rip!"
Up the slope would reel the wagon
Like a rolling clipper ship.

In the camp he'd sleep beside them.
Did the beggars understand
All the foolish things he told them
As they muzzled face and hand?
In the land of some tomorrow,
Fleeting shadow of a dream,
I would like to meet old "Baldy"
With his Army jerk-line team.



CONVERSE OF THE PRAIRIES

—BOOK NOTICES—

Jane Lenz Elder. *Across the Plains to Santa Fe*. Dallas: DeGolyer Library of Southern Methodist University, 1993. Unpaginated [24 pp.]. Woodcuts, bibliog. Paper, no price given.

This handsomely designed exhibition catalog, in pamphlet form and limited to 1,500 copies, was published by the DeGolyer Library to commemorate a visit to Texas by members of the Associates of the Stanford University Libraries. For the occasion, the library mounted an exhibition of rare and unusual items related to the Santa Fe Trail and drawn from its collections.

Trail scholar Jane Elder has provided a concise introduction to the catalog, the body of which is an annotated bibliography. The 53 entries are grouped under topical headings as, for example, American Traders, U.S. Soldiers on the Trail, The Mexican Trail, and From Ox Carts to Iron Horses. Because of the limited printing of this booklet, it should soon become a Trail rarity itself.

—Marc Simmons

Stephen May. *Footloose on the Santa Fe Trail*. Niwot: University Press of Colorado, 1993. 144 pp. 48 photos. Bibliog. Cloth, \$19.95; paper, \$12.95.

This pretentious and phony book purports to be about a hike on the Trail from Bent's Fort to Santa Fe and from there to Taos. May confessed to making the trip out of boredom. He rode in a car much of the way and spent little time on the actual Trail. In fact there is not much about the Trail and some of that is wrong. May also attempted to interweave events of 1846 into his narrative, using the writings of Francis Parkman, Susan Magoffin, George Ruxton, Lewis Garrard, and others. Unfortunately, as he admits, he fictionalized some of the accounts, making the volume unreliable and destroying the author's credibility. Instead of "footloose," a better title would be "fast and loose," for that is how the facts of history and geography were treated.

Josiah Gregg, most certainly, did not head to Bent's Fort (which had not been constructed yet) in 1831. The mission church at Pecos Pueblo was not built "on a grassy bluff above the village." There may be hidden truth in

the glaring error of referring to Bernard DeVoto's fine book, *Year of Decision*, as "*The Years of Indecision*." The volume is filled with errors, indicative perhaps of how dangerous a little knowledge about any subject can be.

May's attempts to be cute also detract from whatever purpose he had in mind. After noting that Gregg's *Commerce of the Prairies* experienced record sales at a store in Independence in 1846, May remarked, "... not bad for a five-and-dime in a podunk town at the head of the Santa Fe Trail." Present Cimarron, New Mexico, was belittled as "a ramshackle bend in the road."

May discovered the diary of Gabriel Wiggins, who joined Kearny's Army of the West at Bent's Fort and went as far as Santa Fe, where he got into trouble and his story ended. The mystery was never resolved. A larger mystery is how this book was ever accepted for publication. A reader's time would be much better spent reading Parkman, Magoffin, Ruxton, Garrard, Gregg, and others. Not recommended.

Mark L. Gardner, ed. *Brothers on the Santa Fe and Chihuahua Trails: Edward James Glasgow and William Henry Glasgow, 1846-1848*. Niwot: University Press of Colorado, 1993. 224 pp. Illus., maps, notes, bibliog. Cloth, \$24.95.

SFTA V-P Gardner has edited and annotated an important collection of Trail documents that add significantly to information about the trade during the era of the Mexican War. His comprehensive research, extensive introduction, and skillful editing make this one of the finest pieces of scholarship on the Trail to appear in recent years. All this is enhanced by informative historical illustrations, some of which appear in print for the first time.

The Glasgow brothers' business activities and their various trade connections form a microcosm of commercial ventures between the U.S. and Mexico in the critical decade of the 1840s. Their letters and Gardner's explanations provide insight into the operations of a particular firm engaged in that trade, life on the Trail, military operations in New Mexico and Chihuahua, and some of the principal characters on both sides. Highly recommended to all serious students of the Trail.

HELP WANTED

I am seeking information about a small emigrant train which left Fort Smith, Arkansas, March 20, 1849, under the leadership of Captain John A.

N. Ebbets. They reached Santa Fe on May 27. One member of the company of 65 men was Samuel Y. Lum, later of Lawrence, KS. I am trying to determine the route of this party to California if they made it at all. My great-great-grandfather Knickerbocker may have outfitted this venture. He died of cholera on board a river boat bound downstream. The loss and subsequent losses of property ruined the family's finances, and the story has been passed down the years. Any help with where I might locate information will be much appreciated.

Keith Clark
541 SW 14th St
Redmond OR 97756

CAMP TALES

—CHAPTER REPORTS—

Cimarron Cutoff

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

A tour of the ruts of the Aubry Route on Comanche National Grassland in southeastern Baca county was the highlight of the spring meeting of the Cimarron Cutoff Chapter on April 25, 1993. Members met for a luncheon and a business meeting in Springfield before the tour. Bill Pitts, president of SFTA, was a guest.

Francis X. Aubry, a merchant on the Santa Fe Trail, established this route in the fall of 1851 in an attempt to avoid the waterless sand hills of the Cimarron Route. He left Cold Spring in the Oklahoma Panhandle and went eastward, crossing Baca County, and on to Bear Creek before going into Stanton County, KS.

This route was used during the Civil War by military supply trains. The ruts are plainly visible on the mile of pasture land owned by the National Forest Service (NFS) which has marked the Trail with Kansas limestone post rock which has a National Park Service logo embedded in the rock.

David Hutchison presided at the business meeting. Dave Pelper, district ranger of NFS in Springfield, and Jamie Kingsbury, staff member of NFS office in La Junta, told of plans for interpretative historical signs to be erected at three stops along US 350 on Otero county, on the Santa Fe Trail.

Bill Pitts talked about other trails, one from Fort Smith, Arkansas, to Santa Fe and two other trails along the Canadian River in Oklahoma.

For the summer meeting in Union county, NM, Hutchison suggested a tour to Rabbit Ears Camp on the SFT. The date of the meeting will be set

later.

Texas Panhandle

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

No report.

Wagonbed Spring

President Edward Dowell
521 W. Janice
Ulysses, KS 67880

Wagonbed Spring National Historic Landmark in Grant County, KS, will be the site of a National Trails Day observance on June 5, 1993. At the chapter meeting on April 8 at Hugoton, Edward Dowell, president, suggested an "Open Trails Day," inviting residents and history buffs to walk in the ruts at the Landmark. Guides will be present to point the way on the Santa Fe Trail.

Dowell said that he and Ed Lewis will install the solar panel to pump water into the wagonbed for the summer season. Dowell displayed some of the artifacts he had found during the last five years of searching at campsites on the Landmark. He had placed a number of them in frames for exhibit at the Grant County Museum in Ulysses.

Karla French reported that the grade school tour for fifth and sixth graders at Ulysses will take place on May 19. The students will tour Point of Rocks and Middle Spring in Morton County, then return to Wagonbed Spring. She invited chapter members to join the tour.

Paul Bentrup distributed brochures of La Junta and Bent's Old Fort where the Santa Fe Trail Symposium will be held Sept. 23-26. He urged members to get their reservations for events in early.

The summer meeting of the chapter will be at Peddlers Inn, Ulysses, on July 8.

Heart of the Flint Hills

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

The chapter met at the Morris County Courthouse April 13, with six directors and fourteen members present. The highlight of the evening came as Phyllis Anderson presented an afghan to the group she had made, to be raffled as a fund raiser. The winner will be announced during the Santa Fe Trail Arts Festival September 26. The committee to promote the publicity of the afghan are Helen Ericson, Phyllis Anderson, and Doris Cress. The new publishers for our newsletter *Trail Tales* are Earl and Deanne Wright with Helen Ericson and Lois DeWitt as reporters.

It was announced that the chapter

now has its 501-C-3 designation and has a non-profit bulk mailing permit.

Howard Mohler, chairman of the committee to get the National Register certification, reported that they now have enough research done to make the application.

The group agreed to make a bid to the Santa Fe Trail Association to host the Santa Fe Trail Symposium in 1999.

Another grant application is in place by the Fremont Park Revitalization Board of Morris County to fund Phase II of the Stone Barn restoration project. All chapter members were told their help would be required at the Santa Fe Arts Festival September 26, 1993, at the Stone Barn in Fremont Park.

End of the Trail

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

The chapter meeting held in Santa Fe on March 13 started with a special event. Marc Simmons, chapter member, historian, scholar, author of over 20 books, and friend of the Trail, was honored with the presentation of a certificate making him a life member of the End of the Trail Chapter. The award was in recognition of this man's many contributions to the preservation of the Santa Fe Trail and his personal support of our chapter. Forty people attended the presentation.

Guest speaker at the meeting was Riley Parker, chapter member and owner of Parker Books of the West located in Santa Fe. The title of his presentation was "Santa Fe Trail: Out of Print," a program on valuable Santa Fe Trail books. Books shown included a 1926 Lakeside Press edition of *Commerce of the Prairies* by Gregg that contained a large map and good plates; a first edition, in slip case, of Garrard's *Wah-To-Yah and the Taos Trail* valued at approximately \$1600; and Susan Magoffin's *Down the Santa Fe Trail and into Mexico*, with an unusual dust jacket, worth \$175. Parker commented that the classic *Land of Enchantment* by Marian Russell was originally published as a serial in eight issues of *Colorado Magazine*. He also showed two 1848 books published by the U.S. Government: Emory's *Notes of a Military Reconnaissance* and *Memoir of a Tour of Northern Mexico* by Wislizenus. Members were invited to inspect the books after the talk.

Following Mr. Parker, Margaret Sears, chapter vice-president, told the group about her recent visit to the Marian Russell grave at Stonewall, Colorado. The cemetery, she said, was well kept and the site very scenic. She

read Marian Russell's description of the Stonewall Valley. Margaret described the experience as very moving.

After a business meeting, Elaine Pinkerton Coleman introduced a video made by the Colorado Historical Society for the Trinidad Chamber of Commerce. *Crossing Over the Raton Pass* showed the scenery and historical sites and a wealth of historic photos illustrating the history of the area.

Corazon de los Caminos

President LeRoy LeDoux
PO Box 94
Wagon Mound, NM 87752

The Chapter met for the first time this year at Fort Union on the February 21 and heard an exciting talk about the Fort Union Depot. Most of us associate Fort Union with a cavalry post, guidons fluttering, bugles blowing. However, the bulk of the people were civilians, under the command of the depot quartermaster, charged with ordering and distributing goods from the East to the various forts and posts on the frontier. Fort Union Depot was headquarters to this activity. "Commissary Sergeant" T. J. Sperry and "Teamster" Frank Torles gave a vivid description, resplendent in traditional garb, of what it took to supply the troops. From their presentation it was clear, although we associate the Santa Fe Trail as an avenue of entrepreneurial commerce, most of the wagons ferried staples in behalf of the US Government for the troops. It would be of interest to know how much the Government paid to settle the frontier. To draw a parallel to our times, perhaps we ought to quote a French saying (freely translated), the more things seem to have changed, the fewer the changes. Twenty-seven members and eight guests attended the meeting from a total membership of fifty-seven.

Our activities in March were not quite as vigorous as originally planned because of a scheduling conflict. Instead we had a leisurely board of directors meeting and then a business meeting at the Santa Clara Cafe in Wagon Mound. The T-Shirt Sale (with our Logo prominently displayed) got under way. The membership voted on nominations for the Award of Merit and received a report on the membership drive now in effect.

The April activities started with a lunch at the historic St. James Hotel in Cimarron, which has lost some of its notoriety of a hundred years ago. After lunch the members and guests drove the short distance to the Philmont Museum to hear a presentation about the New Mexico's folk music by Dr. Enrique Lamadrid of University of New Mexico. Twenty-eight members and fif-

teen guests were present.

Wet/Dry Routes

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

The chapter conducted its spring quarterly meeting on April 4 at the Lewis Recreation Castle in Lewis, Kansas. A report was given with regard to the traveling display which exhibits the fifty-nine markers erected by the chapter on the various routes of the SFT between Larned and Dodge City. Since the winter meeting on January 17, the display has been located at Burdett, Great Bend, Hoisington, St. John, Stafford, and Lyons. The display is also scheduled for the Fifth Kansas Economic Development Conference, April 22-23 in Great Bend, and the Santa Fe Trail Symposium, Sept. 23-26 in La Junta, Colorado.

The Chapter approved a number of new projects including: a Santa Fe Trail pageant, May 29, and a fund raising barbecue with historical demonstrations and interpretations, May 30. Both projects are scheduled to be a part of the Santa Fe Trail Days conducted on an annual basis in Larned. Also approved was the placing of additional markers on the Fort Hays-Fort Dodge Road and the marking of the Aubry Route.

The summer meeting will be at Dodge City at a date to be announced soon.

Mountain Branch

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

At the annual meeting of the corporation on March 20, 1993, we were pleased to welcome Mary Jeff Karkaker, superintendent at Capulin Volcano National Monument, to our board. She replaces Nancy Robertson from Raton, who elected not to run again. Our thanks to Nancy for her efforts during the past two years. The following officers were elected: President Roberta Cordova, Vice-President Kathy McQueary, Recording Secretary Linda Peters, and Treasurer John Tarabino. Other members of the board are Russ Pallone, Paula Manini, Max Polen, Bruce Peters, Patricia Heath, and Earl Casteel. Pat Heath agreed to serve as Program Committee Chairman and Earl Casteel will be Membership Committee Chairman.

Our next "activity" will be at Folsom, NM, on Saturday, May 8th (with a rain date of May 15). We will join all the good folk from Capulin Volcano National Monument on that date to do a clean-up at the historic Folsom Protestant Cemetery. On June 12 the Baca House here in Trinidad will become a

certified site of the National Historic Santa Fe Trail. The Mountain Branch Chapter will be serving refreshments, and we hope to see you all there at the Baca House at 9:00 a.m.

Dodge City/Fort Dodge

President Betty Braddock
106 Plaza Terrace
Dodge City, KS 67801

Howdy! Greetings from Boot Hill country. For too many issues of WT you have read "No Report" from our chapter. So borrowing the familiar note from Josiah Gregg's classic, as the wagons prepared to leave, there came the cry of "Catch Up! Catch Up!" We would like to catch you up on the activities of our chapter.

Our program on January 29, 1993, was presented by Mike Armour, executive director of Boot Hill Museum. The Santa Fe Trail ruts west of Dodge City, KS, are administered by the Boot Hill Museum. The site was recently certified by the National Park Service as part of the Santa Fe National Historic Trail. Future plans for improvements include: installation of interpretive signs and the construction of sidewalks, benches, and handicap facilities to accommodate visitors. For modern-day Santa Fe Trail trekkers, these ruts are on the north side of Highway 50 approximately twelve miles west of Dodge City. For now there is a paved pull-off and a walk through gate. For the novice the four ruts are marked with signs.

Our March 26 meeting served as the annual business meeting and election of officers. For 1993 our President is Betty Braddock. Many readers will remember Betty from her 25 years of service at the Kansas Heritage Center in Dodge City. Other officers for the year are: Anne Warner, Vice-President; Dr. Richard Dryden, Secretary/Treasurer; Judith Young, Reporter-Historian; and Bob Monaghan, At-Large. Five other members compose the Program Committee.

The Chapter plans to take a one-day trip this fall. Other chapters that would enjoy inviting us for a visit are encouraged to contact President Braddock.

Our chapter is "catching up!" Accept no more "no report" from the in Dodge City/Fort Dodge outfit. Respectfully, Richard Dryden, Sec./Treas.

Missouri River Outfitters

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

At the March meeting wagon historian and collector Bob Croft presented an informative program on wagons and carts of the Trail era, including

drawings, pictures, blueprints, and size specifications which afforded the audience an increased understanding of the variety of sizes and functions of wheeled vehicles.

At the April meeting Charles Hoffhaus, a local attorney who has done extensive research on the French presence in the area prior to the Louisiana Purchase, presented a program on his finding. His book *Chez les Kanses* recounts close to a hundred years of French involvement in the region.

Officers elected for 1993 are President Bob Dorian, V-P Roger Slusher, Secretary Sandy Slusher, Treasurer Glenda Sours, Historian Anne Carter, and Board Members David Carter, Pauline Fowler, Judy Harter, and Lou Schumacher.

The next meeting will be a trail trek in Lafayette county in early June. For more information contact Roger Slasher at (816) 259-2900.

Quivira

President Wayne Smith
RR 1 Box 44
Raymond, KS 67573

No report.

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. It is still the editor's hope that the 1993 roster will be published soon. We thank you for your support.

INSTITUTIONAL MEMBERSHIPS

Allen County Public Library, PO Box 2270, Fort Wayne IN 46801
Olathe Convention & Visitors Bureau, Brenda Stolle, 128 Chestnut, Olathe KS 66061
Jerry Patterson Enterprises, 1133 Thackary Ct, Voorhees NJ 08043
Santa Fe Trail Historical Society, Baldwin City KS 66006

PATRON MEMBERSHIPS

Charles Stuart Purviance, 2717 Tramway Circle NE, Albuquerque NM 87122

FAMILY MEMBERSHIPS

Charles & Louise Beineman, 92 E Van Lake Dr, Vandalia OH 45377
Paul & Jessie Carlson, RR 2 Box 105, Burlingame KS 66413
Don & Carole Day, RR 1 Box 62, Council Grove KS 66846
Dave & Susan Douglas, Anton Chico Route Box 16, Las Vegas NM 87701
David & Ruth Ferdinand, RR 1 Box 9, Harveyville KS 66431
Louis & Marian Hurtig, 2812 Westview, Dodge City KS 67801

Alvin & Nancy Nichols, PO Box 397, Holly CO 81047
Clark & Nancy Parks, PO Box 1689, Cedar Rapids IA 52406
Jim & Sue Peeler, RR 1 Box 47, Pollock MO 63560
Gordon & Doris Perry, 5440 First St West, Bradenton FL 34203
Jim & Diane Proctor, 1400 Shannon Pl, Carrollton TX 75006
Jack & Sylvia Risch, 2932 Florida NE, Albuquerque NM 87110
Rocelle & James Shaffer, 2495 S Quebec St, Denver CO 80231
Burton & Maria Shepherd, RR 1 Box 83, Dwight KS 66849
Russell & Jo Bea Sigle, RR 1 Box 78, Council Grove KS 66846
Norman & Ethel Simshauser, PO Box 867, Lakin KS 67860
Jerry & Pat Smith, PO Box 808, Springer NM 87747
Bob & Darlene Sumpter, PO Box 8, Ojo NM 87735
Glen & Cathy Swartz, RR 1 Box 34, Alta Vista KS 66834
J. W. & Frances VanBlaricum, 2211 McCoy, Dodge City KS 67801
James & Wendy Whatley & Family, RR 2 Box 275B, Durant OK 74701
Doug & Kim Whiting, RR 1 Box 182, St. George KS 66535

INDIVIDUAL MEMBERSHIPS

Audrey Alpers, PO Box 336, Cimarron NM 87714
Isabelle Arman, PO Box 84, Ocate NM 87734
Robert B. Benson, PO Box 3, Columbia MO 65205
Mary Ann Blackburn, PO Box 204, Collbran CO 81526
Joe Boyle, 2305 Tonio Ave, Garden City KS 67846
Patrick J. Brennan, 1944 Burling, Chicago IL 60614
Norman E. Cash, 543 Tara Ln, Wichita KS 67206
Dan Cassidy, PO Box 287, Cleveland NM 87715
Carol S. Cook, PO Box 395, Wamego KS 66547
John P. Dollar, 1719 Fairchild, Manhattan KS 66502
Donald Donath, 6107 Holcomb Hill Rd, Lafayette NY 13084
Ralph Einsel, PO Box 14, Wilmore KS 67155
Marcia A. Fitzgerald, 9755 S Ashleigh Place, Highlands Ranch CO 80126
Merrell Folsom, 805 Potter Dr, Colorado Springs CO 80909
Beatrice Fruechting, PO Box 1288, Raton NM 87740
Janet E. Goedert, SE Enterprise Dev Inc, PO Box 1600, Lamar CO 81052
Charles W. Guthrie, PO Box 128, Jetmore KS 67854
Charles E. Hancock, 2130 Pine Ridge Dr, Reno NV 89509
Katherine Higgins, 2800 Cerrillos #45, Santa Fe NM 87501
Jack Hyer, RR 3 Box 141, Guymon OK 73943

Riva L. Jacobs, 14608 E 39th Terr, Independence MO 64055
Charles D. Jones, 3202 Red Onion Cir, Colorado Springs CO 80918
Joyce Worley Katz, 330 S Decature #152, Las Vegas NV 89107
Paul L. Kelley, 440 Westview, Manhattan KS 66502
Nancy Jo Kent, 1913 Bond Circle, Dodge City KS 67801
Leona Kurtinitis, 1501 Montano St #37, Santa Fe NM 87501
Ronald Lalich, 1143 Moffitt St, San Francisco CA 94131
Gail Leonard, 13570 Soper Ct, Chino CA 91710
Vernon Lohrentz, 205 Beverly, Newton KS 67114
Dave Martin, 3007 Nanette Dr, St. Joseph MO 64506
James J. McBride, 2815 Molino de Viento, Santa Fe NM 87505
Guy Moody, PO Box 208, Franklin IN 46131
Lloyd Moore, 15970 Quivira Rd, Olathe KS 66062
Fran Norton, 2633 Sol y Luz Loop, Santa Fe NM 87505
Dale A. Nulik, 7221 Milton, Derby KS 67037
Daniel F. O'Connell, 4709 Pepe Ortiz SE, Rio Rancho NM 87124
Mike Olson, 1423 Jersey Ave So, St. Louis Pk. MN 55426
James Peterson, 3641 Round Tree Ct, Boulder CO 80304
Robert Prickett, 2633 Sol y Luz Loop, Santa Fe NM 87505
Elizabeth Reese, Reese Ranch Store, Gladstone NM 88422
Phillip Reilly, PO Box 1502, Ponte Vedra Beach FL 32004
Patrick Rucker, 909 S Abilene, Portales NM 88130
Richard Schalk, 7410 Montgomery NE Ste 104, Albuquerque NM 87109
Ruth Sutton Scott, RR 1 Box 1360, Baldwin City KS 66006
Richard Shaffer, 2495 S Quebec St, Denver CO 80231
Charline P. Shockley, 757 Escalona Dr, Santa Cruz CA 95060-3436
Fran Sierra, 204 Sugarite, Raton NM 87740
Richard M. Smith, 1751 Begen Ave, Mountain View CA 94040-3722
Eugenia Starr-Smith, 6020 Del Campo Pl NE, Albuquerque NM 87109
Dell Steel, PO Box 26, Dalhart TX 79022
Paula Stringer, 1763 S 311 W, Garden Plain KS 67050
Harry P. Stumpf, 6104 Casa de Vida NE, Albuquerque NM 87111
Ruby Vass, 5202 Beautonne Dr, El Paso TX 79924
Linda Viani, 544 Quakie Way, Bailey CO 80421
Barbara K. Wheat, 1515 Baseline Rd, Boulder CO 80302
Rick Willis, 12109 Glen Canyon Rd NE, Albuquerque NM 87111
Amy Winter, RR 1 Box 183, Dodge City KS 67801

Tom Zoellner, 2616 Cary Ave #2, Cheyenne WY 82001

TRAIL CALENDAR

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

June 3-6, 1993: Santa Fe Trail Daze, Boise City, OK. Contact CofC, PO Box 1027, Boise City, OK 73933 or (405) 544-3344.

June 12-13, 1993: Eighth Annual Santa Fe Trail Festival, Trinidad, CO.

June 13-18, 1993: New Mexico Highlands University seminar on the Santa Fe Trail for secondary school teachers. Contact Kevin Oakes at (303) 284-6882 or Ruleen Lazzell at (505) 524-1029.

June 13-20, 1993: Santa Fe Trail Rendezvous at NRA Whittington Center near Raton, NM. Contact the Center, PO Box 700, Raton, NM 87740 (505) 445-3615.

June 18-20, 1993: Annual Rails and Trails Days, Las Vegas, NM.

June 20, 1993: Corazon de los Caminos Chapter meeting at Kearny Gap, Puerto del Norte, Tecolote. Contact LeRoy LeDoux (505) 666-2262.

July 2-4, 1993: Fur Trade Encampment, Bent's Old Fort NHS.

July 4, 1993: Independence Day Celebration, Fort Larned NHS.

July 8, 1993: Wagonbed Spring Chapter meeting at Ulysses.

July 11, 1993: End of the Trail Chapter field trip. Contact Margaret Sears at (505) 473-3124.

July 25, 1993: Corazon de los Caminos Chapter meeting at Bueyeros. Contact LeRoy LeDoux (505) 666-2262 or Dorothy Valdez (505) 666-2435.

Aug. 14, 1993: Kid's Quarters, Bent's Old Fort NHS.

Aug. 15, 1993: Corazon de los Caminos Chapter meeting at La Cueva. Contact LeRoy LeDoux (505) 666-2262.

Aug. 20, 1993: Second Annual Gypsum

Valley Wagon Train, Gypsum, KS. Contact George Frisbie at (913) 536-4288.

Aug. 25, 1993: National Park Service Day; special programs at all NPS sites.

Sept. 4-6, 1993: Military living-history programs, Fort Larned NHS.

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, Santa Fe to New Franklin. Contact Willard Chilcott, 885 Camino Del Este, Santa Fe, NM 87501 (505) 982-1282.

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

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

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

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.

FROM THE EDITOR

It is embarrassing to have to apologize for each issue being late, but interruptions don't always choose the

most convenient time. It is also difficult, sometimes, to convince your employer that your volunteer work is more important than your job. A parent and the family dog in the hospital at the same time (not the same hospital it should be noted) can disrupt best-laid plans. My father is home with a new knee and progressing well.

Our beautiful, white Great Pyrenees dog, Zapata Granados, a lovable, spoiled pet, died at the School of Veterinary Medicine at Kansas State University of mysterious causes. He was our second Pyrenees and only a year-and-a-half old. We miss his devotion and companionship, and we dread the thought of another puppy so soon.

We mourn the loss of two good friends who died in their prime at almost the same age: T. J. Sperry of Fort Union, New Mexico (who succumbed to a heart attack), and Perry Gray of Alton, Kansas (a victim of excruciating abdominal cancer). The generous help given us by both will always be appreciated.

We intend to do better with the next issue and look forward to seeing lots of you at the symposium in September. 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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May 1993

To: All SFTA Members

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

Phone: Office (405) 521-2491; Home (405) 737-7660

Re: Proposed changes in the Bylaws

This insert may be removed
from *Wagon Tracks*

The bylaws of the Santa Fe Trail Association and proposed revisions to be voted upon at the general membership meeting of the Association at La Junta, Colorado, during the 1993 Symposium, on September 26, 1993, follow. This document comprises the official notice of proposed amendments required by the bylaws, which provide that changes shall be adopted "by a majority vote of the members present and voting at any biennial members' meeting." The present bylaws appear in plain type. The changes, approved by the governing board for consideration by the membership, are designated as follows: material to be deleted is lined through and material to be added is underscored.

BYLAWS of the SANTA FE TRAIL ASSOCIATION and PROPOSED AMENDMENTS

ARTICLE I—NAME

The name of the organization is the Santa Fe Trail Association.

ARTICLE II—PURPOSE

The Santa Fe Trail Association is a nonprofit corporation organized to protect and preserve the Santa Fe Trail and to promote awareness of the historical legacy associated with it. Its purposes are exclusively charitable and educational within the meaning of Section 501(c) (3) of the Internal Revenue Code.

ARTICLE III—MEMBERSHIP AND DUES

1. MEMBERSHIP

Membership is open to any person(s) and organization(s) interested in the purposes of the Association.

2. DUES

Membership dues shall be established by the governing board of officers and directors at regular meetings. Annual dues shall be for the calendar year. An annual member for any year who has not renewed membership by April 1 of the following year shall be deemed delinquent and dropped from the membership rolls of the Association.

ARTICLE IV—MEMBERSHIP MEETINGS

1. BIENNIAL MEETING & SYMPOSIUM

The biennial meeting of the members shall be held at the call of the governing board of officers and directors for the purpose of the biennial symposium and transaction of business of the Association.

2. PLACE FOR BIENNIAL MEETING

The governing board of officers and directors may designate for a meeting any place that is in proximity to the Santa Fe Trail, with the proviso that no two consecutive meetings are to be held within the same state.

3. SPECIAL MEETINGS

Special meetings of the members for any purpose may be called by the president or by a majority of the governing board of officers and directors.

4. NOTICE OF MEETING

Written or printed notice stating the place, day, and hour of the meeting and, in case of a special meeting, the purpose(s) for which the meeting is called, shall be delivered not less than 30 nor more than 60 days prior to the date of the meeting, either personally or by mail, by or at the direction of the president, or the secretary, or the officer or

persons calling the meeting, to each member of record entitled to vote at such meeting. If mailed, such notice shall be deemed to be delivered when deposited in the United States mail, addressed to the member at the address as it appears on the books of the Association, with postage thereon prepaid.

5. VOTING

Any dues-paying member, regardless of classification, shall be entitled to vote at all elections and business meetings of the membership. For the purpose of determining voting membership prior to the meeting, those persons who have paid dues for the year in question at any time before the president calls the meeting to order shall be entitled to vote on all questions presented at the meeting. A current list of members shall be available for inspection at all times at the office of the secretary/treasurer of the Association or at any other place designated by the governing board of officers and directors. Unless otherwise provided, any proposition passed by a majority vote of members present and voting shall be enacted.

6. QUORUM

A quorum shall consist of those members present at any regular or special meeting.

7. PROXIES

No proxy voting shall be allowed.

8. ORDER OF BUSINESS

The order of business at meetings shall be established by the president of the Association.

9. BIENNIAL SYMPOSIUM

a. The Association shall conduct its biennial symposium and business meeting during odd-numbered years. The symposium proper shall consist of Trail-related historical presentations by recognized authorities, Trail tours, and other Trail-related entertainment and activities, the order and content whereof shall be authorized and approved by the governing board.

b. At the regular meeting of the governing board the host community for the next succeeding symposium, as previously designated by the board, shall nominate a program coordinator who shall be confirmed by the board. Board members shall make suggestions for program content as they deem appropriate, and shall give the coordinator any other guidance necessary for program planning.

c. The coordinator and his/her staff shall complete a proposed program within not to exceed nine months from confirmation, and shall submit same to the president and governing board for approval. A copy of the

proposal shall immediately be forwarded to each officer and director for review, along with a mail ballot for approval or disapproval, and for any suggestions. Ballots not returned within two weeks of submission shall be deemed cast for approval. The president shall notify the program coordinator of approval or disapproval, and of any suggestions. Following approval the coordinator and staff shall proceed with planning and preparations for the symposium.

d. The program coordinator shall be responsible for organization, production, and presentation of the symposium program. The president of the Association shall be kept apprised of all steps in the planning for such, and shall keep the members of the governing board fully informed with respect thereto. Decisions respecting form and content of the symposium shall be subject to approval by the board.

e. It is expected that host communities for the biennial symposium shall underwrite necessary expenses for its presentation. However, communities seeking financial assistance from the Association for purposes of conducting the symposium may direct their request to the president at the same time the name of the proposed program coordinator is submitted for approval, or at any time thereafter. The governing board shall act upon any such request forthwith, and, subject to availability of financial resources, shall allocate such sums for that purpose as it shall deem appropriate.

ARTICLE V—GOVERNING BOARD OF OFFICERS AND DIRECTORS

1. GENERAL POWERS

The business and affairs of the Santa Fe Trail Association shall be managed by its governing board of officers and directors. The officers and directors shall in all cases act as a board, and they may adopt such rules and regulations for the conduct of their meetings and the management of the Association as they deem proper, not inconsistent with these bylaws.

2. NUMBER & DUTIES

The governing board shall be comprised of three (3) officers and twelve (12) directors, a total of fifteen (15) members. The three officers shall be a president, a vice president, and a secretary/treasurer. The twelve directors shall consist of two (2) directors from each of the five Trail states (Colorado, Kansas, Missouri, New Mexico, and Oklahoma) and two (2) at-large directors. All officers and directors shall be members in good standing of the Association.

a. President

The president shall be the principal executive officer of the Association and shall, when present, preside at meetings of the governing board and of the membership. The president may sign, with the secretary/treasurer or any other proper officer of the Association so authorized by the governing board, any document necessary to be executed on behalf of the Association, except in cases where the signing and execution thereof shall be expressly delegated by the governing board or by these bylaws to some other officer or agent of the Association, or shall be required by law to be otherwise signed or executed. The president shall perform all duties incident to the office of president and such other duties as may be prescribed by the governing board from time to time.

b. Vice-President

The vice-president shall serve as principal executive officer in the absence of the president; ~~The vice-president shall also conduct other business as prescribed by the president and the governing board.~~ shall supervise recognition and chartering of chapters of the Association, receive and review chapter reports, arrange for annual visitations to each chapter as herein provided, and otherwise coordinate relations between the Association and its chapters, including necessary communications; and shall perform such other duties as shall be prescribed by the president and the governing board. Upon satisfactory completion of a full term in office, the vice-president shall be nominated for the

office of president for the succeeding term.

c. Secretary/Treasurer

The secretary/treasurer shall keep the minutes of the meetings, send notices to members as provided in the bylaws, be custodian of the corporate records and the seal, keep a record of the address of the members, keep records of membership dues, pay bills as instructed by the governing board, keep accurate records of the Association's finances, and assume other duties assigned by the board. The secretary/treasurer may receive compensation for performance of these duties as determined by the governing board.

d. Directors

Each director shall work for the good of the Association, attempt to attend all meetings of the governing board and the general membership, participate in Association business conducted by mail and telephone, and promote the work of the Association everywhere possible. All directors shall, if possible, make themselves available to perform an annual chapter visitation to a chapter of the Association if requested by the vice-president.

3. ELECTION AND TERM OF OFFICE

The officers and directors of the governing board shall be elected by ~~the Association members present at the biennial meetings.~~ Association members in good standing by a mail ballot which shall be completed and tallied not less than thirty days prior to the next succeeding biennial meeting. If possible, there shall be at least two nominees for each position other than president, vice-president, and secretary-treasurer. The president shall appoint a nominating committee of not less than three persons which shall select the nominees. Each person nominated must agree in writing to accept the office nominated to if elected. The secretary shall be responsible for sending and receiving ballots, which shall be accompanied by a brief biographical statement about each candidate. The president shall appoint three persons who shall count ballots received within the time specified. Ballots not received by the deadline established for the election shall not be counted. The president and vice-president shall be elected for a term of two years, and the vice-president shall, upon satisfactory completion of the two-year term, be nominated for the office of president for the succeeding two years. The secretary/treasurer shall be elected for a term of four years. Directors shall be elected for a term of four years, and the terms shall be staggered, with one director from each of the Trail states and one at-large director being elected every two years. ~~The terms of the first elected directors shall be determined by lot, the method to be determined by the governing board.~~ Results of the election shall be announced by the president at the business session of the biennial meeting. Each officer and director elected shall take office at the conclusion of the biennial business meeting, and shall hold office until the conclusion of the biennial meeting when his or her term expires and a successor shall have been duly elected, or until death, resignation, or removal in the manner hereinafter provided. Officers and directors may, at the pleasure of the members, be elected to succeed themselves in office, provided that no director may serve more than two consecutive terms. Former officers and directors shall be eligible for re-election to office after a lapse in office of at least one term. Each officer and director must be and remain at all times a member in good standing of the Association.

4. REMOVAL

Any officer or director, or any agent elected or appointed by the governing board, may be removed by the governing board of officers and directors whenever in their judgment the best interests of the Association would be served thereby, but such removal shall be without prejudice to the contract rights, if any, of the person removed.

5. RESIGNATION

An officer or director may resign at any time by giving written notice to the governing board, the president, or the secretary/treasurer of the Association. Unless otherwise specified in the notice, the resignation

shall take effect upon receipt thereof by the board or such officer, and the acceptance of the resignation shall not be necessary to make it effective.

6. DISQUALIFICATION

Any director (other than those elected at-large) removing from the state which he/she represents during the term for which he/she was elected, shall automatically be disqualified from continuing in office as a director.

6 7. VACANCIES

A vacancy in any office because of death, resignation, removal, disqualification, or otherwise, may be filled by the governing board of officers and directors for the unexpired portion of the term. The governing board, upon being apprised of the death, resignation, removal, or disqualification of a director, shall appoint a replacement director from the state in which the vacancy occurs. Any person so appointed shall serve the remainder of the term of the disqualified director, and shall replace the disqualified director on all committees and in any other capacity in which he/she was serving at the time of death, resignation, removal, or disqualification. Replacement directors may stand for election and succeed themselves as if for their first term. Elections for the purpose of replacing a deceased, resigned, removed, or disqualified director shall be by mail vote of the governing board.

7 8. REGULAR MEETINGS

A regular meeting of the governing board of officers and directors shall be held without other notice than this bylaw during the time of and at the same place as the biennial symposium. The governing board may provide, by resolution, the time and place for the holding of additional regular meetings without other notice than such resolution. Specific matters may be submitted to the members in writing by the president, and action thereon may be taken by written ballot to be mailed to the secretary/treasurer and tallied, with the results to be reported by the secretary to the president

8 9. SPECIAL MEETINGS & NOTICE THEREOF

Special meetings of the governing board of officers and directors may be called by or at the request of the president or any seven (7) members of the governing board. The person or persons authorized to call special meetings of the governing board may fix the time and the place for holding any special meeting called by them. Notice of any special meeting must be given at least 10 days prior to the meeting by written notice mailed to each officer and director at his or her membership address. Such notices shall be deemed to be delivered when deposited in the U.S. mail with adequate postage. Notice may be waived in writing by any officer or director, or by actual attendance at a meeting. Special meetings may be held by conference telephone call or any other suitable electronic means, the expense thereof to be paid by the Association.

9 10. QUORUM

At any meeting of the governing board, eight (8) officers and directors shall constitute a quorum for the transaction of business.

10 11. VOTING

Each officer and director shall have one vote. No proxy voting shall be allowed. Any proposition passed by a majority vote of officers and directors present and voting shall be enacted.

11 12. COMPENSATION

As noted elsewhere in these by-laws, The secretary/treasurer may be compensated for performing the duties of that office. No other officer or director is to be compensated for their services, but by resolution of the governing board a fixed sum and expenses for actual attendance at each regular actual expenses incurred for attendance at each regular (other than that held concurrently with the biennial meeting) or special meeting of the board may be authorized. Nothing herein contained shall be construed to preclude any officer or director from serving the Association in any other capacity and receiving compensation there-

for. No part of the net earnings of the Association shall inure to the benefit of, or be distributable to, its members, directors, officers, or other private persons except that the Association shall be authorized and empowered to pay reasonable compensation for services rendered.

12 13. PRESUMPTION OF ASSENT

An officer or director of the Association, who is present at a meeting of the governing board at which action on any matter is taken, shall be presumed to have assented to the action taken unless his or her dissent shall be entered in the minutes of the meeting, or unless the person shall file a written dissent to such action with the person acting as the secretary of the meeting before the adjournment thereof, or shall forward such dissent by registered mail to the secretary/treasurer of the Association immediately after the adjournment of the meeting. Such right to dissent shall not apply to an officer or director who voted in favor of such action.

13 14. CONDUCT OF BUSINESS

Robert's Rules of Order, Revised shall govern the conduct of all business, except as otherwise provided differently in the bylaws.

ARTICLE VI—EXECUTIVE COMMITTEE

There shall be an executive committee of the governing board of officers and directors which will consist of the president and vice-president of the Association and three of the directors, each of whom shall be from a different state. The secretary/treasurer shall serve as an ex officio member of the executive committee. The executive committee shall be charged with the oversight of the Association's affairs between regular board meetings. All decisions and actions of the executive committee shall be subject to review and final approval by the governing board, which may be by mail vote.

Members of the executive committee shall be appointed by the president following consultation with the members of the governing board from each state other than his/her own. The committee shall meet at such times as the members shall deem necessary to properly oversee affairs of the Association, or upon call by the president. Meetings shall take place at such time and location as shall be designated by the president after consultation with the members. Those attending may be reimbursed for actual expenses incurred for such purpose. Meetings may also be held by conference telephone call or any other suitable electronic means, the expense thereof to be paid by the Association.

ARTICLE VII—APPOINTED OFFICERS

The president shall appoint a publications editor, a publicity director, a program coordinator for the biennial symposium, and such other officers as deemed necessary. Each of these appointed officers shall be non-voting, ex officio members of the governing board, and each shall report to the president and the governing board. The duties and responsibilities of the appointed officers may be defined by the president and the governing board. Each appointed officer shall serve at the pleasure of the president and may be removed by the president or the governing board.

ARTICLE VIII—COMMITTEES

The president shall appoint committees, including a nominating committee, awards committee, marker committee, membership committee, program committee, and such other committees as the president or governing board may decide. At least one member of the governing board shall be a member of each committee.

ARTICLE IX—SANTA FE TRAIL ASSOCIATION AMBASSADOR

1. THE TITLE OF "SANTA FE TRAIL ASSOCIATION AMBASSADOR"

The governing board of the Association may, from time to time, designate as "Santa Fe Trail Association Ambassador" persons clearly identified with promotion of the Santa Fe Trail Association, the

development and dissemination of knowledge of Trail history, preservation of Trail related ruins, artifacts, or historical sites, or which otherwise promote the knowledge and understanding of the Santa Fe Trail in the history of the United States. The position shall be entirely honorary, in recognition of the contributions made by any such person to the Trail and the Association. There shall be no duties assigned with the title, and ambassadors shall have no authority to speak for the Association or its members, nor to commit them to any position or course of action. It is expected that ambassadors shall conduct themselves in such a manner as shall at all times reflect credit upon the Association. Appointment as a "Santa Fe Trail Association Ambassador" shall be for life, subject only to revocation by the governing board for just cause.

2. NOMINATION AND SELECTION

Names of nominees for consideration as Santa Fe Trail Association Ambassadors shall be mailed or delivered to the president or secretary of the Association not less than ninety days prior to the next succeeding biennial meeting. All nominations shall be accompanied by a brief resumé of the person's activities which support the nomination. Names of nominees and accompanying resumé shall be forwarded to the awards committee members following receipt and shall be considered by the committee prior to the biennial meeting. The recommendation of the committee, including nominations for awards originating with it, shall be submitted to the governing board at its regular meeting and shall be considered and acted upon by it. Any person selected as a Santa Fe Trail Association Ambassador shall be appropriately invested at an awards ceremony during the biennial meeting of members of the Association.

ARTICLE VIII X—FISCAL YEAR

The fiscal year of the Association shall begin July 1 of each year and end on the succeeding June 30, on the 1st day of January in each year.

ARTICLE IXI—CONTRACTS, LOANS, CHECKS, AND DEPOSITS

1. CONTRACTS

The governing board shall authorize any officer or agent to enter into contracts or execute and deliver instruments in the name of and on behalf of the Santa Fe Trail Association.

2. LOANS

No loans shall be contracted on behalf of the Santa Fe Trail Association and no evidences of indebtedness shall be issued in its name unless authorized by a resolution of the governing board. Such authority may be general or confined to specific instances.

3. CHECKS, DRAFTS, ETC.

All checks, drafts, or other orders for the payment of money, notes or other evidences of indebtedness issued in the name of the Santa Fe Trail Association, shall be signed by such officer or officers, agent or agents of the Association and in such manner as shall from time to time be determined by resolution of the governing board. ~~A committee of the governing board shall audit the secretary-treasurer's records annually.~~ The governing board may, from time to time, cause an audit to be made of the books and records of the secretary/treasurer by a firm of certified public accountants selected by it.

4. DEPOSITS

All funds of the Association not otherwise employed shall be deposited from time to time to the credit of the Association in such banks, trust companies, or other depositories as the governing board may select. All such agencies shall be federally insured.

ARTICLE XII—ARCHIVES

The depository for the archives of the Santa Fe Trail Association shall be established and reviewed by the governing board at each biennial symposium.

ARTICLE XI ADOPTION CLAUSE

~~These bylaws shall become effective immediately upon approval by a majority of the Association members present and voting on a resolution to adopt these bylaws at a scheduled meeting of the membership.~~

ARTICLE XIII—CHAPTERS

The governing board of the Association may, upon application by a qualified group of persons consisting of not less than 15 members of the Association, charter same as a chapter of the Association representing a defined locality, region, or area, and dedicated to promotion of the purposes of the Association as herein established. All chapter members must be members of the Association. Chapters shall hold regular meetings not less than annually, and shall conduct such programs and undertakings as shall serve to educate members and the public concerning the general and regional history of the Santa Fe Trail, the activities of the Santa Fe National Historic Trail and the Association, and which shall otherwise promote the protection and preservation of the Santa Fe Trail and enhance awareness of its historical legacy. Activities of each chapter shall be reported to and coordinated with the vice-president of the Association, who shall be responsible for its general oversight and communications with it. Copies of the minutes of all meetings shall be sent by each chapter to the secretary of the Association. An appropriate chapter officer, designated by its bylaws shall regularly report chapter activities to the editor of the Association's publication, *Wagon Tracks*, for inclusion therein. The same officer shall be responsible to complete and return to the vice-president within the time designated, the report form to be sent to it annually by the secretary. Such form shall, at a minimum, require the following information: (a) names, addresses, and telephone numbers of current chapter officers; (b) names of current chapter board members; (c) current chapter membership total, along with the names and addresses of the current chapter membership; (d) meetings schedule; (e) verification that regular reports are made to the editor of *Wagon Tracks*; and (f) suggested preferred date and an alternate date for a chapter visitation by an Association board member. Visitations shall be made each year by a board member designated by the vice-president following consultation to ensure availability and convenience.

Chapters of the Association failing to hold meetings at least annually, or which shall fail to file annual reports or communicate with the vice-president, or whose membership shall consist of less than 15 dues-paying members, or whose membership shall include anyone not holding membership in the Association, shall be placed on probation for a period of six months. If at the end of the period of probation any such chapter shall have failed to meet established standards for meetings, reports, or membership, its charter shall be subject to revocation by action of the governing board of the Association at its next regular meeting.

ARTICLE XII V—DISSOLUTION CLAUSE

Upon dissolution of the Santa Fe Trail Association, the governing board shall, after paying or making provisions for the payment of all the liabilities of the Association, dispose of all the assets of the Association exclusively for the purposes of the Association in such manner, or to such organization or organizations organized and operated exclusively for charitable, educational, religious, or scientific purposes as shall at the time qualify as an exempt organization or organizations under Section 501(c) (3) of the Internal Revenue Code, as the governing board shall determine.

ARTICLE XIII V—AMENDMENTS

These bylaws may be amended, or repealed and new bylaws may be adopted, by a majority vote of the members present and voting at any biennial members' meeting when the proposed amendment has been sent out in the notice of such meeting.