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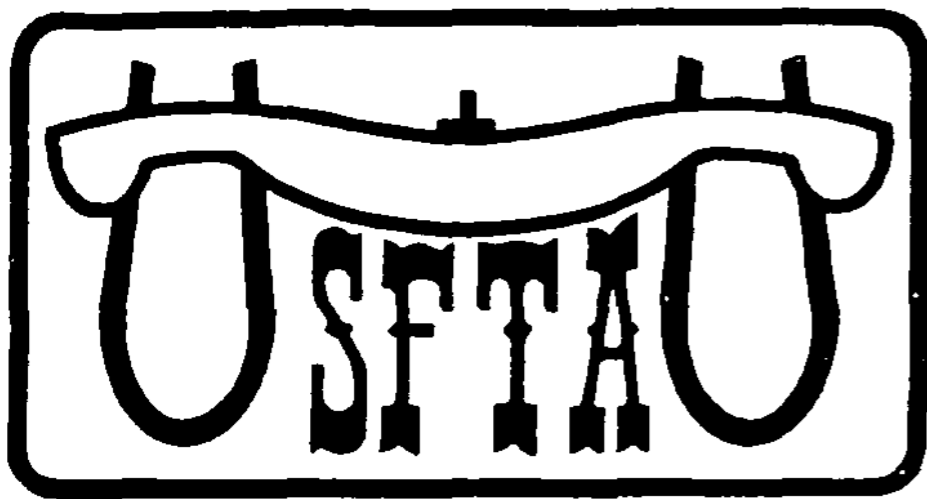


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WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 6

NOVEMBER 1991

NUMBER 1



BILL PITTS HEADS SFTA AND GOVERNING BOARD

BILL Pitts, director of the State Museum of History of the Oklahoma Historical Society, Oklahoma City, is the new president of SFTA. Pitts was a member of the board of directors until selected last year to be vice-president when Tim Zwink resigned from that office. He was elected to a two-year term to succeed retiring President Joseph Snell at the SFTA business meeting at Boonville, MO, on September 29.

Pitts, a Kansas native, has a long record of association with the historic Santa Fe Trail, including a decade as the director/curator of the Santa Fe Trail Center, Larned, KS (where he was succeeded by SFTA Sec-Treas Ruth Olson in 1983). He earlier taught public school for six years (biology, history, English, and speech), and he served as curator of the Northwestern State College Museum in Alva, OK, 1964-1974. He has served as president of the Kansas Museums Association and Oklahoma Museums Association, as a director of the Kansas Committee for the Humanities and the Oklahoma Arts & Humanities Council, was president of the Northwest Oklahoma Anthropological Society, and still serves on the accreditation and assessment committees of the American Association of Museums.

Pitts served as chairman of the SFTA bylaws committee when the organization was founded, and one of his first actions as president was to appoint a committee to recommend revisions of the bylaws. Noting that the SFTA had grown in size and influence far beyond

(continued on page 2)

OUTSTANDING SYMPOSIUM IN BOONSLICK COUNTRY

SYMPOSIUM Coordinator Richard Forry of Arrow Rock and a large cast of supporting arrangers earned accolades from more than 300 participants for orchestrating an outstanding conference, September 26-30, which covered much of five Missouri counties (Cooper, Howard, Jackson, Lafayette, and Saline) and included numerous sites associated with the early history of the Santa Fe Trail. The entire program was a remarkable success because of the thorough planning and enthusiastic execution evident in every host community, including Arrow Rock, Boonville, Fayette, Fort Osage, Glasgow, Independence, Lexington, New Franklin, and others as well as such organizations as the Missouri Department of Natural Resources, Boonslick Historical Society, Fayette Area Heritage Association, Franklin or Bust, Friends of Arrow Rock, Friends of Historic Boonville, Friends of National Frontier Trails Center, Jackson County Parks and Recreation Department, Lexington Library and Historical Association, Missouri River Outfitters Chapter of SFTA, South Howard County Historical Society, and Wellington-Napoleon Historical Society. Contributing sponsors included the Arrow Rock Town Board, Farmers Stock Bank, Dr. and Mrs. Robert Hodge, Miller's Antiques, Missouri Arts Council, Missouri Press Association, National Park Service, and Wood & Huston Bank.

In addition to a variety of programs, tours, and good food, participants were included in the dedication of the beautiful new visitors' center at Arrow Rock State Historic Site. The symposium was the first event held in the new center. Dedication speaker Wayne Gross, director of parks, recreation & historic preservation of the state department of natural resources, emphasized that, because of the efforts of the Missouri Daughters of the American Revolution to preserve the historic Arrow Rock Tavern, Arrow Rock became the first unit in the state park system in 1923.

(continued on page 4)



This Ramage press is believed to be the press on which was printed the first newspaper west of St. Louis, the *Missouri Intelligencer* founded at Franklin in 1819. Through the efforts of Cordell Tindall, who operates the old print shop exhibit at Arrow Rock, it was borrowed from the School of Journalism at the University of Missouri for this special exhibit at the new Arrow Rock Visitors' Center during the Symposium.

AWARDS OF MERIT

A highlight of every symposium is the presentation of SFTA awards of merit by awards chairman Marc Simmons. The handsome plaques recognize noteworthy efforts to preserve, protect, and promote the historic route. The 1991 recipients are:

Mr. and Mrs. Louis Schumacher, Kansas City, MO, have long maintained an interest in the Trail, remains of which can still be seen on their property between Bannister and 93rd Street in Kansas City. For a number of years they have researched this segment and their findings have been accepted by the National Park Service. They are donating one and one-half acres containing Trail remains to the Department of the Interior. They have

(continued on page 3)

PRESIDENT'S COLUMN

THE recent meeting of the membership at the "Beginning of the Trail" cities in Missouri has given the Association a new beginning. The Santa Fe Trail Association has grown rapidly in the past few years, and the 1991 meeting let the members see the necessity of updating our organizational structure.

In the beginning we thought the Association would be a loose-knit group of Santa Fe Trailers. It has grown far beyond our dreams. Joy Poole's and Marc Simmons's idea has blossomed into an organization with national influence. Local, state, and national politicians are interested in saving the remains of the Old Trail. This comes from grassroots support of the Trail and the Association. This support was also shown at the 1991 meeting with the applications of members wishing to form several new chapters.

These are great times for the SFTA and the Old Trail. Thanks for the confidence the members have placed in the directors and officers to represent the membership in the Association's relations with government and landowners to save the history of the Old Santa Fe Trail.

—Bill Pitts

GOVERNING BOARD

(continued from page 1)

the wildest dreams of the founders and that the creation of the Santa Fe National Historic Trail has led to cooperative work with the National Park Service, Pitts charged the committee with proposing revisions for the bylaws to meet the needs of the enlarged membership and mission of the Association. One such need is more frequent meetings of the governing board.

President Pitts may be reached at home, 7811 NE 10th St. #202, Midwest City, OK 73110 (405) 737-7660, or office, Oklahoma Historical Society, Historical Building, 2100 N. Lincoln Blvd., Oklahoma City, OK 73105 (405) 521-2491.

Mark L. Gardner, Cascade, CO, was elected to a two-year term as vice-president. He has served on the board of directors since 1986. Ruth Olson, Larned, KS, was re-elected to serve another four years as secretary-treasurer, the position she has held since 1986. One-half the membership of the board of directors was elected to four-year terms: the two directors new to the board are Polly Fowler, Independence, MO, and David Clapsaddle, Larned, KS; the four directors re-elected to the board are Adrian Bus-

tamante of Santa Fe, NM, Michael Duncan of Olathe, KS, David Hutchison from Boise City, OK, and John Tarabino, Trinidad, CO. They join the following directors who were elected to four-year terms at the 1989 symposium: William Buckles, Pueblo, CO; William Y. Chalfant, Hutchinson, KS; Virginia Fisher, Arrow Rock, MO; Mary Moorehead, Santa Fe, NM; Joy Poole, Farmington, NM; and Dan Sharp, Boise City, OK. Sylvia Mooney, Raytown, MO, who had served on the board since the founding symposium at Trinidad in 1986, retired from that office.

President Pitts appointed Donald C. Hill, La Junta, CO, to serve as symposium coordinator for the 1993 conference. He re-appointed Leo E. Oliva, Woodston, KS, as publications editor and Mike Pitel, Santa Fe, NM, as publicity coordinator. All committees of the Association were dissolved by retiring President Snell, and Pitts will be appointing committees soon. Members who wish to be considered for committee assignments should contact President Pitts. The next scheduled meeting of the governing board of SFTA will be during the Trail Rendezvous at Larned in the spring of 1992.

SFTA BUSINESS MEETING

by Ruth Olson

THE following is a summary of what transpired at the general membership meeting of the Association on September 29, 1991, at Boonville, MO. The minutes of the 1989 meeting in Santa Fe were approved. President Joe Snell gave a brief report on the state of the organization. Don Hill, superintendent of Bent's Old Fort NHS and coordinator for the next symposium, presented an invitation to come to La Junta and Bent's Old Fort in 1993. Steve Linderer, superintendent of Fort Larned NHS, was introduced as the coordinator for the 1995 symposium at Larned.

Marc Simmons presented the awards of merit. A plaque was presented to Richard Forry in appreciation for his outstanding work in organizing the symposium. Vice-President Bill Pitts presented outgoing President Snell with a plaque and offered a resolution of recognition for his work for the Association. President Snell presented chapter certificates of affiliation to four chapters: Dodge City/Fort Dodge, Missouri River Outfitters, Mountain Branch, and Wet/Dry Routes.

Treas Ruth Olson reported a membership total of 1,198, a balance in the general fund of \$17,980.87, and a balance in the marker fund of \$6,988.68.



Polly Fowler, behind podium, offering a resolution to confer the title of "Mother of the Santa Fe Trail Association" on Joy Poole (right), while President Snell looks on.

Polly Fowler presented the report of the nominating committee and new officers were elected. Fowler offered a special resolution to honor Joy Poole, designating her as "Mother of the SFTA." Bill Pitts offered a resolution thanking Richard Forry for his work as symposium coordinator and President Snell presented a gift to Forry. Snell presented the gavel to new President Pitts and the meeting adjourned.

JOY POOLE NAMED MOTHER

THE following resolution was offered by Polly Fowler and adopted unanimously by the voting members present at the business meeting:

Whereas, Joy Poole has performed numerous volunteer acts for the Santa Fe Trail Association, including acting as coordinator for distribution of the National Park Service video "All's Set for the Santa Fe Trail," serving as the

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Membership Categories

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

Editor: Leo E. Oliva, RR 1, Box 31, Woodston, KS 67675

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

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

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

1991 Symposium Coordinator: Donald C. Hill, 621 San Juan Ave., La Junta, CO 81050

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

chairwoman of the committee on cooperative agreements and as a member of the committees on financial support policy and the Association's logo, etc., and

Whereas, Joy Poole applied for and received grants which supported the Santa Fe Trail Symposium in Trinidad, Colorado, at which the Santa Fe Trail Council, now the Santa Fe Trail Association, was born in 1986, and

Whereas, Joy Poole helped plan and coordinate the highly successful Santa Fe Trail Symposium held in Trinidad, thereby establishing a tradition of excellence followed by subsequent symposia, and

Whereas, Joy Poole has served well and faithfully as executive director of the Santa Fe Trail Council and as a member of the board of directors of the Santa Fe Trail Association from the very beginning, and

Whereas, Joy Poole is a person who has placed duty to the Association above personal advancement and gain, and

Whereas, Joy Poole is recognized and respected by her peers as an outstanding planner, museum executive and historian, and

Whereas, Joy Poole was, with Marc Simmons, the primary mover in the founding of the Santa Fe Trail Council, now known as the Santa Fe Trail Association, and

Whereas, Marc Simmons was named "Father of the Santa Fe Trail Association" in 1989, now therefore

Be It Resolved by the members of the Santa Fe Trail Association, here assembled in Boonville, Missouri, this 29th Day of September, 1991, that Joy Poole be officially designated as the "Mother of the Santa Fe Trail Association," a title intended to express the Association's utmost gratitude and admiration.



Marc Simmons (left) presenting the Award of Merit to Mr. and Mrs. Louis Schumacher.



Presentation of an Award of Merit, l to r, Marc Simmons, Carol Sharp, Dan Sharp, Mike Pitel, and Ruth Olson.

AWARDS OF MERIT

(continued from page 1)

also granted permission to the Daughters of the American Revolution to relocate one of their granite Trail markers on the site.

The late Fern Bessire, Ulysses, KS, was a dedicated and tireless worker for the Trail. She was a life-long resident of Grant County, KS, having been raised within sight of the Trail and its famous campsite Wagonbed Spring. As a result of her efforts, the spring was registered as a National Historic Landmark in 1961. She helped establish the Grant County Historical Society and wrote and directed a bicentennial pageant in 1976 entitled "The Saga of Wagonbed Spring." She was the driving force behind the organization of the Wagonbed Spring Chapter of SFTA and served as chapter president until her untimely death on May 2, 1991. The chapter nominated her for the award in recognition of her thirty years of sustained effort on behalf of the Cimarron Route of the Trail.

Barton H. Barbour, Albuquerque, NM, was recognized for his outstanding work in editing the recently published book, *Reluctant Frontiersman, James Ross Larkin on the Santa Fe Trail, 1856-1857*. He located Larkin's original Trail diary in the collections of Bent's Old Fort NHS in the early 1980s and recognized its historical importance. The publication of this book adds significantly to the story of the Trail in the 1850s.

John Warner, Dodge City, KS, has an important section of the Fort Hays-Fort Dodge Trail on his ranch, a major

route of the Santa Fe Trail, 1867-1872. In addition to excellent ruts, the notable Sawlog Creek Crossing is on his property. Over the years he has maintained and marked his Trail ruts, while preserving their integrity and making them accessible to interested visitors. Warner has helped keep alive the memory of soldiers, traders, and other travelers who used this historic route.

Dan and Carol Sharp, Boise City, OK, have been untiring in their efforts on behalf of the Trail, especially the Cimarron Route which crosses their ranch. They have been leaders in helping to establish a good working relationship between the National Park Service and farmers and ranchers. They were the first Trail landowners to sign a cooperative agreement with the NPS, allowing controlled public viewing of the historic Autograph Rock site on their property. They wrote an article for *Wagon Tracks* about the site and the NPS agreement. Dan is a member of the SFTA board of directors and of the Santa Fe National Historic Trail Advisory Council.

Marian Meyer, Santa Fe, NM, changed traditional views of Santa Fe Trail history when she chanced upon an obscure 1885 newspaper article which sparked an investigation that proved Mary Dodson Donoho had preceded Susan Shelby Magoffin by more than a decade as the first Anglo-American woman to travel the Trail. Through extensive research, Meyer was able to piece the Mary Donoho story together and follow it from Missouri to New Mexico, back to Missouri and to Texas. The result is her new book, *Mary Donoho: New First Lady of the Santa Fe*



Marc Simmons presenting Award of Merit to Marian Meyer.

Trail. This work represents a significant contribution to the history of the Trail and of pioneer women.

Cobblestone Publishing Co., Peterborough, NH, was recognized for the May 1990 issue of *Cobblestone: The History Magazine for Young People* which was devoted entirely to the story of the Santa Fe Trail. This handsome edition, containing 40 historical illustrations and maps as well as authentic text, provides an excellent introduction to the Trail for younger readers. *Cobblestone* provides a model for others to follow in the field of juvenile history.

In addition to the awards of merit, David Clapsaddle, Larned, KS, was elevated to the rank of ambassador of the SFTA. He previously received an award of merit. He was recognized for his research and leadership in marking the Fort Hays-Fort Dodge Trail and the Wet and Dry routes of the main Santa Fe Trail, teaching courses and leading tours on the Trail, his living-history portrayals of historic characters at Fort Larned NHS, his public programs about the Trail, and his efforts in the formation of the Wet Route/Dry Route Chapter of SFTA. Ambassador Clapsaddle was also elected to a position on the SFTA board of directors. With his new title, Clapsaddle joins these other ambassadors: Paul F. Bentrup, Les Vilda, Katharine B. Kelley, and Ralph Hathaway.



David Clapsaddle, right, shown here with Guy Josserand at Fort Larned.

SYMPOSIUM

(continued from page 1)

The DAR had marked the historic Santa Fe Trail earlier in the century, and that organization continues to support historic preservation. In 1921, to commemorate the centennial of the Santa Fe Trail, the Missouri DAR dedicated a sundial on the lawn of the Cooper County courthouse in Boonville. That sundial was rededicated during the symposium, the 170th anniversary of the opening of the Trail.

Among the many fine presentations at the symposium was one that received extraordinary praises, a dramatization about women on the Boonslick frontier titled *Waiting and Working*, performed by Carla Waal and Barbara Korner. This program, featuring stories of real life told in the words of women who lived there, was placed on videotape and is available in VHS format from FOF Productions, 1832 Kenyon St. NW, Washington, D.C. 20010 (202) 667-6048.

The gracious hospitality of the people of the Boonslick area was acknowledged by those in attendance. SFTA Ambassador Paul Bentrup, who headquartered in Fayette during the symposium, sent a letter of thanks to the local newspaper. His sentiments reflect the appreciation felt by participants for the entire region: "I was pleased with the friendliness and hospitality shown to our trail association members. After the bountiful supper Sunday evening at Central Methodist College, I am compelled to state unequivocally, I regret that I have but one waistline to give the Fayette Hospitality! Thanks to all." When P. F. Bentrup speaks, everybody listens.

NEW BENTRUP MONIKER

WHEN P. F. Bentrup speaks, almost everybody listens. Recently Bentrup attempted to carry on a telephone conversation with Jere Krakow of the Na-



President Joe Snell and Symposium Coordinator Richard Forry beneath the elk horns at Fort Osage.

tional Park Service, but the venerable ambassador was having a terrible time hearing the conversation and apparently concluded that Ma Bell had let him down. When the attempted conversation was concluded, "Dirty Shirt" "Lamb Dyer" "Bulldog" Bentrup discovered that he had been holding the receiver upside down and speaking where he should have been listening. Needless to say, he called Krakow to confess and continue the aborted conversation. Krakow dubbed the flabbergasted "Clown Prince of the Santa Fe Trail" with yet another well-deserved moniker: "Alexander Graham Bell" Bentrup. Someone observed it may have been the only time when Bentrup was speechless, even though it was solely because of technical difficulties.



These oxen were a big hit at Kingsbury Siding during the buffalo dinner.



At the dedication of the new visitors' center at Arrow Rock, l to r, Wayne Gross, Jane Mallinson, Ted Fisher, and Day Kerr.



Rededication of the DAR sundial at the Cooper County Courthouse honoring the Santa Fe Trail, l to r, Jane Mallinson, David Gaines, and Bill Pitts.



New President Bill Pitts presenting a recognition plaque to retiring President Joseph Snell.

JACK D. RITTENHOUSE

by Marc Simmons

WITH the death of Jack Rittenhouse, 78, at his Albuquerque home on August 10, 1991, the SFTA lost one of its most illustrious members. Over his lifetime, he had written numerous books and articles on the West, founded the Stagecoach Press, and served as editor of both the Museum of New Mexico Press and the University of New Mexico Press. In his last years he remained active as a dealer in rare Western Americana. He was considered by many to be the premier "bookman" of the Southwest.

Rittenhouse received an SFTA Award of Merit at the Trail Symposium in Hutchinson, KS, September 1987. It was given in recognition of his 1971 book, *The Santa Fe Trail, A Historical Bibliography*, published on the 150th anniversary of the opening of the Trail by William Becknell. It remains a standard reference work on the literature of the Trail.

In 1987 Rittenhouse generously granted permission to the SFTA to reprint as a separate booklet the introduction he had written for his 1971 bibliography. It appeared under the new title *Trail of Commerce and Conquest: A Brief History of the Road to Santa Fe*. All funds deriving from its sale go to benefit the work of the Association.

At his Stagecoach Press during the 1960s, Rittenhouse published an early title by noted historian David J. Weber, *The Extranjeros, Selected Documents from the Mexican Side of the Santa Fe Trail*. He also published two of my first books in hardcover. I remained an admirer and friend up to the time of his death.

Rittenhouse wrote and published the popular guide, *Highway 66*, in 1946. It has been reprinted by the University of New Mexico Press. Recently Rittenhouse had been collaborating with mystery novelist Tony Hillerman on a book called *The Best of the West*. Unfortunately he did not live to see it published. There is no one else with Jack Rittenhouse's vast fund of knowledge on western books, particularly trail books. He will be greatly missed.

SFNHT PROCLAMATION

GOVERNORS in the five Trail states have all signed the following proclamation:

Whereas the Santa Fe Trail was the first of America's great trans-Mississippi routes and for more than half a century (1821—1880) was an important two-way avenue for commerce and

cultural exchange and

Whereas the Santa Fe National Historic Trail has been designated by Congress as a unit of the National Trails System in order to promote the preservation of, public access to, travel within, and enjoyment and appreciation of this historic resource, and

Whereas the Trail is to be administered by the National Park Service in partnership and cooperation with state and local jurisdictions, interested groups and private landowners, consistent with the Trail's Comprehensive Management and Use Plan,

NOW, THEREFORE BE IT RESOLVED, That we, the Governors of Missouri, Kansas, Oklahoma, Colorado, and New Mexico, affirm our commitment and resolve to work together for the overall preservation, commemoration, public enjoyment, and promotion of the Santa Fe National Historic Trail.

SFTA BOARD ENDORSES RICE-TREMONTI HOME

THE SFTA governing board, at its September 26 meeting in Arrow Rock, listed the saving of the historic Rice-Tremonti Home in Raytown, Missouri, as "a high priority" and gave its preservation emergency status. The purchase price of the home and its three to six acres is \$264,000. The deadline to acquire the site is December 1991. The non-profit Friends of the Rice-Tremonti Home Association is spearheading the acquisition effort and has issued an urgent appeal for funds to complete the purchase.

The home was built by farmer Archibald Rice in 1844 and became a popular stopping place on the Santa Fe Trail, where travelers bought produce. Aunt Sophia, a slave, lived near the main house in a small cabin. The log cabin, said to have been built in 1837, still stands. Her cabin is an important landmark of black history associated with the Trail.

Former SFTA President Marc Simmons declared, "This is a once-in-a-lifetime opportunity to rescue an extraordinary historical property. The Rice-Tremonti Home, which was featured in a *National Geographic* article about the Trail last March, should not be lost. Sites of the quality of the Rice-Tremonti Home are extremely rare, so it is truly a national treasure."

The home is listed on the National Register of Historic Places. Donations may be sent to the Friends of the Rice-Tremonti Home Association, 7113 Harecliff Dr, Kansas City, MO 64133. For further information, please contact Sylvia Mooney at (816) 358-4660.

ANIMAL MEMORIAL PLANS

MARIE Belt, SFTA member from La Jolla, CA, is heading efforts to erect a monument along the Santa Fe Trail to honor the animals which provided the energy, food, and clothing for the pioneers. The site chosen for the memorial will be in New Mexico in the Clayton/Wagon Mound/Watrous area. Approximately one acre of land is now being sought to be purchased or donated for this monument to the horses, mules, oxen, cattle, buffalo, beaver, and other animals which made pioneer life possible.

It is hoped the monument may be located as near to Trail ruts as possible. The draft animals were essential to the commerce of the prairies and their contributions deserve appropriate recognition. The memorial will be privately funded and donations are welcome. Designs for the memorial are now being accepted. A generous cash award will be presented for the design chosen. For additional information, please contact Marie Belt, PO Box 9115, La Jolla, CA 92037.

DIEZ Y SEIS DE SEPTIEMBRE AT BENT'S OLD FORT

THE annual commemoration at Bent's Old Fort NHS of Mexico's independence from Spain, September 16, 1821, featured two renowned guest speakers on September 16, 1991. Alex Vallejos, a Santero (saint carver), told about his craft and provided a carving demonstration. Vallejos has been commissioned by the Vatican to carve 188 crosses to be used to commemorate the quincentennial celebration of the arrival of Christopher Columbus in America. Park rangers discussed the importance of the Catholic faith and history of the santeros during the days of the Santa Fe Trail. Several Trail travelers wrote about religion in New Mexico.

Art Gomez, historian from the National Park Service Southwest Regional Office, spoke about the economic and political conditions of northern Mexico in 1821. The focus of his talk was New Mexico's governor, Facundo Melgares. Melgares was also recognized for his military expedition to present Kansas in 1806 and for escorting Zebulon Pike to Chihuahua when he was arrested in that same year.

Other activities included historic demonstrations of Mexican blacksmithing, adobe making, cooking, and a traditional piñata break. The observance of Mexican independence was well attended.

SOUTHWEST INSTITUTE SUMMER PROGRAM

THE Ancient Ones of the Four Corners Area will be the topic of the eighth annual Southwest Institute at the University of New Mexico summer program in 1992. A series of lectures will be presented in Santa Fe, July 6-17, followed by field programs. Two of the field courses will be non-credit academic tours, and two others will be offered for university credit. Among the sites visited will be Chaco Canyon, Canyon de Chelly, and Mesa Verde. For further information, contact Linda Weeks or Jerry Williams, UNM-Southwest Institute, 106 Bandelier West, Albuquerque, NM 87131 (505) 277-2828.

SECOND ANNUAL TRAIL TOUR IN CIMARRON COUNTY

IF you did not make the second annual Oklahoma tour of the Santa Fe Trail, you missed an informative and exciting time. On October 5, 1991, the Cimarron County Historical Society guided 111 Trail enthusiasts in a caravan of 25 vehicles over 150 miles of terrain and never left Cimarron County. They walked in Trail ruts and saw such sites as Trujillo Springs, where 25 wagons had been burned, Indian tipi rings and pictographs, Upper (Flag) Spring, Cold Springs (Signature) and Autograph Rock, the juncture of the Cimarron Route and the Aubry Route, and Camp Nichols.

Participants traveled from several states, including Iowa, Missouri, Michigan, Kansas, Texas, New Mexico, Colorado, and Oklahoma. They were served breakfast by the IOOF members in Boise City, lunch by the Cimarron County Senior Citizens, and afternoon refreshments by the wives of the Volunteer Fire Department of Wheelless, OK.

Everyone in the Cimarron County Historical Society thanks all the tour guests who attended. They hope to see you next year on the third annual Oklahoma Trail tour.

WAGONS ARTICLE QUOTES MARC SIMMONS

CHUCK Parsons, who writes the "Answer Man" column for *True West* magazine, quoted Marc Simmons in the November 1991 issue in response to a question about wagons and if there is a good book with illustrations of various types of wagons. Parson's entire response is presented here because it will be of special interest to SFTA members.

The best general book on the subject is *Western Wagon Wheels: A Pictorial Memorial to the Wheels that Won the West* (Superior Publishing Co., Seattle, WA, 1970), by Lambert Florin.

This questions has come up before, and I would like to share part of a letter I received from Marc Simmons, a past-president of the Santa Fe Trail Association. He wrote, "Most wagon manufacturers had their own wheelwrights right on the premises. Wheelwrighting, of course, combined the crafts of carpentry and iron smithing. The average frontier smith did little wheelwrighting, other than quick repairs, as his shop usually lacks the specialized tools required, from spanners to tire shrinkers.

"Missouri had the largest number of frontier wagon makers because the Santa Fe, Oregon, and California trails all began there. Overland travelers needing wheel replacements or repairs could apply to these makers. In St. Louis, prominent wagon makers in the 1850s were Joseph Murphy at 362 Broadway and J. Kern on Spruce Street. Another was Louis Epenschled . . . in fact, the St. Louis business director for 1859 listed sixty-five wagon makers in the city. They usually shipped their wagons 'in knockdown' on steamboats up the Missouri River, to be assembled at the trail head."

Another noted wagonmaker was Hiram Young, a free black who was burned out during the Civil War. Isaac J. Wister reported in his memoirs seeing a fifty-acre junkyard of worn out Santa Fe Trail wagons at Independence in 1861. Certainly some people who could not afford a new wagon gathered parts there, just as automobile junkyards of today furnish parts.

CORONADO EXPEDITION NATIONAL TRAIL STUDY

THE National Park Service draft study of the Coronado Expedition National Trail was recently released. The study concludes that the Coronado Trail does not meet the criteria for designation as a national historic or scenic trail because the exact route of the expedition cannot be determined. It is recommended, however, that the expedition was an event of national significance for both European and American Indian cultures that merits appropriate recognition. Several alternatives for commemoration and recognition of the expedition are presented in the draft. To obtain a copy of the draft, contact the Branch of Long Distance Trails, NPS Southwest Regional Office, PO Box 728, Santa Fe, NM 87504-0728.

PENDLETON BLANKETS TRAILS PROJECT

CLASSIC trade blankets, paying tribute to the people and trails that helped shape the history of the Southwest, are being created in a continuing series. The first of the Southwest Trails Blankets™, released in the fall of 1991, commemorates the Santa Fe Trail. Later editions will honor the Chihuahua Trail, Chaco Trail, Hopi Trail, Iron Horse Trail, and Navajo Trail.

The blanket venture was conceived by Ray Dewey of Santa Fe, NM, working in collaboration with internationally-recognized Hopi weaver Ramona Sakiestewa of Santa Fe. The blankets are manufactured by Pendleton Woolen Mills of Portland, OR. Limited editions of the blankets are being offered exclusively through the Santa Fe Pendleton stores in Santa Fe and Albuquerque, along with an open stock edition which will eventually be available in other select Pendleton stores.

The project is designed to spark public appreciation for the rich prehistory and history of the Southwest. In addition, Santa Fe Pendleton intends to share a percentage of the revenues from each blanket sold with non-profit organizations noted for interpretive history and environmental education. The beneficiaries of the Santa Fe Trail blanket will be The Conservation Fund and the National Park Service, both working to protect the Santa Fe National Historic Trail. The NPS has granted Ray Dewey the authority to use the SFNHT logo in conjunction with the Santa Fe Trail blanket.

The Santa Fe Trail blanket is available in a limited edition of 1,000, woven of unnapped wool, signed, numbered, and bound in Ultrasuede®, and an open edition of napped wool. They are available exclusively at Santa Fe Pendleton stores in Santa Fe and Albuquerque and by mail order, call 800-444-WOOL. The limited edition blanket is \$280 and the open stock edition will be \$200, plus \$7 shipping. For further information, contact Santa Fe Pendleton, 53 Old Santa Fe Trail, Santa Fe, NM 87501.



This new sign directs visitors to the famous spring south of Ulysses, KS (photo by Vance Hester).

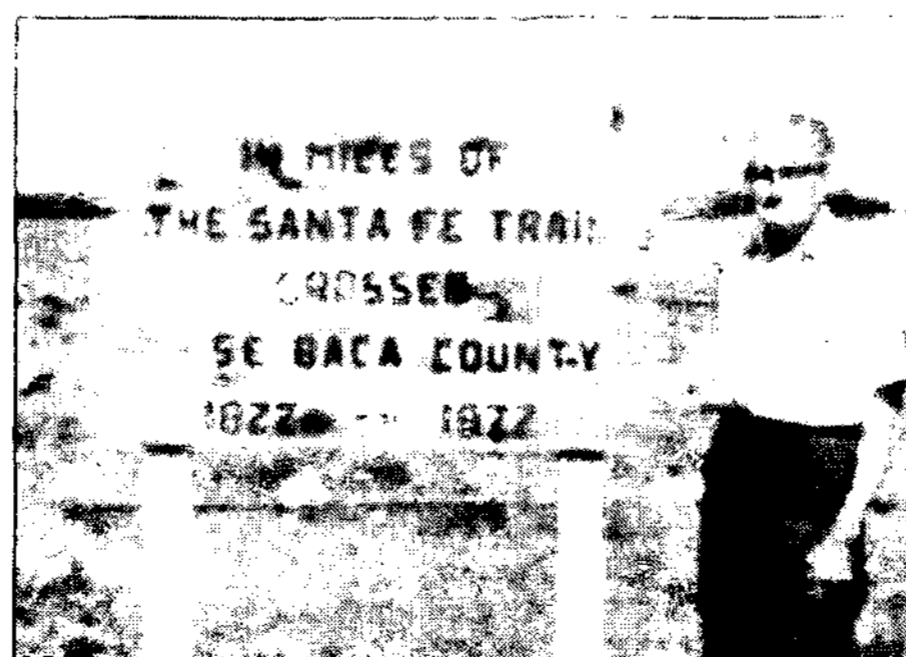
ST. VRAIN DESCENDANT SEEKS MORE RECOGNITION

by Miguel B. Duran

FELICIA Gallegos Moreland, Albuquerque, NM, the great-great-granddaughter of Ceran St. Vrain, would like to see her famous ancestor receive more recognition for the role he played in southwestern history, including the Santa Fe Trail. St. Vrain was a partner with Charles and William Bent in the Santa Fe trade and Bent's Old Fort. He was a leading merchant and military contractor in New Mexico and operated grist mills and supply trains. His mill at Mora, NM, is presently being restored. He also led New Mexican volunteer troops.

Mrs. Moreland notes that several of St. Vrain's close associates, including Charles Bent and Kit Carson, have been honored in many ways, while St. Vrain has received little attention except among scholars. She would like the general public to have a better understanding and appreciation of her progenitor. Perhaps a street, park, or school can be named after Ceran St. Vrain. A statue in northern New Mexico, dedicated to the tribute of his contributions, would be a worthy project. Mrs. Moreland would also like to see additional steps taken to preserve and protect the St. Vrain home and gravesite at Mora, both of which are on private property. Other ideas to help honor this important historic figure would be welcome.

If anyone has suggestions, comments, or questions, please contact Mrs. Moreland, 4605 Periwinkle Ct NW, Albuquerque, NM 87120, or Miguel B. Duran, NPS Historian, Bent's Old Fort NHS, 35110 Hwy 194 East, La Junta, CO 81050. [Editor's note: It would seem appropriate that Ceran St. Vrain be a topic of discussion at the 1993 symposium at La Junta and Bent's Old Fort NHS. Also, an article about St. Vrain and the Trail would be most welcome for publication in WT.]



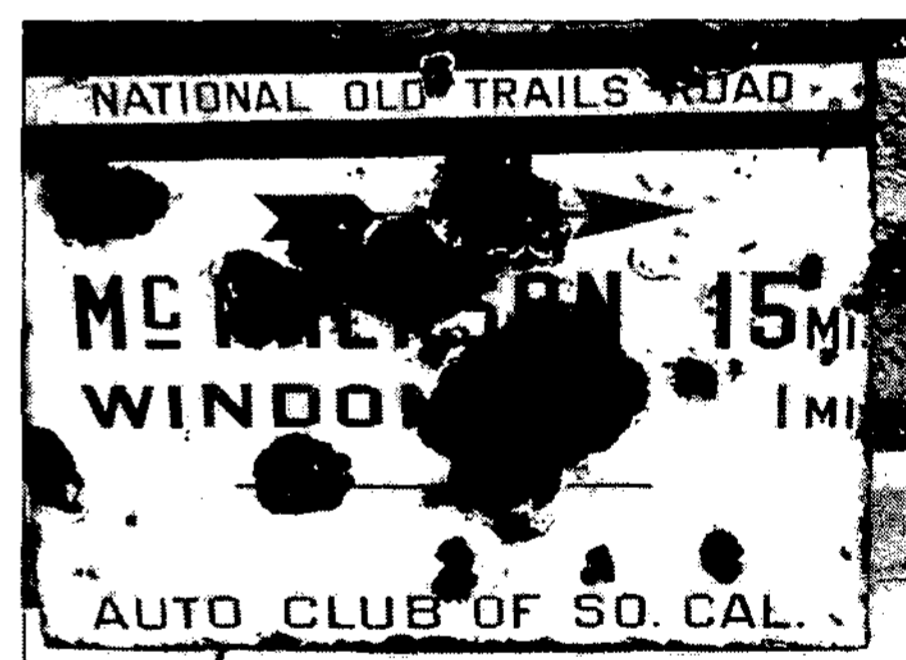
Leo Gamble, Springfield, CO, with the sign he installed near the Oklahoma state line along a Baca County road. Ike Osteen helped place the marker.

LOST TRAIL ROOT BEER

SHELLY and Tom Schierman, owners of the Louisburg Cider Mill, Louisburg, KS, have started producing Lost Trail Root Beer for public sale. The basic recipe was developed in the 1870s by Mrs. Schierman's great-great-grandfather, Joe Marshall. Marshall reported traveled the Santa Fe Trail but became lost when he attempted to find a new route, ended up in eastern Kansas at a place he liked, and settled down. He named his farm "Lost Trail" and became known for his root beer.

The Schiermans, who have been making quality cider since 1977 (200,000 gallons per year), revived the old recipe and started marketing Lost Trail Root Beer in 1991. The attractive label on the bottles shows a man on horseback looking across western terrain and a quotation: "I been a lookin' for the Santa Fe Trail three days now. Met up with some good folks. They give me some grub and something to wet my whistle. Say they call it "Root Beer"—been a makin' this brew from roots and herbs. Think I'll forget the trail and just settle here." From the journal of Joe Marshall, somewhere off the Santa Fe Trail, May 15, 1848.

This fine quality root beer is available in the region for \$3.25 a six-pack, and worth it. For more information, contact the Louisburg Cider Mill, PO Box 670, Louisburg, KS 66053.



OLD TRAIL SIGNS

SFTA Ambassador Ralph Hathaway, Ralph's Ruts, KS, recently found six National Old Trails Road signs buried under sand while removing a fence. Each states "National Old Trails Road" and "Auto Club of So. Cal." as well as distances or directions to a town or towns. The signs were apparently discarded many years ago. Originally nice signs on heavy sheet metal, they are now in bad shape, many showing evidence of mindless target practice and other vandalism. Hathaway contacted SFTA officials about placing them in appropriate museums. If anyone knows more about these signs, please send information to WT.

KANSAS HERITAGE CENTER

by Betty Braddock

[This is twentieth in a series on museums and historic sites along the Trail. Betty Braddock is the director of the Kansas Heritage Center in Dodge City, KS.]

Kansas has a very special facility for the study of history of the Old West (including the Santa Fe Trail), and especially Kansas, from pre-Columbian times to the present day. This unique place is the Kansas Heritage Center. It was first developed in 1966 by the Dodge City school district to provide materials focused on Kansas to schools in southwest Kansas. Now it serves secondary and elementary schools, historical groups, state organizations, and private citizens in Kansas as well as in other states. It is funded by the school district, money from sales and services, and an annual grant from the state through the State Department of Education.

The specialized library has about 9,000 books which are available to interested browsers and serious researchers of all ages. The collection covers exploration days, the Westward movement, territorial Kansas and statehood, development of the Old West, and on to contemporary themes. Of particular interest to the readers of *Wagon Tracks* are the Santa Fe Trail holdings which include about ninety library books plus the publications of the Missouri, Kansas, Colorado, New Mexico, and Oklahoma historical societies. There also is the vertical file of pamphlets, booklets, maps, and periodical articles, and newspaper clippings dating from the 1930s. A bibliography of Kansas trails, as well as others, is available.

One of the busiest sections is the film and video collection with 175 titles encompassing a wide variety on history of the West. More than 400 records and tapes offer interesting listening from the frontier ballads and folk songs, Indian dances and chants, wildlife sounds, old radio shows, and history. Oral history also adds a new dimension to studies of a time and place.

Several teaching kits have been developed, one of which is the Cowboy Kit. It contains cowboy clothing and working gear, books, records of cowboy songs, brag talk and grub calls, taped remembrances by an old-timer cowhand, and photographs from the 1800s. The Thirties Kit recalls what it was like to live in Kansas during the depression and dust bowl years through the use of pertinent news-



This magnificent photo of Santa Fe Trail ruts west of Dodge City hangs in the office of the Kansas Heritage Center.



Betty Braddock, standing left, meets with visiting school children at the Heritage Center.

papers; taped interviews about bootlegging, dust storms, hoboes, entertainment, etc.; books, posters, and a short film of an actual rabbit drive. The Santa Fe Trail box includes maps, books, tapes by Robert Manley about trail country, a trail chronology and mileage chart, several worksheets and Spanish coinage. The Teens Kit is a colorful collection of learning materials covering events and attitudes in Kansas, the U.S.A., and the world between 1910 and 1919.

As a part of its educational program the Center has sponsored more than twenty summer workshops on Kansas history, geography, literature, women, Indians, trails, and forts. Dr. Leo Oliva has taught the last five sessions and, it is hoped the next one in 1993.

The Center has published several books, including *Sentinel to the Cimarron*, the *Frontier Experience of Fort Dodge, Kansas* by David K. Strate and *West by Southwest*, edited by Dr. Strate; *Indians in Kansas* (an unbound

book with posters) and *Adventures with the Santa Fe Trail*, both by Dave Webb and illustrated by Phillip Buntin. Several maps also are published, three of which were drawn by Frank A. Cooper and are reprinted courtesy of Mrs. Velma Cooper Purdy of Lyons. One, "Historic Kansas" which illustrates historic events in the state was designed in 1941 for the Coronado Cuarto Centennial. The pictorial Santa Fe Trail map was done for Cooper's illustrated column "It Happened In Kansas." A catalog is available on request which lists books, maps, Kansas flags, stickers, seals, and other items for sale. Also available is a catalog of audio-visual educational materials for loan (in state only).

The Kansas Heritage Center is located in the red brick school administration building at 1000 Second Avenue, just three blocks north of downtown Dodge City. The building was erected in 1915 as the high school and later became the junior high school, the junior college, and now houses the administrative offices of the school district. The Center is open Monday through Friday year-round except for school holidays. For more information contact the Director, Kansas Heritage Center, P.O. Box 1275, Dodge City, Kansas 67801 (316) 227-1616.



Home of the Kansas Heritage Center.

THEODORE WEICHSELBAUM: MERCHANT ON THE TRAIL, PART I

[This is thirteenth in a series on traders and personalities on the Trail. This newspaper article, a reprint of "The Statement of Theodore Weichselbaum, July 17, 1908," originally written for the Kansas State Historical Society, was located in the Junction City Union, February 1962, by Pat Olmstead, registrar at the Geary County Museum in Junction City. Like many reminiscences, this one contains a few errors of fact. It is reproduced here as it appeared in 1962. The second portion of Weichselbaum's memoirs will appear in the next issue.]

The Statement of Theodore Weichselbaum

I was born in Furth, near Nuremberg, Bavaria, June 10, 1834. My father was Dr. Mortis Weichselbaum. He practiced medicine in Furth for sixty-six years. He was born in 1802 and died there in 1895. My mother was Betty Kohn. I do not remember her father's name. She lived in Wurzburg, Bavaria, a university town. She died in 1869.

I landed in New York City the 1st of June, 1856, and worked for a wholesale jewelry store in that city belonging to Louis Lewinger, corner of Nassau street and Maiden Lane, in which I had some interest. I sold my interest in this business soon, as I wanted to learn to speak the English language, and my employer used German only. I went peddling for a short time in Connecticut, and took opportunities to talk whether I made sales or not. I had been an English student in Bavaria, but it needs experience to talk well. Springer & Fries, wholesale clothing manufacturer of Cincinnati, heard that I was in this country, and having known me in Bavaria, sent for me. They furnished me with goods and paid my expenses to go out to Leavenworth, all the way from New York City. At St. Louis I took the steamboat Morning Star, and landed in Leavenworth in March, 1857. My goods were landed at Kansas City, Mo., and I opened a general store there on Main street, the third house from the levee on the east side. I visited the locality recently, but could not recognize a building. I stayed there until the 18th of December of that year. My business did not suit me, so I loaded up my goods in three wagons and took them to Ogden. I followed the Santa Fe trail [sic] with my three wagons until I reached the station at 110. From there I took the Mormon trail and traveled three full days, and never saw a house or a person. On the morning of the

fourth day I saw a house within three rods of where we had camped the night before. I went to the house to find out where I was, and found I was on the head of Humboldt creek, in Geary county. From there I had to drive to Fort Riley, and crossed the Kansas river at Whisky Point, just opposite the fort. There was quite a little town there then—saloons, stores, etc. The soldiers bought whisky there.

I then drove five miles northeast to Ogden, and put my goods into a little log store building, and opened them up for sale. The county seat was then at Ogden, and the land office. Davis county was not yet organized, but was under the jurisdiction of Riley county. I slept on my counter. Not long afterward I moved my goods into a log cabin, with a loft, in which I slept. In 1859 I put up my first stone building, the one in which the post office is now kept.

Postmaster at Ogden in '59

I was postmaster at Ogden under Buchanan's administration. My commission is dated October 26, 1859. It was signed by the President and indorsed by Joseph Holt, postmaster-general, who died a short time ago. I also had the post office under Lincoln and until Grant's administration when the Republican party put me out. I was postmaster twice under Cleveland's administration.

I early became financially interested in the sutler stores at Forts Larned, Dodge, Harker, Wallace and Camp Supply. I sold out my interest in all of them in May, 1869, to Charles F. Tracy, of St. Louis, who had received the appointment as sutler at Dodge and Larned. During the '60's I filled several government contracts at these posts putting up hay and wood. The last wood contract I filled in 1869—1200 cords at \$24.42 a cord—for Fort Dodge. I got the wood 25 miles south of Fort Dodge on Bluff creek, and hauled it with my own teams.

Jesse Crane got the original appointment for the sutler's store at Fort Larned, in 1859, and asked me to help him. He had clerked for Bob Wilson, the original post sutler at Fort Riley, and secured his appointment in that way. So we started in partnership and continued four years. Our first goods were taken to Camp Alert, right across the timbered ravine, northeast of where they were building Fort Larned. We were there perhaps six or eight months before the completion of the fort. Maj. Henry W. Wessels and Capt. Julius Hayden (of company H, Second

infantry) commanded the soldiers at Fort Larned then, companies G and H, Second infantry, sent there to establish the fort. Major Wessels was a very fine old man. I hauled out the baggage and provisions for these men.

F. W. Schaurte was orderly sergeant when I went down to Fort Larned with Major Wessels. Schaurte had his wife and one child with him there. She was an Irish woman while he was a German. I used to stop with them at Fort Larned. He was stationed there over a year. He was colonel of a Cherokee regiment during the Civil War. One of the captains had his family there too. I think it was Capt. Julius Hayden; just his wife. He remained there until the breaking out of the war.

Jesse Crane got the appointment at Fort Dodge when the fort was established in 1865, and I became his partner. I would go on to St. Louis and buy the goods, and haul them with my teams from Leavenworth to all the posts. Crane had the oversight of the work at the posts at each of which we had a clerk. George W. Crane, now head of a Topeka printing office, was head clerk at Fort Larned. A brother of mine, Albert Weichselbaum, was at Fort Dodge. He was killed there on Sunday, August 27, 1865. It was our custom to close the store at one o'clock in the afternoon on Sundays. My brother and one of the soldiers, a cavalry sergeant, went out hunting. As they did not come back, news was sent to by brother, Sam, who was clerking for me at Fort Larned. The commander there furnished him with a company of cavalry to escort him to Fort Dodge. They found my brother Albert's body on a sand bar in the Arkansas river, about a mile above Fort Dodge, but they never found the soldier's remains. I was never satisfied as to whether Albert was killed by Indians or by the Sergeant who went out with him.

I bought out the interest at Fort Harker and Fort Wallace from Robert S. Miller, a former banker of Junction City, dead long ago. The firm name at Fort Wallace was Scott & Weichselbaum. D. W. Scott had been the quartermaster at Fort Riley for several years.

The firm name at Fort Harker was Osborne & Scott. Vincent B. Osborne had been a soldier during the war and had one leg cut off. Neither man had money, and I furnished the capital, and supposed I had a half interest in Scott's share, but I had no contract written. I did have a written agreement for Fort Wallace, written out by the

judge of the court, who was my attorney at Junction City.

The firm name at Camp Supply, Fort Larned and Fort Dodge was Tappan & Weichselbaum. J. E. Tappan was first lieutenant of the Second Colorado, company G, during the war, a nephew of Samuel F. Tappan, Boston people. John. E. Tappan's father was a large manufacturer of rubber goods in Boston. When the young man went in with me he put in a capital of \$5,000, and he bought out Jesse Crane. Ours was the sutler's store at Camp Supply.

Recalls Custer Family

I think it was in 1868 that I opened the sutler's store at Camp Supply. Maj. Henry Inman was the chief quartermaster for the Western Department, stationed at Fort Harker. He supplied the transportation for all those Western posts when there was an expedition to go out. There were several such expeditions fitted out from there. When Custer was stationed at Fort Riley he and Mrs. Custer visited at my house.

When Major Inman and I went down to Camp Supply, soon after it was opened, we had an escort of ten Cheyenne Indians. They would always have fresh buffalo meat ready for us in camp. I traded with the Cheyennes, Arapahoes and Kiowas between the Arkansas river and Camp Supply.

We did a lot of business at Fort Supply; a good business—Drum, I think, was in charge of the Camp Supply sutler's store, and had an interest with us.

In July, 1864, Maj. Gen.. S. R. Curtis was sent out to Fort Riley by the War Department to raise all the militia he could to go to the relief of trains which were corralled at Cow Creek on the Santa Fe road because of the hostile Indians. As soon as he reported at Fort Riley, Capt. James R. McClure, who was in command of that post, sent for me to report to him, and go as a guide on that expedition. I reported to him on the same day, but it took a few days to make ready. I had to furnish teams to haul the goods. I furnished seven or eight teams and drivers. Brother Albert was one of the militia, and rode one of my mules. We went to Fort Larned, and after we were there a day or two General Curtis got my horse to ride. He had none, having come out to Fort Riley in a four-mule ambulance which he had continued to use to Fort Larned. Capt. John Williams, General Curtis's Adjutant was the only soldier he had with him. I knew Williams before the war. He had a theater upstairs in my store building. A pretty good fellow. We crossed the Arkansas river

south of Larned. After we crossed Pawnee fork we went east without seeing any Indians, but they saw us. We recrossed the river near the mouth of Walnut creek, near Fort Zarah. (I ran a store there in 1864 or 1865, and made hay there for the government.) Curtis found nothing. It was the state militia from Riley, Davis and Pottawatomie counties I accompanied. We picked them up going out. The state made an appropriation that partially paid us, but we were never paid in full.

Carried Civil War Word

I brought the news of the breaking out of the war from Fort Riley to Fort Wise, in April, 1861, with an ox team, ahead of the mail. I took a soldier's wife out there to her husband. Her husband was a bugler in the company. She begged me to take her out. I asked her \$20 for the trip, 500 miles out and the same back, but I took some Indians goods out and sold them, so made something. In those days there was only one mail from Independence, Mo., to Fort Union, N.M. The same animals they started with had to go through the whole trip to Fort Wise (Bent's old fort [actually, this was Bent's New Fort].) This was when the fort proper was still used—the fort by the river. It was moved afterwards. They used Bent's old [new] fort on the hill for their commissary stores and offices; but the post made up of little shanties and tents, was down by the river.

Wife Here from Germany

June 10, 1862, I married, my wife coming directly to me from Germany. I had never known her nor seen her. My parents picked her out for me and sent her out. They made a good selection—the best woman that ever lived. She had eight children, of whom four are living. Fanny Blumenstein was her name. They had sent me her photo and we had had some correspondence. My brother-in-law, John Jacob Tipp, brought her with him from Germany to Leavenworth with a sister of mine, Tipp's wife. They leaved [sic] at Ogden in the same house with us. Our children were: Josephine Weichselbaum, born May 1864, Samuel, my oldest boy, was born in 1866. He was married in August, 1908, in Chicago. Edwin was born in 1868 in Furth, Bavaria. My wife and children were there on a visit. I had taken them over in 1867, stayed two months, got tired of bumming and came back to my work, but went back for them in the fall and brought them home, crossing the ocean four times that year. Johanna, living at Macon, Ga., is our youngest child, she married my second cousin, Julius J. Waxelbaum, a wholesale fruit man or commission merchant at Ma-

con. They have three children. He changed the spelling of our name. My oldest daughter, Josephine, is not married and lives at home, is my storekeeper. My wife died in 1896. June 14, 1900, I married Miss Bertha Koch, of New York City.

When I took that woman out to Fort Wise in 1861 I was attacked by five young Indians after I crossed Big Coon creek on the Santa Fe trail. The five had but one pony. When they saw my horse there they wanted to trade. The woman was in the wagon. I refused to trade, when one took his spear and punched me in the face. I then took out my pistol and pounded the one that punched me on the head, and left him there on the prairie. Returning from Fort Wise, I brought three discharged soldiers from three miles this side of Cow Creek. One was a cook and made up a loaf of bread, and had it out to cool while some more was cooking. A great big Indian came up (there were others behind him) and climbed into my wagon and helped himself to my bread, but I took out my blacksnake whip and whipped them right and left and chased them off. I think they were Kaws. When I came back to the wagon the three soldiers were just as white as could be. One of them, Joseph Rendlebrock, then a sergeant, became a captain of cavalry in the regular army during the war. I have read two articles in the Kansas City Star recently about this man's service in New Mexico. He seems never to have conquered his fear, although he served in the army long enough to draw a pension on retiring.

(continued next issue)

RECORD VISITATION AT FORT UNION

FORT Union National Monument experienced the highest visitation figures in its history during 1991, reported Supt. Harry C. Myers. The previous record of 20,011 established in 1989, was surpassed on October 9. At the current rate, Myers predicted, 23,000 could be the final count for the year.

Myers remarked that "even though we had increases during every month, the peak summer months brought us nearly 30% more visitors than during the 1989 season. Nationwide awareness of the Santa Fe National Historic Trail is credited with much of the increase. The interpretive staff confirms that more people than ever are following the Trail and want to see the ruts. Our book sales area offers more than 35 titles dealing with the Santa Fe Trail and we had difficulty keeping most of them in stock."

F. W. CRAGIN AND HIS FAMOUS COLLECTION

by Terry R. Koenig

[Terry R. Koenig is an SFTA member from Artesia, NM, who came across considerable Santa Fe Trail material in the F. W. Cragin Collection while researching another topic. He kindly prepared this material especially for WT.]

IN 1903 Francis W. Cragin was 45 years old, married with three children. He was a *magna cum laude* graduate of Harvard and held a position as a geology professor at the College of Colorado in Colorado Springs, Colorado. It was in March of that same year that he cast his career aside and set out to write the early history of south-eastern Colorado.

He expected the task to take him at least a year. As it turned out he spent over the next quarter of a century traveling by train, buckboard, horseback, stage, bicycle, and automobile throughout most of Colorado, Oklahoma, New Mexico, and Utah in his insatiable quest for knowledge and enlightenment. Early in his pursuit he elected to expand on his original goal to include the compilation of a three-volume encyclopedia of people, places, and things of the West.

His collection grew. Everything from rare books to manuscripts, photographs, maps, and most precious of all, personal interviews with numerous early pioneers of the Southwest. But as his collection flourished, it also led him to personal and financial ruin. From 1903 when he gave up his job at the college, until his death in 1937, he apparently never held a paying job. He was a competent writer, who did have a book on geology published, yet not one word of his historical research ever appeared in print while he was alive.

Financial woes took their toll. Cragin had to stand by helpless as his nice two-story home was lost. Then, too, there were two wives. Evidently they departed when they found they could not compete with his love of literary and historical work. As time passed Cragin seemed to have lost the ability to focus in on his original goals. He would spend incredible amounts of time investigating trivial historical details. It appears that literally years elapsed and he accomplished no work at all on his manuscripts.

Toward the end Cragin was living in a small run-down three-room house, surrounded by his "collection." Books were piled high on the floor along with boxes stuffed full of notes written on all types of paper. He utilized old col-



Dr. Francis Whittemore Cragin (courtesy of Pioneers Museum, Colorado Springs).

lege test papers, the inside of old envelopes, the back of letters he received—any scrap of paper that could be written on. His filing technique was chaotic. The end result was that, over the years, his "collection" degenerated into a veritable mess.

Finally, in 1935, as he was on the verge of entering a home for the indigent, he made one valiant last-ditch effort to raise money. He sold off his book collection. But the inevitable occurred, and just a few months later, broken in health, spirit, and finances, he was admitted to the Myron Stratton Home near Colorado Springs.

Of his "collection," two trunks full of his most legible and organized notes, manuscripts, photographs, and related items were salvaged and stored in the basement of the Myron Stratton Home. Meanwhile, his old residence was cleaned, and two truck loads of the "collection" were hauled off to the local dump. Cragin died on Tuesday, June 15, 1937. He was 78 years old.

Tragic as the tale of Francis Cragin may be, he is recognized as an early and capable researcher. Much of the important material he gathered was saved, organized, and is now stored in the archives of the Pioneer Museum of Colorado Springs. Over the years the Cragin Collection has proven to be of value to numerous authors. Just a few examples of this would include *The Mountain Men*, a ten-volume set edited

by LeRoy R. Hafen, *Pueblo, Hardscrabble, Greenhorn* by Janet LeCompte, and *George Barclay, Mountain Man* by George P. Hammond.

What follows is some slightly edited material on the Santa Fe Trail from the Cragin Collection. It is mostly the reminiscences of early settlers. Bear in mind, these accounts were made near the turn of the century, and quite often the narrators had first-hand knowledge of the subject they were discussing.

Notebook II, p. 6, Theodore C. Dickson (Nov. 1907):

In 1858 the Santa Fe Trail was a great broad highway composed of many wagon roads side by side (the travel was mostly with ox-team), while the trail up the Arkansas River above Cimarron crossing, was a dim one, and gave very little evidence of much travel, except by Indians.

Notebook VII, p. 5, Joseph B. Watrous born in 1837 at Taos, son of Samuel B. Watrous (Las Vegas, Feb. 14, 1908):

Sam Bowman Watrous, was born in Montpelier Vt., he died March 17, 1886 at past 78 years of age at his home in Watrous. He came west for his health in 1835. Approximately his first 2 years in NM were spent in charge of a store in Taos, then at the placers at Las Nortas 2 miles west of Dolores, where he was employed as a trader and hunter. In 1848 he settled at La Junta de los Rios. Watrous is the original spelling (an abbreviation of Waterhouse - not Waters).

Barclay's Fort was on the north side of the Raton branch of the Santa Fe Trail, and on the south side of the Mora River (approx. 40 yds from the river). The trail was single till it reached within about a mile and a half of the fort when it forked. The Cimarron route continued on a little northeast, and the Raton route went more northerly past Fort Barclay.

Notebook VII, p. 11, Joseph Watrous:

In 1835 the Cimarron route struck the Mora river about 150 yards above the junction of the Sapello and Mora rivers (called "La Junta de los Rios"). There was also a road from the Cimarron trail to Mora. It left the main trail about a mile west of the Vado de las Piedras or Rock Crossing and went via Ocate to La Cueva and Mora. This was only a branch connecting those places with the main trail. The main trail always went by Wagon Mound, La-junta de los Rios, and Las Vegas.

I saw the Arkansas river dry at "Cimarron Crossing" twice; once in 1853, and once in 1863. Had to dig trenches in the sand and let the water rise in it. Then the stock could drink from these improved troughs. The water that came up was pretty clear.

Notebook XI, p. 6, Edward Frank Mitchell, Trinidad, CO (Dec. 17, 1907). Ed was born in 1825, and started for California in May 1849:

I left Independence early in July, 1849, with a wagon- train (10 mules to the wagon) belonging to Dr. Henry Connelly. At this time Kansas city had only one log house for a hotel, and one brick building for a commission house.

In those days, where the Santa Fe Trail crossed the Canadian River, it was always called the Red River.

Notebook VII, p. 10, Dr. M. F. Desmarais, whose father Michell Desmarais came from Vercheres, Canada in 1837, Las Vegas, NM (Feb. 26, 1908):

On the trail in Kansas Michell Desmarais, and seven other Frenchmen became ill, when they were overcome with an epidemic like cholera or dysentery. They were put out of the caravan on the ground to die. Six of the eight died. Only Michell and Pierre Antoine Senecal survived. They arrived in San Miguel, NM on the 10th of October, 1837.

Notebook VII, p. 10, Points on the Santa Fe Trail from Las Vegas east:

Las Lagunas (several wet weather lakes) 9 miles from Las Vegas.

Paraje (means camping-place) was at a bend of the Rio Sapello. La Junta de los Rios. At the junction of the Sapello and Mora Rivers. This point was not used after the locality was settled, owing to damage that would have been done to crops, but a place about two and one-half miles further east called Coyote was used instead.

Perro - Dog Creek Springs. Here permanent running water of Dog Creek begins.

Gallinas - A little above present Tipton Station on the Santa Fe RR. This was a dry camp except in wet weather. The name is that of an arroyo on Las Gallinas, coming from the Sierra Gallinas or Turkey Mountains.

Wagon Mound - Fine springs, called Ojos de Santa Clara.

Ocate - Crossing of Ocate River.

Vado de las Piedras - Rock crossing of Red or Canadian River. The Rio Colorado - not called Canadian by inhabitants till it gets big lower down.

Jaritas - Now called Chico. Holes of water here, with bushes, small willows, and Chico bush.

Point of Rocks - Dry camp usually.

Here is a ravine, that the Mexicans call "Palo Blanco," on account of the timber lower down the valley. The Americans named it from the rock.

Whetstone Creek - A spring here, and excavations where the white sandstone had been dug out for whetstones, and later even for grindstones (Piedras de amolar).

Rock Creek - Has holes of water.

Rabbit Ear - A creek with big holes of water, and cottonwood trees. The Creek is named for two prominent hills, that look like rabbit ears from a distance. (Orejas de Conejo).

Cold Springs - Upper springs on the Cimarron River.

Ceja Blanca - A ridge of white rock that extends to the northeast from the Cimarron river.

Escarvala - So called because they had to dig for water in the sandy bed of the Cimarron river.

Lower Spring - On the Cimarron.

La Jornada - A dry level stretch of some 50 miles between the crossing of the Arkansas and the Lower Spring on the Cimarron. In the Jornada, the trail crosses only one shallow hollow, which occasionally had water in shallow holes for a short time after rains. At the crossing of this hollow is "The Battle Ground." Called by the Mexicans "La Mataya" (phonetic spelling, perhaps to be corrected to Vataya or Bataya). This refers to a battle in which the Mexican Ciboleros were nearly overcome by Comanches, but they finally beat the Comanche. The Comanches called the Mexicans "Chimayos" and wouldn't fight the "Chimayos" after that fight in which the Mexicans used even the stirrups in fighting. Joe Watrous heard this story from old Mexicans in 1857.

Sources:

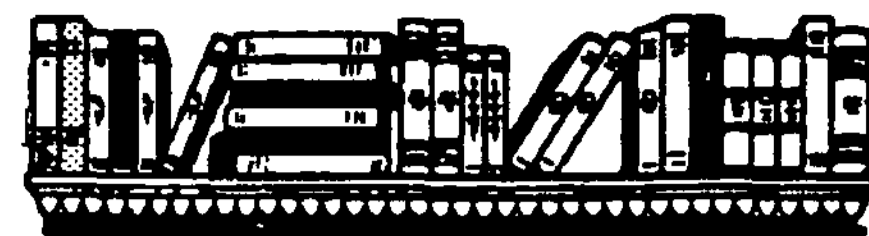
Francis W. Cragin Collection, Pioneers Museum, Colorado Springs, Colorado.

Irving Howbert Collection, Penrose Public Library, Colorado Springs, Colorado.

Dorothy Price Shaw, "The Cragin Collection" *Colorado Magazine*, XXV (1948).

TRAIL BILLBOARD

CRAIG Crease, Shawnee, KS, found a Santa Fe Trail billboard postcard in the Western History Manuscript Collection, University of Missouri at Kansas City. It shows a scene with a wagon train passing among Indians. Above the painting is "HERINGTON 6 ML'S," surely a reference to Herington, KS. He wonders if anyone may remember this large billboard and if there is a possibility the remains of it may still be stored in some barn. If anyone has any information, please send information to WT and to Crease, 12013 West 74th St., Shawnee, KS 66216.



CONVERSE OF THE PRAIRIES

—BOOK NOTICES—

Marian Meyer, *Mary Donoho: New First Lady of the Santa Fe Trail*. Santa Fe: Ancient City Press, 1991. Pp. xiv + 143. Illus., maps, notes, bibliog., index. Paper, \$9.95, plus \$1.50 shipping. Order from 3 Last Chance Store, RR 1 Box 31, Woodston KS 67675.)

This may be the most significant book about the Trail published this year. Until 1984, when Santa Fe writer Marian Meyer accidentally discovered a notice in the August 19, 1885 issue of the *Santa Fe New Mexican* about "the first white child born in New Mexico," no student of the Santa Fe Trail had any idea that Mary Dodson Donoho was probably the first Anglo woman to travel the Trail. It was an "accepted fact" that Susan Shelby Magoffin, who kept a remarkable diary of her trip to Mexico in 1846, was the first white woman to travel the route. Meyer found that at least nine other European-American women (some Hispanic and some French in ancestry) preceded Mary Donoho on the Trail.

Meyer discovered ample evidence to show that Mary Donoho (with a small child) accompanied her husband, William, over the Trail in 1833 with a caravan of 184 traders and teamsters (plus a military escort of 144 soldiers for a portion of the way). The Donoho family settled in Santa Fe and operated a hotel, probably at the site of the present La Fonda Hotel on the plaza, until 1837, during which time two more children were born (the son, James, was later considered to be the "first white child," meaning Anglo-American, born in New Mexico).

Because of a revolution in 1837, during which New Mexico Governor Albino Perez was assassinated, William Donoho moved his family back over the Trail to the safety of Missouri. Thus Mary may have been the first white woman to travel the Trail in both directions. At least five other Anglo women, according to Meyer, traveled the Trail before Magoffin's 1846 trip. The Donoho family later moved to Clarksville, Texas, where Mary ran a hotel for many years after her husband's death. She was a premier example of a female entrepreneur and died a wealthy woman.

This excellent work, with a foreword

by Marc Simmons, is carefully researched, thoroughly documented, skillfully organized and presented, and (perhaps most important) interesting to read. There is constant evidence of the author's own enthusiasm about this exceptional story. Thanks to the good work of Meyer, Mary Donoho will become a significant historic figure to Trail enthusiasts everywhere.

Anne Carter, *Mulberries and Prickly Pear*. Independence: Arrow Press, 1991. Pp. 161. Illus. Paper, \$9.50, plus \$1.50 shipping. Order from SFTA Last Chance Store, RR 1 Box 31, Woodston KS 67675.

In 1988 Anne and David Carter, SFTA members from Centerview, MO, rode horseback over a good portion of the Santa Fe Trail, as well as some other trails, from Missouri to Santa Fe. This modest "journal" recounts the joys and frustrations, rewards and hazards of traveling modern highways on horses. Carter deftly includes some history and reminiscences of her ancestors who rode the Trail along with the story of conditions and people she and David encountered. They met several helpful SFTA people, including ambassadors Ralph Hathaway and Paul Bentrup. This book is worth reading for the family cornmeal mush story alone. For those longing to travel like pioneers but unable to do so, this account provides a vicarious experience.

Marc Simmons, *Coronado's Land: Essays on Daily Life in Colonial New Mexico*. Albuquerque: University of New Mexico Press, 1991. Pp. xii + 183. Illus., selected readings, index. Cloth, \$19.95, plus \$1.50 shipping. Order from University of New Mexico Press, Albuquerque, NM 87131.

Marc Simmons has a better appreciation of the importance of everyday life in understanding cultures than most other historians, and he is the authority on daily life in Southwest. More than that, he communicates effectively with general readers as well as other scholars. The result, as this book proves, is social history that is valid and enchanting.

The topics covered in *Coronado's Land* include food, clothing, shelter, hair care and styles, cosmetics, chamber pots and privies, pens and ink, playing-cards, dogs, markets and fairs, slavery, watchtowers, irrigation, carretas, muleteering, livestock, and buffalo hunting. Three Spanish colonial documents are reprinted, providing firsthand accounts of economic and social life in New Mexico in the late

18th and early 19th centuries. Anyone interested in the culture at the western end of the Trail will enjoy this book.

William Y. Chalfant, *Without Quarter: The Wichita Expedition and the Flight on Crooked Creek*. Norman: University of Oklahoma Press, 1991. Pp. xiv + 170. Illus., maps, notes, bibliog., index. Cloth, \$19.95, plus \$1.50 shipping. Order from University of Oklahoma Press, Norman, OK 73070.

The Battle of Crooked Creek was fought in 1859 only a few miles from the Santa Fe Trail in southern Kansas Territory. SFTA board member Chalfant has told in detail the background, engagement of troops and Comanches, and consequences of this incident in the tragic story of Indian-white relations on the plains. Anyone interested in that struggle for domination will appreciate this carefully documented and graphic account.

Chalfant has established his credentials as a solid frontier military historian. SFTA members can look forward to his next book, the military history of the Trail during the Mexican War.

William C. Whitford, *Colorado Volunteers in the Civil War, the New Mexico Campaign in 1862*. Glorieta: Rio Grande Press, 1991. Pp. 159 plus index and appendix. Illus., maps, index. Paper, \$15.00, plus \$1.50 shipping. Order from Rio Grande Press, Glorieta, NM 87535.

This reprint of Whitford's history of the Colorado Volunteers and Battle of Glorieta Pass (the decisive Civil War engagement in the Southwest), first published in 1906, is enhanced with a preface by Marc Simmons, an index, and an appendix with descriptions and maps prepared by Burt Schmitz. This volume remains an important account of the Civil War on the Trail in New Mexico. Rio Grande Press has done a good service to make this readily available to interested readers.

Unfortunately, Whitford helped perpetuate the unsubstantiated claim that John M. Chivington's troops bayoneted some 500 or 600 Confederate mules and horses at Johnson's Ranch on March 28, 1862, a story not challenged here by Schmitz. There is apparently no contemporary documentation of such a slaughter, although Chivington alleged many years later that it happened. Chivington, despite his ministerial background, was not always credible when recalling his own military career. While this does not detract from the significance of this reprint, it was a missed opportunity to deal with the tale.

POST OFFICE OAK

—LETTERS—

Editor:

I want to express my appreciation for your excellent work on *Wagon Tracks*. I look forward to receiving each issue. Thank you.

Florence Stout
PO Box 147
Lyndon, KS 66451

Thank you. Kind words are worth more than money (except at the bank).

Editor

Editor:

I was very pleased to read in the last issue of WT, Craig Crease's fine article "Lone Elm and Elm Grove: A Case of Mistaken Identity?" It appears that he may have solved the mystery about these two frequently-mentioned sites. As points such as these are clarified, we learn more and more about the true history of the Trail.

Marc Simmons
PO Box 51
Cerrillos, NM 87010

Editor:

My first copy of *Wagon Tracks* (Feb 1990) carried an article in a series on museums and historic sites along the Trail. I've been hoping for a subsequent article covering the Trail crossing at Cow Creek, near Lyons, Rice County, KS, and the Coronado Quivira Museum at Lyons. One of the earlier articles may have done just that; if so, may I obtain a copy of that issue?

I am particularly interested because my grandfather, Thomas White Carmichael, and my great-grandfather, Joshua Barton Carmichael, were with the wagon train carrying arms and supplies from Fort Leavenworth to Fort Union which was besieged by Indians in July, 1864, at the Cow Creek Crossing. Fifty years later, Tom Carmichael organized a reunion of survivors of the incident. Only Tom, John R. Kerr, and I. W. Gray were able to attend the reunion, which was held on July 20, 1914, at Lyons. Local newspaper coverage included interviews with the three men, descriptions of the battle, and locations of related sites. An article in the *Republican* (Lyons newspaper?) reported that I. W. Gray had kept a diary of the battle and that it "might be available to readers of the *Republican* in a few days." Perhaps you or some of the readers know whether Gray's diary was published?

Horace Jones's *The Story of Early Rice County* (1959 edition), which was presented to my father, B. H. Carmichael, at the 100th anniversary ob-

servance of the battle held at Lyons on July 18, 1964, carries a good account of the Indian siege. It seems to be based largely on the newspaper accounts printed at the time of the 1914 reunion of survivors. I would be happy to have any further information which you or WT readers may be able to provide concerning the 1864 Cow Creek Crossing episode.

Beverly Carmichael Ryan
1925 Burnt Bridge Rd #702
Lynchburg, VA 24503

A copy of WT (vol. II, no. 2), containing the article on the Coronado Quivira Museum and Rice County has been sent. If anyone has information desired, please send it to Mrs. Ryan and WT. An article on that specific topic would be welcome for a future issue. Any volunteers?

Editor

Editor:

Several years ago I received a letter from Kenneth Hammel of Bethesda, MD, asking for information on the Santa Fe Trail. Mr. Hammel grew up in Hutchinson, KS, and had inherited 320 acres of the section just east of the section on which I live. This farm had been in his family since the area was first settled. During the next several months, Mr. Hammel and I exchanged several letters. It was quite evident that he was interested in the area history and very proud of the fact that the Trail crossed his farm.

Mr. Hammel died in November 1990. It was his request that his body be cremated and the ashes scattered on the Santa Fe Trail on his farm in Rice County. I received a letter from his widow saying that his wishes would be carried out sometime in 1991 and asking my assistance in locating the Trail on the Hammel farm.

There are no visible ruts on the Hammel farm because most of it has been farmed for many years. With the aid of an aerial map that Joseph Snell procured for me many years ago, however, I was able to locate the old Trail which made a large arc across the Hammel property.

On October 17, 1991, Mrs. Barbara Hammel and her daughter arrived, and I guided them to the site of the Trail. Mr. Hammel's ashes were scattered on the west half of Section 35 of Pioneer Township as he had directed.

I'm not sure how newsworthy this information is, but it was a new and unique experience for me. It seemed that you and others of the SFTA should know about it, that it should be made a matter of record.

Ralph Hathaway
RR 1 Box 28
Chase, KS 67524

TRAIN TO FORT UNION, 1860 CENSUS REPORT

by Paul H. Carlson

THE following listing is from the 1860 census of Leavenworth County, Kansas, noted as leaving Fort Leavenworth as a "Train to Fort Union." It is from pages 790, 791, and 792 of the Eighth Census of the United States, National Archives microfilm, M653, Roll 350. The Dwelling No. is 2907 and the Family No. is 1850. The enumeration was conducted August 6, 1860, by I. M. Gallagher. I wish to express my sincere appreciation to Mrs. Dorothy Miller for her assistance in the preparation of this extract.

<u>Name</u>	<u>Age</u>	<u>Sex</u>	<u>Occupation</u>	<u>Place of Birth</u>
Charles H. Brown	27	M	Teamster	Canada
Jane Dawson	26	F		Ireland
John Foy	20	M	Laborer	Ireland
James Bannon	22	M	Laborer	Ireland
Wm Baxter	25	M	Teamster	England
Walter Hensbury	38	M	Teamster	Ireland
George Philips	41	M	Teamster	Scotland
James Pickens	25	M	Teamster	Tenn
James Davis	24	M	Teamster	Ohio
Frank Hamilton	33	M	Teamster	Ky
A. D. Smith	43	M	Teamster	Ky
Wm Hines	34	M	Teamster	R.I.
Gales Williams	27	M	Teamster	Ky
Patrick Kennedy	29	M	Teamster	Ireland
Peter Knapp	31	M	Teamster	Germany
William Gailey	21	M	Teamster	Pa
John Might	35	M	Teamster	N.Y.
Charles Johns	26	M	Teamster	Vt.
Jacob Miller	16	M	Teamster	N.Y.
F. Benedict	27	M	Teamster	Pa
F. Byer	34	M	Teamster	Germany
J. Walbright	40	M	Teamster	Germany
C. Menzler	25	M	Teamster	Switzerland
Wm C. Harding	24	M	Teamster	England
R. Kroft	27	M	Teamster	Germany
R. Latrelle	21	M	Teamster	Mo
O. H. Jewett	40	M	Teamster	Maine
W. H. Blacker	29	M	Teamster	England
Michael Wand	33	M	Teamster	Mass
John Casey	23	M	Teamster	Ireland
D. N. Prien	28	M	Teamster	Conn
J. W. Coale	21	M	Teamster	Pa
M. Schmidt	30	M	Teamster	Germany
C. M. Harrison	22	M	Teamster	Tenn
J. Philips	20	M	Teamster	Mo
J. Knight	27	M	Teamster	Va
R. Wolf	20	M	Teamster	Pa
J. Strong	24	M	Teamster	N.Y.
Lee Mitchel	37	M	Teamster	France
Clemont S	30	M	Teamster	Germany
James Leong	33	M	Teamster	Pa
Peter Smith	36	M	Teamster	Pa
Vincent Anderson	27	M	Teamster	Tenn
C. Morely	35	M	Teamster	Ohio
H. Hemmings	26	M	Teamster	Germany
William Henry	28	M	Teamster	Germany
Harvey Riley	29	M	Teamster	Vt
O. Tumbleake	19	M	Teamster	Mo
J. Shitter	22	M	Teamster	Ill.
J. Druggers	26	M	Teamster	Ind.
E. Shannon	21	M	Teamster	Mo
J. Boggs	27	M	Teamster	
O. Dowd	21	M	Teamster	Ireland
C. Murphy	32	M	Teamster	Ireland
J. Harres	29	M	Teamster	Ill
G. Nunn	25	M	Teamster	N.Y.
D. H. Chapman	24	M	Teamster	Pa
J. Gallagher	26	M	Teamster	Pa
J. Reardon	32	M	Teamster	Ireland
J. Smith	45	M	Teamster	Ireland
J. Fossett	40	M	Teamster	Ireland
T. Melody	20	M	Teamster	Ireland
D. Delany	40	M	Teamster	Ireland
A. Meyer	30	M	Teamster	Germany

JOHN POPE'S JOURNAL OF A MARCH TO NEW MEXICO, 1851, PART II

Annotated by Michael Olsen and Harry C. Myers

[The first half of Pope's report appeared in the last issue and is concluded here.]

June 13th

I left Council Grove at daylight in a tremendous thunderstorm and reached the Cottonwood Fork of the Arkansas late at night. After remaining there several hours to rest men and horses I again pushed on some hours before daylight and after a very fatiguing march of 66½ miles I rejoined the command on Big Cow Creek.³⁹ Both men and horses were entirely worn out and it was with difficulty we managed to crawl into camp. I learned that the cholera had greatly abated and no new case occurred subsequent to my rejoining the command. Major R. H. Weightman⁴⁰ and his family and Judge Baker⁴¹ chief Justice of New Mexico had united themselves with the expedition at Council Grove.

June 15th

The command marched at 7 am and encamped on the Big bend of the Arkansas 19 miles.⁴² I was still quite unwell but fancied I could face it out on horseback. Shortly after we had encamped I was taken very violently ill and passed a night of extreme suffering.

June 16th

Very sick all day in carriage. Made 18 miles and encamped on the Arkansas.

June 17th

Still very sick in carriage. We found the Pawnee fork swimming where the road crossed and were obliged to cross it near the mouth. Made 18 miles and encamped on the Pawnee fork.⁴³

June 18th

Continued quite sick in my carriage. Marched 18 miles and encamped on Arkansas.⁴⁴

June 19th

Still quite sick. Colonel Sumner determined to mount the Infantry upon the lead horses as our marches were very short. We made 25 miles and again encamped on the Arkansas.

June 20th

Marched at 7 am. Made 26 miles and encamped one mile above Fort Mackay on the Arkansas.⁴⁵

The post was garrisoned by one company of Infantry and Major Chilton's⁴⁶ company of Dragoons and was commanded by Bvt Lieut Col. Hoffman 6th Inf.⁴⁷ The Indians of the plains had, some time previous to our arrival, been invited to meet at the Fort or in its

vicinity for the purpose of conferring with some authorised agent of the U.S. and we found in the neighborhood large encampments of Camanches, Cheyennes, Arapahoes, Kiowas &c. amounting I was told, in all to about 5000 fighting men. It appeared however that no agent of the Government was present except Mr Fitzpatrick⁴⁸ an Indian agent and that no preparations whatever had been made to receive the Indians.

They were accordingly much dissatisfied. Our Camp was no sooner pitched than they flocked into it from all sides and commenced begging and helping themselves to all that they fancied. In the course of the next day some disturbances took place in which one or two of the Cheyennes were said to have been whipped. All the Indians immediately left camp and serious difficulties were apprehended.⁴⁹ Owing to scarcity of grass Col. Sumner determined to move the camp five miles further up the river and he accordingly marched the next morning **June 22nd** at 7 am. We had scarcely gotten fairly upon the road before news was brought to the Colonel that the Indians were meditating hostilities in consequence of the supposed ill-treatment of their men the day before. Col. Sumner immediately returned with the Dragoons, but being unable to ascertain any thing definite upon the subject, continued his march and encamped 5 miles above the Fort. In the course of the night an express reached camp from Col. Hoffman stating that the Cheyennes and Camanches had met in a war Council and it was thought that they would immediately commence hostilities.

June 23d

At daylight Col. Sumner with the whole command returned to Fort Mackay with the intention of settling the difficulty at once. Through Mr Fitzpatrick the Agent he informed the Indians "that he had returned to meet them either as a friend or an enemy, he cared not which and left it to them to decide at once which it should be." Both Cheyennes and Camanches denied that they had met in War Council or that they cherished any hostile intentions whatsoever. The Indian Agent then requested permission from Col Sumner to present the aggrieved Indian with a Blanket. In consequence of the peaceful professions of the Indians, the Col Consented to this and the whole affair was thus settled.⁵⁰

We marched again at 3 pm and occu-

pied our camp of the previous night.

If any dissatisfaction or ill feeling existed among the Indians it is to be attributed to the fact that they had been called together from long distances to confer with the Government agents and although they had been some time awaiting arrangements for a council, neither agents nor preparations of any sort whatsoever had been made to receive them. Who invited the Indians or who is responsible for the neglect and indignity with which they were treated I am not able to say, but certain it is that such a course by no [means?] increases the safety of the road.

June 24th

Marched at 7 am. Made 23 miles and encamped on the Arkansas about three miles above crossing of the Cimmaron route.⁵¹ No rain had fallen in the valley of the Arkansas for 7 or 8 months and the whole country was parched up. It was with difficulty we could find grass enough for our animals and that of a very inferior quality. Every body at the Fort represented the "journadas" of the Cimmaron route to be entirely impracticable from want of water and grass and Col Sumner determined in consequence to pursue the route by Bent's Fort.⁵² So dry a season we are informed had not been known for many years.

June 25th, 26th, and 27th

Made 24 miles each of these days and encamped along the Arkansas. Grass very indifferent and wood very scarce. There is very little timber in the Arkansas and almost the whole of it on the right bank where it has been protected from the fires of the prairies by a range of barren sand-hills.

The water was by no means abundant in the river and I think I have never seen in my life, the valley of so large a stream so entirely barren of any advantages.

June 28th

Marched at 7 am. Made 29 miles without finding a good camp. No wood and grass very scant.

June 29th

Marched at 7 am. Made 20 miles and encamped near the of the "Big Timbers of the Arkansas."⁵³ This was by far the best Camp we had yet seen on the river. The "Big Timbers" are entirely Cotton-wood, and stretch along both banks of the river about 15 or 20 miles. The river runs from side to side of the narrow valley enclosed by high prairie ridges and in every bend dense groves

of large Cotton Wood are found. The grass is good and in some places the river as it traverses the narrow channel along the bluffs, is five or six feet deep. These bluffs are 30 or 40 feet high and in some places ascend vertically in three sides to the river. A spot which was considered a desirable situation for a Military Post was selected. In view of the great advantages of this point of the Arkansas and the barren and unproductive country traversed by the present roads to Santa Fe, Col. Sumner determined to have a new route explored, which leaving the Raton mountains between the Bent's Fort and Cimmaron roads, should strike the big timbers of the Arkansas, from thence across to the Smoky Hill Fork of the Kansas and descending that stream, should intersect the road to Fort Leavenworth east of the Kansas river. The bluffs along the river are composed of ferruginous sand stone and furnish excellent material for building. The timber is of large growth and very abundant and the bottoms are extremely fertile and covered with excellent grass. The "Big Timbers" are by far the most desirable position for a military post on the Arkansas. We remained all day at this point and the troops were mustered.

July 1st

Marched at 7 am. Made 26 miles along the valley of the river and encamped in bottoms of long, dry, grass. Every precaution was taken to prevent fires which if once started upon such grass could never have been extinguished.

July 2nd

Marched at 7 am and halted at 12 M about one mile below Bent's Fort in a bottom of excellent Buffaloe grass. Remained until 4 pm. Some ignorant person contrived to set the prairie on fire at this place and it required the exertions of the entire command to avoid being burned out of our camp. Marched at 4 pm and crossed the Arkansas at Bent's Fort which has been consumed by fire. It having been determined to abandon it, the owners burned it to the ground in order to prevent other traders from occupying it. There was but little water in the river when we crossed and that was running in several channels. Encamped on right bank of river 8 miles above the crossing, having made a march of 18 miles. The grazing was extremely scant.

July 3rd

Marched at 7 am. The road here leaves the Arkansas and inclines toward the south west to strike the passage of the Raton Mountains. We

found the country on the west side of the river even worse than on the East side and from all appearances there was little prospect of finding either grass or water. Made 21 miles and encamped on water holes of Timpas.⁵⁴ Water scant and very brackish and grazing very bad.

July 4th

Although to day was the Anniversary of our National Jubilee, we were neither in a place nor condition to welcome it with the usual honors. We marched at the usual hour—7 am and at a distance of 13 miles we found a large water hole and boiling spring of Chalybeate water about 500 yards to the left of the road.⁵⁵ The taste of the Iron in the Spring is very strong and renders the water unpalatable. Deep trails of Antelope and deer lead to Spring from every point of the Compass. Made 27 miles and encamped at "Hole in the Rock."⁵⁶ Very little water was found and there was absolutely no grazing. Many of the horses were left exhausted both yesterday and to day. The wood is abundant.

July 5th

Marched at 6 am. At 15 miles passed "Hole in the Prairie" where we had hoped to find water.⁵⁷ It was perfectly dry. The weather has been intensely hot for some days and the clouds of dust hung over us like a pall. Several men were sun struck and many taken sick otherwise for want of water and exposure to the sun and dust.

Made 27 miles and encamped on right bank of Purgatory river.⁵⁸ Water and wood in abundance. Grazing very scant.

July 6th

Marched at 7 am. Followed the river up about 8 miles and commenced the ascent of the Raton Mountains along one of its tributaries. Made 16 miles and encamped in the "Cañon." Water good but grass scant. We found great quantities of stone Coal of excellent quality and the Blacksmith forges were filled with it. The valley of the little stream we were pursuing is very narrow with high ridges on each side. The coal no doubt exists along these ridges through the entire length of the valley and could be found very easily by clearing away the super-soil. It crops out in many places along the valley. About 6 o'clock a Mexican came into camp with a letter from Kit Carson to Mr Maxwell at the Rayado informing Maxwell that the Cheyennes had surrounded him on the Arkansas and were endeavoring to plunder him of his Cattle.⁵⁹ Maxwell was requested to come out immediately to his assistance. The Mexican had made the dis-

tance from Bents Fort to our camp (upward of 90 miles) in something over 30 hours and on foot.

July 7th

Marched at 7 am and about 11 am reached foot of the Raton Pass. The road to this point from our last camp is bad, simply because it has been made to pass over many spurs of the mountain instead of following the valley of the stream. There are clear, cold springs and grass enough for a small party at the foot of the pass. The ascent is easy and smooth and a most beautiful view is presented from the summit. The descent on the west side is equally good with the exception of one Rocky spur which I think a little labor would enable the wagons to avoid. We found water in holes about three miles from the foot of the ridge. Made about 19 miles and encamped on right bank of Colorado or Canadian river.⁶⁰ Wood and water in abundance but grazing indifferent.

July 8th

Lt Johnson⁶¹ 1st Drags from the Rayado met us here with met us here with 40 men going back to the relief of Carson, encamped with us. The animals were so much broken down that it was determined to remain for a day at camp. Major Carleton with 30 men was also ordered back to the assistance of Carson.⁶²

July 9th

Marched at 5½ am. Major Carleton and Lt Johnston set out at the same for the Arkansas. About 11 miles from Camp found good grazing but no water, remained for one hour. Found very good water at Vermijo river, 10 miles farther.⁶³

Made 30 miles and encamped on right bank of Cimarroncito - no wood very near camp.⁶⁴ Water and grass good and abundant.

July 10th

Marched at 7 am and a short distance from our camp met Capt. Ewell⁶⁵ 1st Dragoons coming out to meet us. Made 10 miles and encamped on the Rayado river and near the post and settlement. Two Dragoon Companies have been for some time stationed here as it was considered a position of some consequence. It belongs to Mr. Lucian Maxwell and is partially cultivated.

July 11th

Major Blake with the Dragoons was left at this point to recruit his horses which were nearly broken down. Major Thompson and Lt. Ransom also remained behind with their companies. Capt. Ewell was sent back to the Canadian with a view to select some point on that stream to which the garrison

of the Rayado could be removed.⁶⁶ Marched at 12 pm, at 10 miles passed dry bed of Salt Lake and at 1½ miles farther found large hole of water about ¾ of a mile to right of road. Made 20 miles and encamped after dark on right bank of Ocate.⁶⁷ No wood - water and grass very scanty.

July 12

Marched at 8 am. Made 22 miles and encamped in very fertile valley at large holes of spring water 15 or 20 feet deep.⁶⁸ A chain of these holes and small lakes extend several miles down the valley. The grass is very abundant and of excellent quality and wood plenty in the neighborhood. There are many springs of clear, cold, water in the vicinity and this valley is in short by far the most desirable portion of country I have seen since leaving Missouri.

Colonel Sumner having determined to remove the Hd Quarters of the Department from Santa Fe and to place the troops at once in the field, it became necessary to select positions with a view not only to Military purposes but to the agricultural resources for their support. This was the first point we had seen which fulfilled any of the required conditions and it was accordingly marked out for a post.

July 13th

Marched at 7 am. At seven miles crossed Moro river and Fort of Mr. Barclay.⁶⁹ This was by far the largest house we had seen in New Mexico and was probably capable of accommodating 150 men and 200 or 300 animals. It was of course constructed with a view to defence from the Indians and covered probably two acres of ground. There was but one entrance, through a deep arch-way into an open courtyard round which the rooms were built. The whole was surrounded by a wall about 12 feet high, having towers at the diagonal corners mounted with two pieces of Artillery. The flat roofs of the houses abutted against the walls on the inside and about two or three feet below the summit there forming a breast work and platform from which to fire down upon the enemy. The walls were pierced every where for Musketry and the towers were arranged to enfilade the walls. Altogether it was a most [valuable?] dwelling. Mr. Barclay is an Englishman whose roving character has brought him so far from home. He has expended about \$20,000 upon his place and is having regularly "a la Mexicana."⁷⁰

We marched to day 28 miles and encamped at "Las Vegas" a small Mexican town on the Gallenas river.⁷¹ It was and had been occupied as a Mil-

tary post and was garrisoned by two companies of Dragoons and one of Infantry, the whole Commanded by Bvt Lieut Col Alexander 3d Infantry.⁷² It had been originally supposed that the valley of the Vegas would be a desirable position for a post but want of water and grass determined Col Sumner to abandon it.

July 14

Passed the day in Camp recruiting ourselves and our horses. The officers of the post were kind enough to send us abundance of ice, a most grateful luxury.⁷³ The season appears to be an unprecedentedly severe one in respect to drought. There has been little or no rain for many months. The streams are nearly dry and all the crops ruined. A serious famine is apprehended throughout the Territory.

July 15th

Leaving behind the train of wagons and carriages Col. Sumner, Major Buell, and myself escorted by Lt. Adams⁷⁴ 1st Dragoons with 25 men, set off to examine the "Junta" or confluence of the Gallenas and Pecos rivers about 60 miles distant, which had been represented as a very fertile valley, with abundance of wood and water. About 12 miles distant from Las Vegas we came upon the little town of "Las Valles" or "The Vallies" embedded in the mountains and on the banks of the Gallenas.⁷⁵

Fourteen miles farther we reached an arroyo and found water at a clump of Cotton-wood trees. The grass along the valley from "Las Valles" to this point is pretty good, but the water is scarce and the land impracticable for cultivation. Near the crossing of this arroyo we intersected the route examined by Lieut Simpson from Fort Smith to Santa Fe.⁷⁶ At 14 miles from the arroyo struck Pecos river and after following it down about 3 miles we encamped after dark on the right bank and near some cotton wood trees. There was but little water in the river and that was standing in pools. About 1½ miles above our camp we passed little Rancho of La Cueva with very few acres of partially cultivated land around it.⁷⁷ We found no grass whatever on the Pecos.

July 16th

Marched at daylight and after crossing the Pecos twice we reached at a distance of 2½ miles from our Camp the "Junta" of the two streams. They came together in a small valley nearly circular and containing probably 250 or 300 acres of land. There was a scant of growth of cotton wood on both streams and very little water in either. It was however a very pretty place and

with wood and water might have been a desirable position. We descended the Pecos about 3 miles below the junction and found it running through a narrow valley with precipitous ridges on each side. There was little or no water and the land entirely impracticable for cultivation. Our disappointment was great as almost every person we had seen concurred in describing this junction as one to the most fertile and desirable spots in the Territory. We retraced our steps the same day and spent the night at Anton Chico⁷⁸ about 18 miles above the "Junta." With the exception of the two small ranchos of Estantas⁷⁹ and La Cueva the valley of the Pecos is uncultivated below Anton Chico, owing, not to incursions of Indians as has represented, but want of water. The crops in the neighborhood of Anton Chico looked exceedingly well for this country although the inhabitants appeared to be living in extreme poverty. Down the valley of the Pecos, the Traders with the Camanches, pass with their goods.⁸⁰

July 17th

Lt Adams with the escort was sent back to Las Vegas to order the Pioneers⁸¹ and train to meet us at San Miguel,⁸² about 25 miles from the Vegas on the Santa Fe road. We marched from Anton Chico at 6 am and about 10 am reached "La Cuesta"⁸³ a small town 16 miles higher up on the Pecos. At 5½ pm we reached San Miguel and lodged in the house of an old Spaniard awaiting our wagons and baggage. The valley of the Pecos between Anton Chico and San Miguel is in a high state of cultivation and the crops by far the most promising we had seen. The great difficulty in this country, of carrying into effect the agricultural intentions of the Government, consists in the fact that every acre of arable land is taken up and by a great many persons who are entirely dependent upon the produce of small tracts of the land, for their daily subsistence. If this land were taken from them, they would either starve or be thrown upon the Government for their daily supply of food. It is almost impossible to rent any portion of the tillable land in New Mexico for any thing like a reasonable price or to find any that is not covered by a multitude of conflicting claims. It is very desirable that the United States should settle these claims as early as practicable.⁸⁴ Another difficulty attending the cultivation of the soil in large quantities is the difficulty about water. It is so scarce in this country of irrigation that every mans' allowance is ascertained and you cannot go above him where you are likely to cut off his water to culti-

vate your land.⁸⁵

The principal productions of the Pecos valley are corn, wheat, oats, and a small quantity of grapes. Barley could unquestionably be raised successfully and would be the most valuable crop. About 10 pm Major Sibley with the train arrived.

July 18th

Marched at 7 am and reached that afternoon the Ruins of the Old Pecos Church 25 miles distant.⁸⁶ No grazing, but plenty of good wood and cold spring water.

July 19th

Marched at 7 am and reached Santa Fe a distance of 29 miles.⁸⁷ There are the ruins of two churches at Pecos, the one supposed to have been an Aztec building, and of considerable extent, the other of more recent date and occupied within the recollection of the Inhabitants of the neighborhood.

In pursuance of his previous determination, Col. Sumner immediately upon his arrival at Santa Fe and with his usual promptness, assumed the command of the Department and ordered the immediate removal of the troops, Government Stores, and public Property to the point selected as Hd Quarters.

The Hd Quarters were located at the Springs and water holes in the valley of the Moro which I have already described and the first train moved on the 21st July for that point.⁸⁸ Col. Sumner and his staff left Santa Fe on the 23rd and the troops destined for Hd Quarters were rapidly concentrated on the Moro.

Colonel Sumner is now encamped with the troops at that point and rapid preparations are being made for the campaign against the Navahoes which moves on the 9th of August.⁸⁹

NOTES

39. Also known as Cow Creek (a tributary of the Arkansas River), this site is in Rice County, Kansas. It was a well-known crossing on the Santa Fe Trail.
40. Richard Hanson Weightman (1818-1861) "came to New Mexico in 1846 with the Army of the West, under General Kearny, and was present at the occupation of Santa Fe. He was present in the battle of Sacramento, Chihuahua, where he fought with great gallantry. After the war he returned to New Mexico and took part in the stormy times subsequent to the treaty of Guadalupe Hidalgo ending in the formation of the territory by the act of 1850. He was elected delegate and in that capacity made many strenuous defenses of the people of New Mexico on the floor of Congress. When his term expired he returned to Santa Fe where he practiced law with some success, later on returning to Missouri, whereupon the out break of the Civil War he cast his fortunes with the confederacy and was killed in action at the battle of Wilson's Creek." Ralph E. Twitchell, *Leading Facts of New Mexican History* (Cedar Rapids: Torch Press, 1912), II, 304-305.
41. Grafton Baker was on his way to Santa Fe to assume the post of chief justice of the territorial supreme court. Later in the summer of 1851 Judge Baker

would call on Col. Sumner for troops to protect him from a mob gathered in front of his house demanding that he return the military chapel in Santa Fe, then in the hands of the civil government, to the Catholic Church, represented by Bishop John B. Lamy. Sumner declined to send a detachment. Baker the next day sought forgiveness from Lamy, whom he had threatened to hang. The chapel was returned and the affair blew over. Ibid, 330.

42. Here the Santa Fe Trail reached an important point, its junction with the Arkansas River. This camp of the Sumner party was in the immediate vicinity of present Ellinwood, Kansas.
43. Pawnee Fork empties into the Arkansas on the southern edge of Larned, Kansas.
44. The command was traveling the Wet Route along the Arkansas River.
45. Established by Colonel Sumner in September 1850, this post was officially named Fort Atkinson on June 25, 1851. Prior to this (and even after) it was variously known as Fort Sumner, Fort Sod, and Fort Sodom. It was approximately two miles west of present Dodge City, Kansas, on the Arkansas River. Barry, *Beginning of the West*, 1013.
46. Robert Hall Chilton graduated from the USMA and was assigned to the 1st Dragoons in 1837. He was brevetted a major in 1847 for his actions in the Mexican War. He resigned in 1861 and served as a brigadier general for the Confederacy, 1861-1865. Heitman, *Historical Register*, I, 299.
47. William Hoffman graduated from the USMA in 1829 and was assigned to the 6th Infantry. He was brevetted a lieutenant colonel in 1847 for his actions in the Mexican War. During the Civil War he served as commissary general of prisoners for the Union. Ibid., 535.
48. Thomas Fitzpatrick (1799?-1854), one of the great mountain men, got his start in the fur trade in the early 1820s. He was a member of Jedediah Smith's ill-fated Santa Fe trade venture in 1831. Among his many travels, he guided Fremont's Oregon-California expedition of 1843-1844 and accompanied Lt. James W. Abert on his reconnaissance of the eastern New Mexico plains and the Canadian River region in 1845. He headed to California with Kearny's Army of the West in October, 1846, but ultimately delivered dispatches from California to Washington, D.C., later that year. He also was appointed Indian agent of the Upper Platte Agency in 1846 and remained in that post until his death. Fitzpatrick's report on this 1851 council with the Comanche, Kiowa, Cheyenne, Arapahoe and others is in the Report of the Commissioner of Indian Affairs, 1851. The council was called to get the tribes to go to the Fort Laramie council of that year. As early as April, William Bent was at Fort Atkinson calling the tribes in to trade. Barry, *The Beginning of the West*, 991, 1012.
49. Josiah M. Rice, a private in an artillery company marching to Santa Fe in concert with Sumner said: "Major [Philip Roots] Thompson, a dragoon officer belonging to B company, who had been intoxicated from the time of leaving Fort Leavenworth . . . finding an Indian about his tent [and] imagining him in the intention of stealing, without hesitation went into his tent and got his whip, and gave the Indian four or five lashes. The Indian returned to his chief with his complaints and you might hear the warhoop echoing on the open prairie." Richard H. Dillon, ed., *A Cannoneer in Navajo Country: Journal of Private Josiah M. Rice, 1851* (Denver: Old West Publishing Co., 1970), 40.
50. Colonel Sumner wrote in October 1851: "At the dawn of day the next morning I marched back with my whole command. I assembled a number of the Chiefs and head men, and said to them I had come back to meet them, as friends or enemies, it was for them to say which but they must say it immediately. They at once disclaimed all intentions of hostility and I resumed my march." Sumner to Jones, October 24, 1851, LS, 9MD, RG 393, NA.
51. This camp was in the vicinity of Charleston, Kansas, upstream from the "Middle Crossings" of the Cimarron Route.

52. The trading concern of Bent, St. Vrain & Co. established this pivotal trading post, Bent's Fort, on the north bank of the Arkansas (seven miles east of present La Junta, Colorado) in 1833-1834. Charles Bent was assassinated while serving as governor of New Mexico in 1847, and his brother William destroyed the fort in 1849. The trading post has been reconstructed by the National Park Service.
53. This forty-five-mile stretch of cottonwood trees impressed Santa Fe Trail travelers as it was the only extensive stand of timber between the mountains to the west and Council Grove to the east. It lies today on either side of Lamar, Colorado. In the summer of 1850 Col. Sumner considered locating an army post on this part of the Arkansas but ultimately established it much farther east, at Fort Atkinson. Captain Pope, in August-September 1851, returned east specifically to locate a new route from the Cimarron Route north to Big Timbers and thence northeast to the Smoky Hill River, attempting a better approach to Fort Leavenworth considerably north of the Santa Fe Trail route along the Arkansas. Pope made a third crossing of the plains in 1851, in December, again headed west. Barry, *Beginning of the West*, 966, 1038-1039.
54. Timpas is sixteen miles southwest of La Junta, Colorado.
55. Iron Spring, approximately six miles northeast of present Delhi, Colorado, later (1861) the site of a stage station.
56. A famous watering spot on the Santa Fe Trail, just outside present Thatcher, Colorado.
57. Near present Model, Colorado, this was also the later site of a Barlow-Sanderson stage station.
58. The Purgatoire River, a tributary of the Arkansas, rises to the west above Stonewall, Colorado. This camp was about six miles northeast of present Trinidad, Colorado.
59. Lucien Maxwell, through marriage and foresight, acquired the Beaubien-Miranda land grant, also known as the Maxwell land grant, of about 1.75 million acres in north central New Mexico and southeastern Colorado. Kit Carson, his close friend and sometime business partner, lived at Rayado, New Mexico, Maxwell's headquarters and an army post. In early June 1851, Carson left Missouri with twelve loaded wagons of Maxwell's, a herd of cattle, fifteen employees and his daughter and a niece. About fifteen miles west of Fort Atkinson he encountered a band of Cheyenne still bristling over their treatment by Col. Sumner ten days previously. Pursued by the Cheyenne, Carson sent his urgent plea to Maxwell. Troops from the Post at Rayado and Sumner's command were detailed to him a couple days later on July 8. Barry, *Beginning of the West*, 1008.
60. The Canadian River, rising northwest of present Raton, New Mexico, turns south just outside the southernmost limits of that city.
61. Robert Johnston graduated from the USMA in 1850 and was assigned to the 1st Dragoons as a brevet 2nd lieutenant. He served as a colonel of cavalry for the Confederacy in the Civil War. Heitman, *Historical Register*, I, 578.
62. Sumner's concern for Carson was pretty casual. Two days after learning that Carson wanted help, and in concert with the troops from Rayado, Sumner now sent help. Carleton reported on July 11 from midway between Hole in the Rock and Iron Spring, that it had taken him 38 hours to reach that point, about 90 miles since he started on the 9th. There he met a man coming from Carson's train who reported all was well. Carleton expected Carson to be at Iron Spring, about 8 miles away, that evening. Carleton to Buell, July 11, 1851, M1102, Roll 3, RG 393, NA.
63. The Vermijo River joins the Canadian River a few miles south of Maxwell, New Mexico. The Mountain Route of the Santa Fe Trail (which splits into two branches here) crossed the Vermijo a dozen miles west-northwest of Maxwell, and also at a point six miles further on from there, where U.S. Highway 64 bridges the river today.
64. This camp was just west of the present Philmont Scout Ranch headquarters, on Cimarroncito (Little Cimarron) Creek.

65. Richard Stoddert Ewell graduated from the USMA in 1840 and was assigned to the 1st Dragoons. He was brevetted captain for actions in the Mexican War and promoted to regular captain in 1849. Ewell served as a lieutenant general for the Confederacy in the Civil War and participated in the Battle of Gettysburg. Heitman, *Historical Register*, I, 410.
66. Ewell reported on July 7 that there was not a suitable site for a military post near where the Mountain Route crossed the Canadian. Ewell to Buell, July 7, 1851, M1102, Roll 3, RG 393, NA.
67. The Ocate Crossing of the Mountain Route is about fifteen miles northwest of Wagon Mound, New Mexico. It can be approached via the Mora Ranch road, east of Ocate, off State Route 120. Sumner's party crossed the Ocate a little east of the present ranch road bridge over the Ocate.
68. Also known as Los Pozos, these "ponds in the prairie" became the site of Fort Union. The ponds were located in Wolf Creek, stretching down the valley of the creek. Sumner had camped here with the Army of the West in 1846. Fort Union became the quartermaster and commissary supply depot for the Ninth Military Department and as such, was one of the major destinations of freight on the Santa Fe Trail, after its establishment in 1851. It was abandoned in 1891.
69. The Mora rises in the Sangre de Cristo Mountains between Taos and the town of Mora, New Mexico. It joins the Canadian River about 35 miles east of Watrous, New Mexico. Alexander Barclay (1810-1855) was initially employed by Bent, St. Vrain & Co. He became a trader in his own right and built a well known "fort" or trading establishment in 1849 on the Mora river just west of present Watrous. Barclay, with a train of wagons, had traveled close to Sumner's command until Fort Atkinson, where he took the Cimarron Route. On July 5, he and the train were at Little Round Mound, no more than five days from his fort. Barry, *Beginning of the West*, 1025.
70. Pope was making a derogatory statement about Barclay's lifestyle and living arrangements.
71. Established by Mexican pastoralists and farmers in 1835, Las Vegas ("the meadows") was the site of a U.S. Army post from 1849 to July 1851. It was the first (or last) New Mexico town for travelers on the Santa Fe Trail. The Gallinas River rises in the Sangre de Cristo Mountains northwest of Las Vegas and joins the Pecos River about thirty miles to the southwest.
72. Edmund Brooke Alexander graduated from the USMA in 1823 and was appointed to the 3rd Infantry. He was brevetted lieutenant colonel for actions in the Mexican War in 1847. Heitman, *Historical Register*, I, 156.
73. Ice was cut during the winter on ponds formed when the Gallinas River was dammed for irrigation. It kept well stored in sawdust or straw, a common practice well into the twentieth century.
74. John Adams graduated from the USMA in 1846 and was appointed to the 1st Dragoons. Brevetted a first lieutenant for actions in the Mexican War, he received a regular promotion to first lieutenant in 1851. He served as a Confederate brigadier general and was killed at the battle of Franklin, Tennessee, in 1864. Heitman, *Historical Register*, I, 152.
75. "The Valleys, or Vales." Pope's map, "Sketch of the Country Between Las Vegas and the Confluence of the Pecos and Gallinas Rivers," shows this Mexican pastoral river settlement on the Gallinas at or near San Agustin, New Mexico. A party of U.S. Soldiers was attacked by the inhabitants of this village in 1847, three soldiers were killed, resulting in retaliation by U.S. forces. E. Bennett Burton, "The Taos Rebellion," *Old Santa Fe*, 1 (October 1913):203.
76. Lt. James H. Simpson, Corps of Topographical Engineers, was detailed to accompany Capt. Randolph B. Marcy's escort of wagons from Fort Smith, Arkansas, to Santa Fe in 1849. Simpson was to ascertain the best overland route to New Mexico and California from Fort Smith. Simpson's report is in *Senate Executive Document* 12, 31 Congress, 1 Session, Serial 554. Goetzmann, *Army Exploration in the American West*, 213-217.

77. "The Cave." On Pope's map this settlement lies south of Anton Chico on the Pecos River, at or near the villages of Delia and Upper Delia, New Mexico.
78. "Little Anthony." This area of the Pecos River valley was settled as the Anton Chico Land Grant, confirmed by the Mexican government in 1824. It is one of the communities visited by Pope which is still inhabited.
79. Identified on Pope's map as Estaritas (Estancias?), this was another small river valley community between the junction of the Gallinas-Pecos Rivers and Anton Chico.
80. "Los Comancheros" had been an element of the economic and cultural life of the eastern plains of New Mexico since 1786 when Governor Juan Batista de Anza made a lasting peace with the Comanches. These traders carried on commerce in manufactured articles, cloth, guns, knives, etc., in return for buffalo hides, meat, and captive Indians. Charles L. Kenner, *A History of New Mexican-Plains Indian Relations* (Norman: University of Oklahoma Press, 1969), Chap. 4.
81. Pioneers were a group of soldiers assigned the duty of clearing the way for the troops. They would cut down stream banks to make fording easier, clear trees in the way, and a myriad of other tasks in front of the column in order to keep it moving. Lowe, *Five Years a Dragoon*, 137.
82. Settled in 1794, San Miguel was a Mexican outpost on the Santa Fe Trail until Las Vegas was established in 1835. A Mexican government port-of-entry was located here. The town and surrounding river bottom lands had a population of over 2,000 in the 1840s and 1850s.
83. "The Hill." Pope's map shows this community in the approximate vicinity of present Villanueva, New Mexico. The 1850 census of New Mexico lists over 500 families in the La Cuesta precinct of San Miguel County, an area including Anton Chico and other settlements on the Pecos River.
84. Spanish and Mexican land law provided for the granting of vast tracts of land to individuals or communities to encourage settlement on the frontier. The Treaty of Guadalupe Hidalgo (1848) confirmed title to these grants but imprecise boundary descriptions and unscrupulous American territorial officials clouded adjudication of land grant claims for years and, in the opinion of many people, legally robbed former Mexican citizens of much of their patrimony. Congress established a Court of Private Land Claims to rule on the numerous conflicts over land. It operated from 1891 to 1904, but many of its decisions have been controversial ever since, as has the whole question in general.
85. Spanish and Mexican water law, under the doctrine of "prior appropriation" was forged in an arid climate. Simplistically stated, it allowed for claims to scarce water resources based on who used how much first. Anglo-American water law, under the doctrine of "riparian right," and forged in a humid climate, assumed that any water used would be returned to its source. Much of the conflict over water in the American West, an issue which bemused Pope, has its roots in the incompatibility of these two doctrines.
86. Spanish missionaries built several churches at Pecos, one of the most heavily populated of the Indian Pueblos at the time of Spanish occupation of New Mexico. Various travelers reported legends of these Indians being descended from the Aztecs and that Montezuma himself had been born at Pecos. One private traveling near Sumner's command reached a new level of hyperbole on this question: "There are many traditions connected with this old church, one of which is that it was built by a race of giants, fifty feet in height. But these, dying off, they were succeeded by dwarfs, with red heads who, being in their turn exterminated were followed by the Aztecs." Dillon, *A Cannoneer in Navajo Country*, 44.
87. Founded in 1610, Santa Fe had long served as the capital of New Mexico. General Kearny established the headquarters of what became the Ninth Military Department at Fort Marcy in Santa Fe in 1846.
88. Fort Union.
89. One of the commitments made by General Kearny

in his proclamation annexing New Mexico, given at Las Vegas on August 15, 1846, was to protect the former Mexican citizens against depredations by Indians. He specifically mentioned the Navajo. Conflict between the U.S. Army and the Navajo continued for several years. Captain Pope filed a plan for dealing with the Navajo and other Indians on the New Mexico frontier in 1853. It was annotated by Robert M. Utley in *Arizona and the West*, 5 (Summer 1963):149-163.

CAMP TALES

—CHAPTER REPORTS—

Cimarron Cutoff

No report.

Texas Panhandle

No report.

Wagonbed Spring

The fall meeting was at Hugoton, KS, October 10. A dinner preceded the business meeting and program with 23 in attendance. V-P Ed Lewis presided in the absence of President Edward Dowell.

The group voted to erect the historical marker at Wagonbed Spring National Historic Landmark. The text for the marker was compiled by the late Fern Bessire while she was chapter president. Lewis will proceed with setting the marker at a suitable site.

He reported that students from the Mennonite school near Hickok had visited the spring recently. Members of the Mennonite group helped with restoration of the site.

Paul Bentrup reported on the SFTA Symposium. He had received the posthumous award for Mrs. Bessire, a plaque to be given to her husband, Roy. Bentrup noted that at the presentation Marc Simmons paid tribute to Fern Bessire for her work with Wagonbed Spring.

The program was a report on the Second Annual Santa Fe Trail tour sponsored by the Cimarron County (OK) Historical Society on October 5, which attracted 117 Trail buffs. Four members of the chapter went on the tour: Maryruth and Wade Greenwood, and Mary and Leo Gamble. They shared accounts of the tour and exhibited photographs of the sites visited. The next meeting will be in Ulysses on January 9, 1992.

Heart of the Flint Hills

A correction needs to be made in the last chapter report. The deep Trail ruts were not on the Phil Workman farm but in SW¹/₄ of the NW¹/₄ of Sec. 20-15S-13E.

The annual chapter meeting met October 19 at 7:00 p.m. at the Fred Auchard Ranch. This meeting was in conjunction with a two-day trail ride

and cookout hosted by the Auchards. Earl and Deanne Wright, new members from Manhattan, KS, shared their interest in the SFTA with the group and offered to help promote the numerous sites and segments between Council Grove and Burlingame that have been overlooked by many historians.

It was reported that the Fremont Park Revitalization Board (FPRB) has made application to the Kansas Heritage Trust Fund for a \$27,000.00 grant to begin restoration on the old stone barn near the Trail, one mile east of Council Grove. It was learned after the meeting that the grant was awarded. The members voted to produce a quarterly newsletter in cooperation with the FPRB, to be known as "Trail Tales." One suggestion for a logo for the newsletter was received, and more logo ideas are expected soon.

The trail ride committee selected the 75-mile route from the Little Arkansas River Crossing to Larned for the 1992 Trail Ride. Directors elected to three-year terms were Dean Spittles, Morris County, and Joleen Day, Lyon County. The next meeting will be January 14, 1992, at Council Grove.

End of the Trail

On March 17 Bill Brown, author of the National Park Service report on the Santa Fe Trail, reminisced about his almost 30 years of involvement with the Trail, beginning with his walking the route in 1963. He talked about how the Trail is an important part of Hispanic and Anglo relations and history in the West. A few weeks after the meeting, Brown retired and moved with his family to Alaska. At the same meeting Mike McDonald presented his video of the 152 DAR markers along the Trail.

On May 11 the chapter conducted a walking tour of downtown Santa Fe in conjunction with the New Mexico Historical Preservation Week. Starting at the plaza, members and guests toured prominent sites in the downtown area from La Fonda and the Palace of the Governors to Fort Marcy on the Hill of the Martyrs. Alcalde Jon Hunner and Alcalde Segundo Mike McDonald led the tour and hope to make it an annual event during Historical Preservation Week.

On June 8 Mike Pitel led an eager group of 40 along two more segments of the Trail within the Santa Fe city limits. Much of the section considered "Comino Acoma" was accessed over private property which is described in city records and plat maps as "bordered by Road to Fort Union." In several places four swales were witnessed.

The second segment toured was the better-known remnant encompassed by a number of Santa Fe museums as well as a local Carmelite Monastery and St. John College. The latter contains an old spring used for Trail animals, switchbacks and "cut-downs." The latter were depressions reduced for crossings. You could detect at these where the wagons bunched up before and after crossing arroyos.

The August tour was at Pecos National Monument, including the Trail ruts there. It was led by John Lolette. The chapter helped promote living-history weekends at Las Golondrinas, which emphasized the trails of New Mexico.

Corazon de los Caminos

The August meeting was held at Mills Mansion in Springer, NM, on August 18, with approximately 40 members and guests present. Jerry and Pat Smith, owners of Mills Mansion, graciously opened this historic edifice for the meeting and for touring. An outdoor barbecue luncheon preceded the meeting chaired by Leroy Ledoux of Wagon Mound. Harry Myers presented a brief explanation of the SFTA, its purposes, and the local chapter's relationship to it. Certification of pertinent Trail landmarks was discussed. The group decided to set as its first goal the restoration of a grave marker, inscribed with "Isaac Allen - 1848," now in a state of deterioration near the Point of Rocks east of Springer. Other landmarks worthy of certification were discussed but no action was taken.

On September 15 the chapter met at the historic Bonito Romero house, 2003 Hot Springs Blvd., Las Vegas, NM. Jan Garcia, owner and restorer of the home, presented the program about the early history of the residence. It was built in 1874 for the Romero family but later used as a facility for mental patients and a laboratory for the making of a patented elixir medicine called "La Sandadore," supposed to cure all ills.

The business meeting, conducted by Leroy Ledoux, discussed a logo for the chapter and passed a motion to have it registered with the secretary of state of New Mexico. Jack Coté and Richard Williams volunteered to lead efforts to restore the Isaac Allen marker at Point of Rocks. The next meeting was set for October 17 at the Ocate Crossing west of Wagon Mound.

Wet/Dry Routes

The fall chapter meeting was held on October 13 at Fort Larned. Several members and guests enjoyed a potluck dinner, a presentation on period firearms, and a tour of the fort. A special

program was held to celebrate the 25th anniversary of Fort Larned as a National Historic Site.

At the business meeting, President Joanne VanCoevern announced that the chapter had been fully accepted into the SFTA. David Clapsaddle announced that more markers are ready to set on the Wet and Dry routes. The sites are the post-1859 terminus of the Wet and Dry routes, Pawnee Fork Crossing, the pre-1859 terminus of the Wet and Dry routes, Coon Creek Crossing one mile west of Garfield, the junction of the Fort Larned military cutoff and the Trail, and the ruts located on the Schaller property southwest of Kinsley. Supplies have been purchased for 20 smaller markers which will be set in areas that are less accessible and will receive less visitation. Larry Mix, Lon Palmer, and Clapsaddle volunteered to serve as a fundraising committee to help cover the cost of the markers. Donations for the marker fund are needed and may be sent to Pam Wetzel, RR 1 Box 21, Offerle, KS 67563. Rosetta Graff and Sally Heit volunteered to take care of arrangements for the next meeting, scheduled for Sunday, January 19, at 2:00 p.m. in Kinsley. Bill Chalfant will be the guest speaker and will talk about the Battle of Coon Creek and related topics. For more information, please contact Joanne VanCoevern at (913) 825-8349.

Mountain Branch

On September 14 the chapter visited the canyon of the Purgatory River on the Piñon Canyon Maneuver Site. The group was accompanied by Tom Warren, environmental officer, and Mary Barber, chief of environmental branch at Fort Carson, CO.

The tour visited the longest known dinosaur trackway in the world. The site was once the bottom of a shallow lake about 50 miles across and 10 to 15 feet deep. Willard Loudon explained that the mud of the lake, about 135 million years ago, was where dinosaurs known as the "clam stompers" left their footprints. The mud is now limestone, siltstone, and mudstone, and the fossils of tiny freshwater clams are embedded in the tracks. There were four different kinds of dinosaur tracks there, and Loudon showed the group how to tell the tracks of the carnivorous ones from those of the herbivorous ones.

In addition to the trackway, Barber explained that almost 2,000 archaeologically significant sites have been identified within Piñon Canyon. There are traces left by both prehistoric and historic Indians. Participants hiked to

see pictographs in several places.

In October the chapter provided information to the Colorado Scenic and Historic Byways Commission to have the Mountain Branch of the Trail designated as a Scenic and Historic Byway. Chapter President Roberta Cordova outlined for the commission the important historic sites along the 194 miles of the Trail in Colorado. She also showed slides of the landmarks along the route. Four primary cities on the byway are Lamar, Las Animas, La Junta, and Trinidad. Other groups also presented information in support of the designation, which was approved by the commission.

Dodge City/Fort Dodge

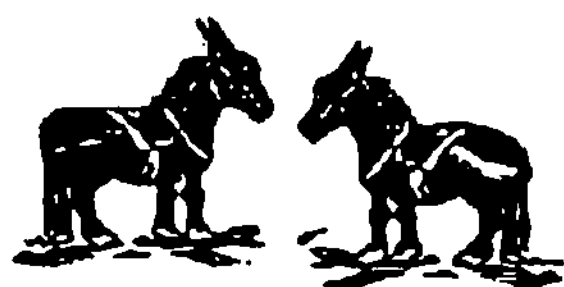
In Chilton Park in the west part of Dodge City is a monument dedicated to Major Robert H. Chilton who was in command of Fort Atkinson at different times. It also commemorates a treaty signed there in 1853. The chapter met at the monument on October 19 for a sack lunch and to learn more about Fort Atkinson and Chilton.

Janet Bevers told about growing up at the site of the fort and playing in and around the sod remains of the buildings. In 1946 her father planted the field to wheat for the first time. As the wheat grew the plants in the outlines of the ruins were so much healthier and darker green that the outline of the fort was fully visible.

Following the meeting a group visited a bit and bridle museum, the site of Fort Atkinson, and The Caches marker. The next meeting will be December 14 at the Custer House at Fort Dodge.

Missouri River Outfitters

No report.



HOOOF PRINTS —TRAIL TIDBITS—

Because of the article in *National Geographic* last March, the Trail has become known round the world. Recently an inquiry about membership came from Nigeria, and someone in Britain wrote to inquire about guided tours along the Trail. SFTA is getting an international reputation.

Deanne Wright, new SFTA member from Kansas State University, Manhattan, has a regular program, "Ideas

Unlimited," on KKSU radio at the university. The station is heard across the state. During the past summer she interviewed people along the Trail and presented a series on the Santa Fe Trail that was very well done and brought much attention to the historic route.

The American Discovery Trail scouting expedition, which followed the Santa Fe Trail from Colorado to Missouri, recently completed its cross-country trek, logging a total of 4,820 miles. President George Bush met with the scouting team when they passed through Washington, D.C. Bills have been introduced in both houses of Congress to study the ADT for designation as a national scenic trail.

The Boggsville Revitalization Committee (BRC) reports that the work on the Boggs house project funded by a grant from the Colorado Department of Local Affairs is completed. The BRC is now ready to start work on the Prowers house and develop programs for the Boggs home. Visitation at the site has increased significantly during 1991.

The Oregon-California Trails Association (OCTA) has published a "Western Emigrant Trails Map," featuring many trails including the Santa Fe Trail. This fine piece of work is now available through the SFTA Last Chance Store.

OCTA recently voted to increase membership dues to cover increasing costs. It appears that individual annual dues are now \$30 and family memberships are \$35. There was talk at the SFTA symposium that this Association's dues will have to be increased from the current \$10 individual and \$15 family rates. This may be considered at the next SFTA board meeting next spring.

The latest newsletter of the Friends of Arrow Rock includes a "Chronology of William Becknell," compiled by Dr. Richard Forry. Membership in the Friends is still a real bargain at \$5 per year individual and \$10 for a family.

Snoddy's Store, near the site of Old Franklin, MO, has a large sign on the side of the building directing tourists to the site of the "Start of the Santa Fe Trail" less than one-half mile away. It was erected by the South Howard County Historical Society, with the help of other organizations. Bob Snoddy, who owns the store, reports

that several persons each week see the sign and come in to find out about the Trail.

Jerry Knox and Johnny Albin, from Missouri, rode mules from Missouri to the Grand Canyon this past summer, using pack mules to carry their belongings. They occasionally worked for ranchers and took horseshoeing jobs along the way to help pay the bills. They followed a portion of the Santa Fe Trail.

SFTA's German members, Hermann and Hanna Bender of Frankfurt, sent word that they would like very much to have been in Missouri for the symposium. They stated, "we wish you a successful symposium and we are greeting cordially from Germany all participants." We hope to see them at a future symposium.

The lead ghost story on NBC's *Unsolved Mysteries* program on October 30, 1991, featured the St. James Hotel in Cimarron, NM. Ed and Pat Sitzberger, SFTA members who own the famous inn, related their experiences with ghosts believed to inhabit this historic property. Presumably some of those ghosts were on the Santa Fe Trail.

In a recent WT Marc Simmons suggested a list of possible topics for research. One of his suggestions was mirages, and October 1991 issue of *True West* contains an article on mirages by Angie Irons. That article might serve as the launching pad for a piece on mirages on the Trail.

At the Santa Fe Trail Day parade in New Franklin, MO, during the symposium, the first-prize float was the entry of the South Howard County Historical Society. It featured an authentic reproduction of the salt-water machine at Boonslick and a sign proclaiming "Blazing the Trail for Commerce."

COUNCIL TROVE

—DOCUMENTS—

Cimarron or Aubry Route?

Soon after Francis X. Aubry opened the Aubry Route in 1851, military officials in New Mexico checked it out. On October 1, 1852, Captain James Henry Carleton, stationed at Fort Union, sent the following letter (including a report on the Aubry Route sent by Lieutenant Abert Lewis Magilton from Fort Atkinson on September 4, 1852) to New Mexico Governor William Carr

Lane at Santa Fe. The original is in the William Carr Lane Collection, Missouri Historical Society, St. Louis. It is interesting to note Carleton's comprehension that the Santa Fe Trail was what bound New Mexico (which he called an island) to the eastern states. When Carleton copied Magilton's letter, he omitted one line in the table of distances. Magilton's closing and signature have been omitted here.

The following is a copy of a letter I have just received from Lieut Magilton, 4th Artillery, to whom I lent my viameter so that he could determined the exact distance of "Aubry's route."

"Fort Atkinson Arks river Sept 4, 1852.

"Major:

"The following are the distances of the encamping places as shown by the viameter on Aubrys route.

"From Cold Spring to Forks of Aubrys & old route	3.07	Miles
"To Cimarron river	6.15	9.22
"To where the road strikes Bear Creek	37.00	46.22
"To Crossing of Bear Creek	18.17	64.39
[line omitted by Carleton]		
"To Arkansas river	20.04	100.63
"To Upper Crossing of Old route	67.72	168.35
(this distance is down the left bank of river)		
"To Fort Atkinson	25.13	193.48

"There is a plenty of wood, water, and grass at the places here mentioned, but I do not think water can be found at any intermediate points except in rainy weather."

So you see, when you come to take into consideration the fact, that there is upon the Cimarron route wood only at *one* place from Cold Spring to the Arkansas, and *that* at Enchanted (or Upper Cimarron) Spring not over three or four miles below the forks of the two roads, say seven miles from Cold Spring, and when you further consider the heavy beds of sand of the Cimarron Valley, the salt water, to say nothing of its scarcity; and, finally, the sixty mile *jornada* from the Cimarron Valley by the old road to the Arkansas river, when you have no water at all unless by accident you find some at Sand Creek, and but little grass,—then there can be no doubt but Aubrys route is by far the preferable one. I believe the difference between the two to be fifteen miles; it is twenty five miles nearer by the Cimarron route if you follow *my* trail, but trains do not do this, so you must consider the road they travel.

I think it would be doing the public a service to publish Lieutenant Magilton's letter in the Santa Fe Gazette.

This scrawl, my dear Governor, is only to convey this bit of information to facilitate

any purpose you may have of getting this "Island" moored nearer to the main land—the States.'

Cimarron or Mountain Route?

Fort Union National Monument Ranger/Historian T. J. Sperry found an important item of correspondence in the records of the Fort Union Quartermaster Depot relating to the use of the routes of the Trail at the end of the Civil War. On March 2, 1877, William H. Moore responded to a query from the depot quartermaster, Captain Amos S. Kimball, about that subject.

Moore provided specific information regarding route use for a historical period often argued over by Trail buffs and historians. He was well-qualified to address the subject. As one of the leading merchants and freighters in New Mexico from the late 1840s, he knew the Santa Fe Trail well. Throughout most of the 1860s he was the Fort Union sutler, in addition to his many other business ventures, which included a mule train or over thirty wagons.

Not yet discovered is Kimball's letter to Moore. Even though Moore cites the request for "information in relation to the routes over which government freight was carried . . . in . . . 1864 and 1865" one wonders what Kimball's intent was. Could he have been compiling a Trail history of those turbulent years? Moore's letter to Kimball, dated at La Junta, NM, on March 2, 1877, follows:

In answer to your letter of yesterday in which you ask for information in relation to the routes over which govt. freight was carried by contractors to Fort Union, in the years 1864 and 1865, I have the honor to state that I have been over the Cimarron route, have not been on the Aubrey route, but have sent my trains over that route in the Spring of 1864 and subsequent years, in going east, to return by the Cimarron route; contractor's trains in going to Fort Union from the east traveled the Cimarron route; contractor's trains in going to Fort Union from the east traveled the Cimarron route in 1864 and 1865; I do not believe that any of the contractor's trains in these years took the Raton route, unless it was through the inexperience of some green wagonmaster, for both the Cimarron and Aubrey routes are better than the Raton route and the Raton route is about a hundred miles longer than either one of the others; the Cimarron and Aubrey routes more feasible for ox trains at all times except when the Arkansas was high, in which case a train might be delayed by high water a few days; this happened only once to my trains in four years freighting, viz from 1864 to 1867. Trains that came over the Raton route went in 1864 and 1865 by Maxwell's, as the

shorter route or cutoff, had not been established at that time; there are no freighters or subcontractors in this vicinity that were employed by either of the contractors in 1864 or 1865, the subletting or subcontracting was all done on the other end of the line; I have not seen any contractor's trains on the Cimarron or Aubrey routes, but have seen a great many come into Fort Union from the terminus of these two routes, and none from the terminus of the Raton Route. In conclusion I will state that in 1864 and 1865 the Raton route was not feasible for trains, on account of the want of bridges though the Raton mountains and the general roughness of the road.

Becknell or Baird?

Craig Crease discovered the following letter written by J. W. Baird, Louisville, Kentucky, to John Van Brunt, Kansas City, Missouri, December 20, 1913, in the Western Historical Manuscript Collection, University of Missouri at Kansas City. It challenged the crediting of William Becknell, Baird spelled it "Bicknell," with making the first trip on the Santa Fe Trail. Van Brunt's wife was head of the DAR in Missouri marking the Trail.

Actually, James Baird was a member of what is usually known as the McKnight party that went to Santa Fe in 1812. Members of the party were Robert McKnight, James Baird, Benjamin Shreve, Michael McDonough, Samuel Chambers, and perhaps four others. They followed Pike's directions, but their route was not recorded. They were arrested in Santa Fe and held in a Chihuahua prison until 1821.

A friend has shown me the proposed Tablet designed by you to commemorate the establishment of the "Santa Fe Trail." I write this to *protest* against crediting "William Bicknell" with establishing the Route. My Grandfather James Baird organized the very first Co. to open trade with "Santa Fe." The Route being given him by Lieut Zebulon Pike upon his return from his search for the head waters of Red River. If any one is to be credited Pike is the man. Bairds expedition left St. Charles, Mo. Apl 1st, 1812 went up the Missouri to Franklin thence almost straight to Santa Fe. Bicknell was not in Santa Fe until 1821, when the embargo upon trade was raised by Iturbide when he seized the government he was a trader with the Iatan [Comanche?] Indians.

Baird and his companions arrived in Santa Fe in June 1812 were seized and imprisoned an[d] their goods confiscated, was kept in Chihuahua prison 9 years & 3 months until released by "Iturbide." he is the man and not Bicknell who made the ride from[?] Franklin in 1821, organized a second trip in 1822, but died at El Paso on his way home in 1826. See Gregg's Commerce of the Prairie, Inman's Old Santa Fe

Trail, Dunn's Massacre of the Mountains, Hough's Going to the West.

HELP WANTED

Some time back I came across a watch fob that I'd like to know more about. It was made by the Greendock Co. of Chicago (name on the back) and shows a covered wagon and oxen on the front with "K.C. MO." and "1913" above the picture and "Santa Fe Trail" below. What is the significance of the 1913 date? Does anyone know anything about this fob?

Bob Linder
PO Box 84
Plainville, KS 67663

It is possible the 1913 date was significant to the marking of the Trail by the DAR (note that Baird's letter above was written in 1913), and it could have been one of those early efforts to establish a modern road along the old Trail. If someone can help Mr. Linder, please communicate with him.

Editor

In my piece on DAR markers in Kansas in the last issue, I requested that people who live near or know about specific markers send corrections to me and to WT. Several corrections have been received, and I will prepare a list of these for the next issue. If there are additional corrections, please send them before January 10, 1992. We want to have the information about the markers as accurate as possible.

Jane Mallinson
PO Box 8604
Sugar Creek, MO 64054

NEW SFTA MEMBERS

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

INSTITUTIONAL MEMBERSHIPS

Kearney Elementary School, 800 S Third St., Raton, NM 87740

FAMILY MEMBERSHIPS

George & Mary Alice Bradt, 1501 N La Canoa Dr, Green Valley, AZ 85614
Robert L. & Marjorie J. Brown, 260 Chenago Circle, Englewood, CO 80110
George & Jewell Burrows, PO Box 787, Hugoton, KS 67951
Wesley & Patt Campbell, PO Box 262, Holly, CO 81047
Marc & Eva De Chazel, 1501 Wilson Ave, Columbia, MO 65201

C. C. Friedrichs & Florence Chestnutt, RR 1, Box 81, Pilot Grove, MO 65276
Ralph & Jamie Sue Gagliardi, 16301 Country Rd 81.6, Trinidad, CO 81082
E. G. & Mary Hastings, 3822 Terrace Hill Dr, Cedar Rapids, IA 52402
Mona Hollier, PO Box 20, Crowley, LA 70527
Fred & Caroline Kokjohn, 2639 Aguilar Dr, Trinidad, CO 81082
Becky & Duane Minter, 1507 Trinity, Trinidad, CO 81082
Chris & Wayne Seifert, 2205 Santa Cruz, Dallas, TX 75227

INDIVIDUAL MEMBERSHIPS

Bob Baget, 1095 Western Dr # 217, Colorado Springs, CO 80915
Peggy A. Jennings Basgall, PO Box 218, Bison, KS 67520
John Brandon, 7006 O'Neill, Amarillo, TX 79109
Kathleen Dittmer, Po Box 2774, Santa Fe, NM 87504
Carl Friedrichs Jr., Rt 7 Box 111T, Santa Fe, NM 87501
Sally D. Hatcher, 10420 Mohawk Ln, Leawood, KS 66206
Randall C. Jones, 308 E. Briarwood Ln, Columbia MO 65203

William K. Reynolds, PO Box 4884, Santa Fe, NM 87502
Robert L. Schuyler, University Museum, University of Pennsylvania, Philadelphia, PA 19104
Raymond E. Sutton, PO Box 1718, Las Vegas, NV 89125
Hildred Toogood, 8128 W 20th Ave, Westminster, CO 80021

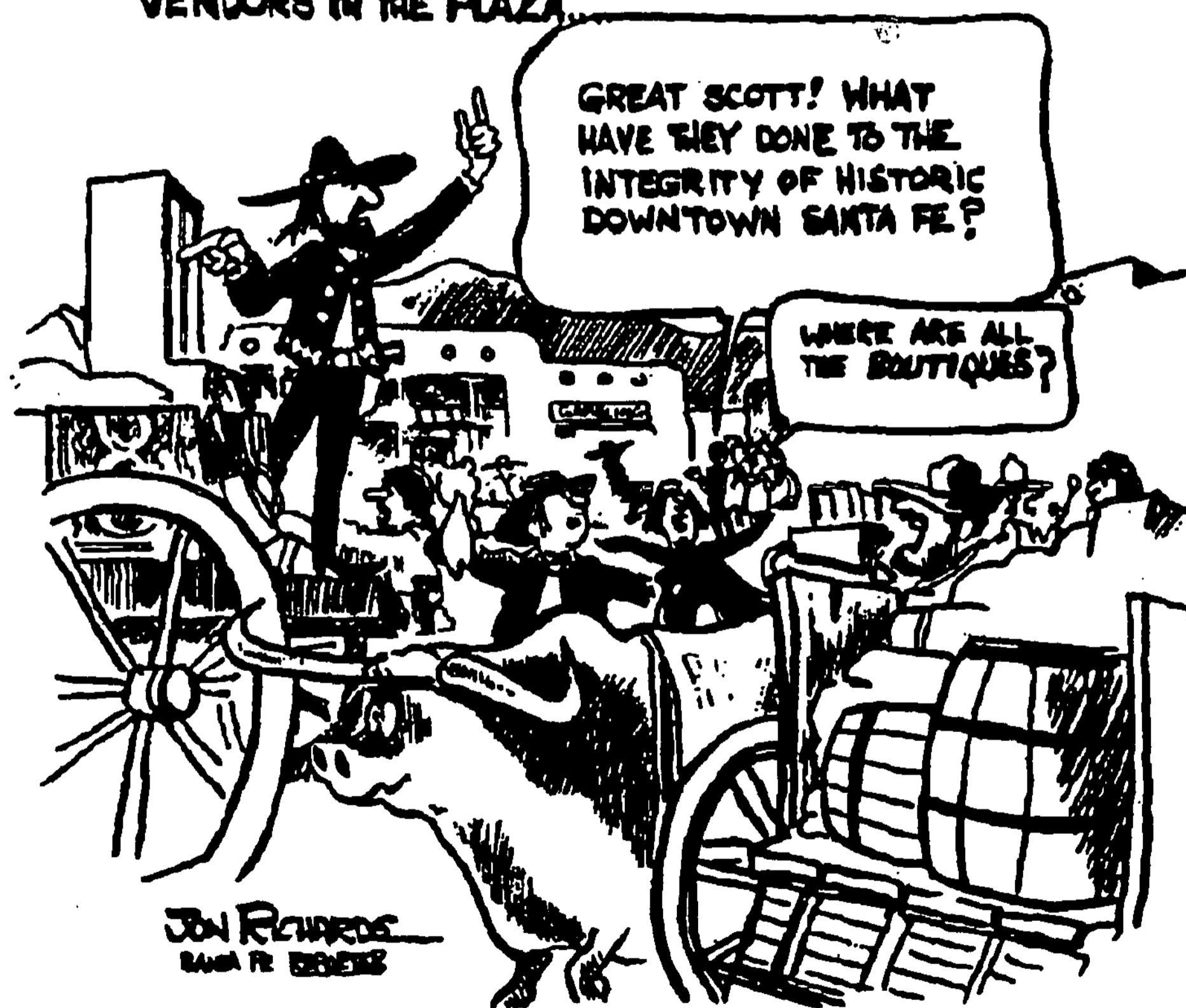
All matters relating to *Wagon Tracks* should be addressed to the editor:

Leo E. Oliva
RR 1, Box 31
Woodston, KS 67675
(913) 994-6253
Fax 994-6255

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

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

THE MAYOR AND THE CHAMBER OF COMMERCE
TAKE A TRIP BACK IN TIME, AND DISCOVER
VENDORS IN THE PLAZA.



DRAWN AND QUARTERED

JON RICHARDS

This cartoon by Jon Richards appeared in the *Santa Fe Reporter*, May 26, 1991.

FUNDS FOR SFNHT

SENATOR Bob Dole (R-KS) recently added \$205,000 to the Interior Appropriations bill for the Santa Fe National Historic Trail. The funds will be used for auto tour route signs, a brochure, an interpretive film, and a kit for the educational outreach program. The Senate approved the measure and the House was expected to concur.

Dole declared that the Trail "is one of our most treasured landmarks. I'm proud of its significance to Kansas and hope that this funding will encourage many people to put this historic trade route on their itineraries, and enhance the experience of visitors to this great part of our state's heritage."

The tour route signs will be placed at intervals along highways near the historic Trail. The brochure will highlight the Trail's significant points of interest. The film will provide a dramatic portrayal of the Trail's history and significance and be shown at facilities along the Trail and at National Park Service sites. The education program will travel to local schools, museums, and county fairs to increase public awareness of the Trail.

The funds make it possible for the Long Distance Trails Branch, Southwest Regional Office, NPS, to continue with implementation of the management and use plan for the SFNHT.

MEMBERSHIP DUES

MEMBERSHIP dues in SFTA are for the calendar year. Your mailing label shows when your membership expires. If it shows "Dec 1991," please renew before January 15, 1992. It is so much easier for Secretary Ruth Olson and her staff, as well as for WT, to have renewals come in on time. If there is some reason you choose not to renew, would you take the time to inform Sec.

Olson and tell why? If there is something we are not doing, please let us know. Approximately 300 members chose not to renew in 1991. That may be a normal attrition rate, but the governing board would appreciate hearing from members who decide not to rejoin.

If you think there is an error in your expiration date, please contact Sec. Olson. All membership information is kept at her office at the Santa Fe Trail Center, Larned, KS. WT and the mailing labels are produced at Woodston, 100 miles from Larned. Errors can occur in the transmission of data, and your editor also makes mistakes. The SFTA board recommended that a membership application be included with each issue of WT from now on. If you do not need it for your renewal, please pass it to someone who may be interested in joining SFTA. The best way to recruit new members is direct contact by a current member. The programs of SFTA, including WT, depend solely on membership fees.

NEWSLETTER BINDERS

It has been suggested that SFTA make available binders to hold the past issues of WT. Since this issue marks the beginning of volume six, there may be a need to preserve the old issues together. If there is enough interest, the SFTA Last Chance Store can obtain three-ring vinyl binders with the logo and name of the publication printed on the cover and make them available for approximately \$5.00.

Because a quantity purchase by LCS is necessary to make this possible, a place has been provided on the membership application to check if you would be interested. This is a survey and is not a *binding* agreement to order. If there is sufficient interest, the binders will be procured.

TRAIL CALENDAR

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

Dec. 13-14, 1991: An 1846 Christmas, Bent's Old Fort NHS. (719) 384-2596.

Dec. 14, 1991: Christmas Open House, Fort Larned NHS. (316) 285-6911.

Dec. 19, 1991: Coronado Quivira Museum Christmas Open House, 5:30 to 10:00 p.m., 105 West Lyon, Lyons, KS.

Jan. 9, 1991: Wagonbed Spring Chapter meeting at Ulysses, 7:00 p.m.

Jan. 14, 1992: Heart of the Flint Hills Chapter meeting, Council Grove. Contact Don Cress at (316) 767-5826.

Jan. 19, 1992: Wet/Dry Routes Chapter meeting, 2:00 p.m., Kinsley, KS. Bill Chalfant will speak on Battle of Coon Creek. Contact Joanne VanCoevern at (913) 825-8349.

Jan. 20, 1992: Deadline for February issue.

FROM THE EDITOR

The folks in Missouri who "put on" the recent symposium deserve a special thanks for all their work and enthusiasm. Richard Forry oversaw the program with skill and diplomacy. He has agreed to seek copies of the papers presented for publication by SFTA. It was good to see so many members there and have the opportunity to visit. It all went by too quickly.

All members are reminded that WT welcomes items and articles about all aspects of the Trail. This is your publication, and your contributions and suggestions are always welcome. You are needed for everything the Association does, so don't forget to send your dues for another year.

Happy trails!

—Leo E. Oliwa

WAGON TRACKS
Santa Fe Trail Association
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