

# Wagon Tracks

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Volume 6

Issue 4 *Wagon Tracks* Volume 6, Issue 4 (August 1992)

Article 1

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1992

## Wagon Tracks. Volume 6, Issue 4 (August, 1992)

Santa Fe Trail Association

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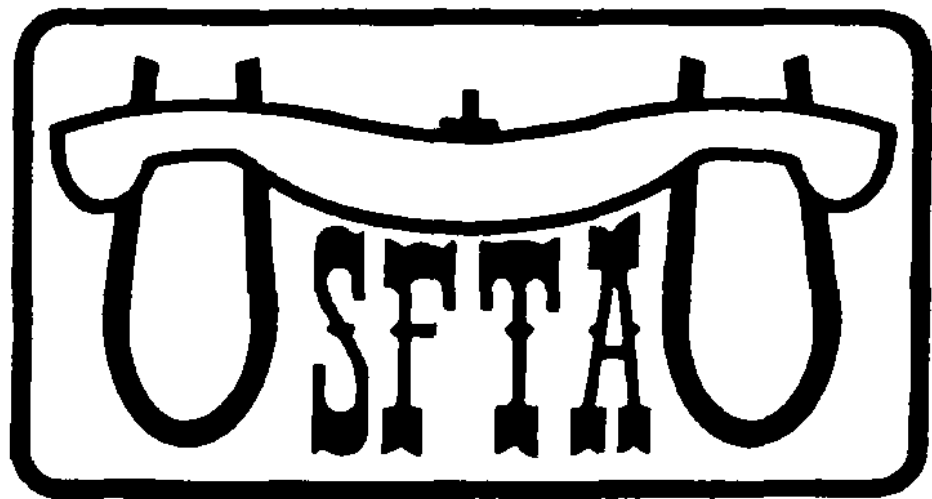
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# WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 6

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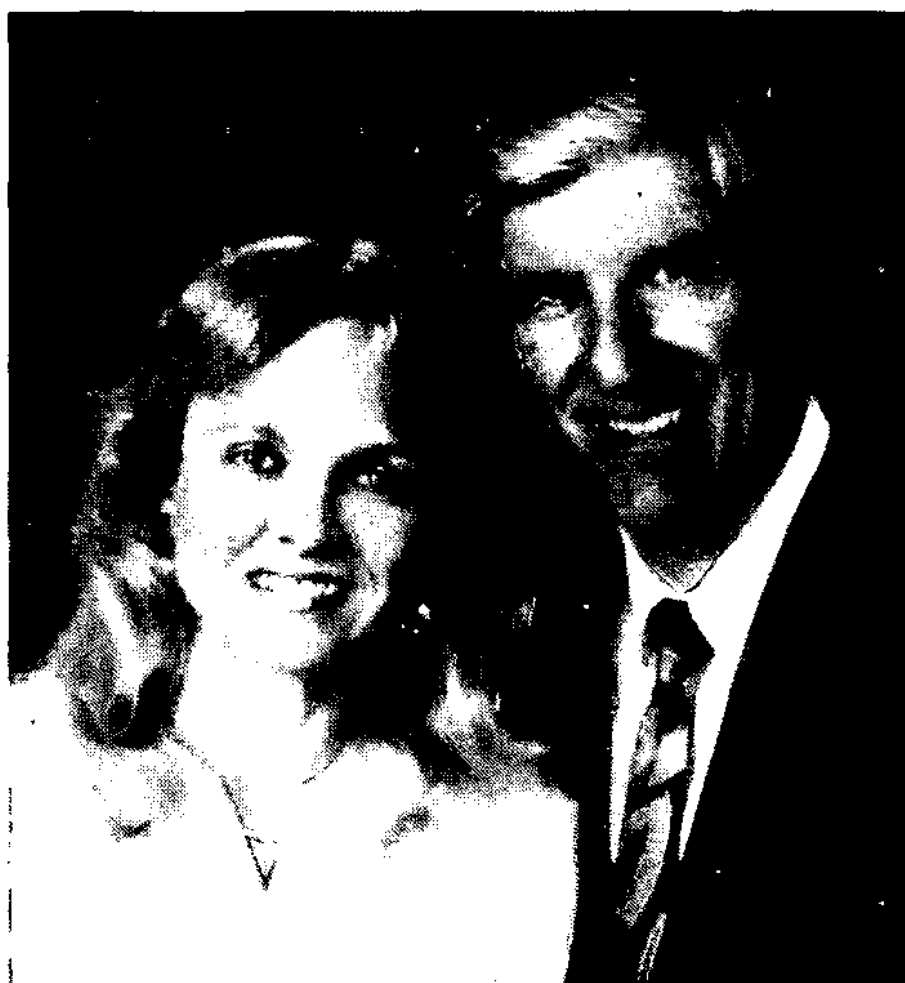
NUMBER 4

## MEXICAN GRAVES MYSTERY SOLVED; HOAX CONFIRMED

THE questionable story of the death of 28 New Mexican teamsters on the Santa Fe Trail in present Wabaunsee County, KS, reportedly murdered by outlaws in 1844, has received considerable attention (see WT for Feb. & Nov. 1990 and Aug. 1991). The source for the story was Matt Thomson's *Early History of Wabaunsee County* (1901). Harry C. Myers, military historian and superintendent of Fort Union, NM, questioned the accuracy of the account (Nov. 1990 WT). It was Myers, too, who "discovered" the information that was available for all to see (how did we all miss it?) in the publication of the papers from the Trinidad Symposium, where the Santa Fe Trail Association was born in 1986, in an article by David Dary, "Storied Silver, Fabled Gold: Buried Treasure Legends along the Santa Fe Trail," *The Santa Fe Trail: New Perspectives* (Denver: Colorado Historical Society, 1987), pp. 98-102.

Dary, formerly professor of journalism at the University of Kansas and presently director of the school of journalism at the University of Oklahoma, summarized the story as told by Thomson in his article (the Thomson story was quoted in the Aug. 1991 WT). Dary described it as "a tale that does not ring true" (p. 98). He had searched for confirmation of the anecdote without success in Missouri newspapers and in military records.

He did find evidence, however, that the legend was a deception: "tucked away in the manuscript section of the Kansas State Historical Society in Topeka are two letters relating to the tale, and they confirm that it is a hoax" (p. 100). The letters, written in 1903 by S. B. Harvey and Stephen J. Spear, discounted the story. Spear explained how the hoax was fabricated in 1891 by William Wetzel, Jr. After quoting from Spear's letter, Dary concluded that "the testimony of Spear and Harvey, in addition to the total lack of evidence supporting the tale, leave little doubt that the legend . . . has no basis in fact." Perhaps, at last, the controversy can be laid to rest.



**Ruth Olson, the secretary-treasurer of SFTA and director of the Santa Fe Trail Center at Larned, was married to SFTA member Reed Peters of Larned on July 18, 1992, at Garfield, KS, within sight of the route of the historic Trail. Congratulations and best wishes to them both. May they travel the Trail together for many, many years.**

## FRIENDS OF ARROW ROCK WIN NATIONAL AWARD

THE Friends of Arrow Rock have been awarded the prestigious Albert B. Corey Award by the American Association for State and Local History in recognition of recent accomplishments, including co-hosting the 1992 SFTA Symposium, preserving and restoring the Sites Gun Shop and Sites House, reprinting W. B. Napton's *On the Santa Fe Trail in 1857*, and printing the special edition of the *Missouri Intelligencer*. Friends Executive Director Kathy Borgman helped prepare the nomination which was recommended by the State Historical Society of Missouri.

AASLH regional award chairperson, Susan Miner of Wichita, noted that "The Corey Award is the highest possible award given to a small, largely volunteer historical organization. It is not given every year, only when an outstanding small organization is deemed an appropriate winner." The award was accompanied by a \$500 gift. Congratulations to the Friends of Arrow Rock.

## NEW MEXICO POINT OF ROCKS CERTIFIED BY NPS

by B. F. Winkel

[Winkel is secretary-treasurer of the Corazon de los Caminos Chapter of SFTA.]

ON July 26, 1992, the Point of Rocks located on the ranch of Pete and Faye Gaines between Springer and Clayton became the first New Mexico site to be certified as part of the Santa Fe National Historic Trail by the National Park Service. Approximately 200 people attended the ceremonies and enjoyed a picnic lunch. Douglas Faris and John Conoboy, NPS officials from the Southwest Regional Office in Santa Fe, spoke of the plans to certify historic sites along the SFNHT and praised Faye and Pete Gaines for making Point



**Faye and Pete Gaines and the replica marker at the grave of Isaac Allen, Point of Rocks, New Mexico.**

(continued on page 2)

## AN ERROR CORRECTED: REAL GRANDDAUGHTER OF WILLIAM BENT FOUND

A photograph accompanying an article by Mary B. Gamble in the Aug. 1990 WT, "William Bent's First Grandchild," mistakenly identified Mrs. John Campbell of Denver as Bent's granddaughter, Mrs. Harry Lubers, at the dedication of the DAR Santa Fe Trail marker erected at Bent's Old Fort on Sept. 12, 1912. The case of mistaken identity came from a 1979 publication, *Bent's Old Fort*, by the State Historical Society of Colorado in which Mrs. Campbell was incorrectly identified as "possibly the granddaughter of William Bent." Thus it was an honest mistake. Mrs. Gamble recently discovered the error when she located the correct photo of Mrs. Lubers. Mrs. Campbell was the honorary DAR state regent of Colorado at the time of the dedication. With apologies to Mrs. Campbell and Mrs. Lubers, Mrs. Gamble has corrected a blooper not of her making.

## ANOTHER ERROR ANOTHER CORRECTION

A typographical error in Mark L. Gardner's fine piece on the ox yoke in the last issue resulted in the omission of a couple of lines of text. The mistake was not Gardner's and the information left out was a vital part of the story, including an estimated date of manufacture of the yoke. The first two sentences of the fourth paragraph should read as follows (the material omitted is in italics):

William ("Pat") O'Brien, National Park Service historian and authority on Independence and Jackson County, Missouri, believes *that the yoke's manufacture probably dates before 1850. It is known that William McCoy, the manufacturer named on the yoke, was actively involved in the wagon-making business of that period under the firm name of W. & J. McCoy.*

## POINT OF ROCKS

(continued from page 1)

of Rocks available to the public. The certification agreement was signed as part of the program.

The members of the Corazon de los Caminos Chapter hosted the event and were joined by members of other chapters, including the End of the Trail, Mountain Branch, and Cimarron Cut-off. Host Chapter President LeRoy LeDoux welcomed those present and Harry C. Myers from Fort Union and Professor Mike Olsen from Highlands University at Las Vegas gave the dedication speeches, stressing the hardships encountered on the Trail, the wide variety of people who traveled the



This photograph of the real Mrs. Harry Lubers, Denver, on left, was taken at the dedication of the DAR Trail marker at Bent's Old Fort on Sept. 12, 1912. Mrs. Lubers, granddaughter of William Bent, is shown with a niece and a granddaughter of Kit Carson. Mrs. Lubers unveiled the marker. (Photo courtesy of Pueblo Library District.)

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

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

route, and the obligation we have to guard this heritage.

The dedication of a replica of Isaac Allen's grave stone, made by members of the Corazon de los Caminos Chapter of SFTA, was also part of the program. The replica was made from the same kind of stone as the original which was broken into three pieces earlier in the century. Isaac Allen died on the Trail in 1848. The replica stone bears a plaque dedicated to the late Richard Williams of Springer, one of the founders of the host chapter. Rev. Elmore from Springer reconsecrated the 144-year-old grave. A number of other unmarked graves are also found at Point of Rocks, testifying to the dangers of Trail travel.

The barbecue picnic, organized by Eileen Gonzales-Montoya and Elsie LeDoux, supported by chapter members' contributions, afforded fellowship among Trail enthusiasts from as far away as Virginia and North Carolina as well as from New Mexico, Colorado, Oklahoma, and Kansas. The New Mexico National Guard supplied camouflaged netting for shade in what turned out to be perfect weather. The story of Point of Rocks is found elsewhere in this issue.

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 (913) 994-6255.

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### Membership Categories

Benefactor	\$1,000
Patron	\$100/year
Institutional	\$25/year
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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

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

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



## THE REST OF THE SIX PER CENT STORY

by Harry C. Myers

[Harry C. Myers is superintendent of Fort Union National Monument and a frequent contributor to WT.]

YOUR indefatigable editor is not the only person associated with WT who makes mistakes of commission and omission. The numskull who submitted the article on the six per cent duty for the last issue forgot to send the list of petitioners which appeared in the Aug. 16, 1848, *Santa Fe Republican*. Then I wondered why the editor failed to print the list with the article. When questioned, he politely informed me that he was still awaiting the list. Even a dunce should have been able to figure that. The omission is hereby rectified, and the list has been alphabetized for the benefit of readers.

Manuel Alvarez  
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Joseph Berand  
M. W. Blackwell & Reed  
R. T. Brent  
Jas. H. Bullard  
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P. M. Kelley  
W. Knox  
H. Mayor by his Attorney  
Isaac McCarty  
J. H. McCutchen  
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J. U. McIntosh  
Wm. S. McKnight  
P. McShane  
J. H. Mercure  
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W. Mitchell  
Wm. More  
James M. Mullins  
Andrew J. Murphy  
Henry O'Neil

C. Overman  
Francis Owens  
Richard Owens  
Joseph Pauling  
James Payne  
Wm. Raymond  
Wilson Roberts  
Henry Root Thomas Rowland  
W. T. B. Sandford  
P. B. Sheeley  
Lewis D. Sheets  
Wm. R. Skillinger  
Slaughter & Bean by Joseph Nangle  
James Speed  
T. F. Spiegelburg  
(Charles) Spencer & (James E.) Sabine  
Sol. P. Sublette  
M. Swabacher  
P. R. Tully  
Alax. Valle  
J. B. Verden  
John Ware  
Sam B. Watrous  
Webb & Doan by their Attorney  
Samuel Wethered  
J. M. White & Bro.  
A. Williams  
N. Williams  
Henry Winslow  
Woods & Hicks

## LARNED RENDEZVOUS A SUCCESS, SYMPOSIUM SET FOR OCTOBER 14-17, 1993

RENDEZVOUS '92 at Larned, May 28-30, was another successful and well-attended conference. The late Ruth Olson, now Ruth Olson Peters, and the staff at the Santa Fe Trail Center and Steve Linderer and the staff at Fort Larned NHS are commended for planning and hosting the outstanding program. The conference focused on the Indians and the Trail, forming part of a series begun at Las Vegas, NM, in 1990, with a conference that emphasized Hispanics and the Trail. It is hoped that another conference somewhere else along the Trail in 1994 will look closely at Anglo-Americans and the Trail.

The SFTA governing board, under the able direction of President Bill Pitts, had a busy and fruitful session prior to the Rendezvous program. The dates for the next Symposium were announced by Program Coordinator Don Hill. It is not too soon to begin planning to be present at Bent's Old Fort NHS and La Junta, October 14-17, 1993. The board approved a number of proposed changes to the SFTA bylaws which will be considered at the Symposium. Other topics of discussion included the budget and possibility of increasing SFTA dues, relationship of chapters to the SFTA, publications, and cooperative projects with the National Park Service.

## PLEASE PASS THE CRACKERS

by Mary B. Gamble

[Mrs. Gamble, Springfield, CO, is an active member of the Cimarron Cutoff and Wagonbed Springs chapters and a frequent contributor to WT.]

TRAIL buffs who attend the Santa Fe Trail Association Symposium at Bent's Old Fort, Oct. 14-17, 1993, should ask Supt. Don Hill if his store has G. H. Bent Company's crackers for sale. Traditionally, he should stock up on these crackers, once sold at the fort.

John Bent, founder of the Bent family in America, came to New England in 1638 and settled at Sudbury, Mass., the next year. His descendant, Josiah Bent, was a resident of Milton, Mass., by 1801 when his family began its cracker (or hardtack) manufacture, his wife and daughter doing all the baking, and he delivering crackers from his saddlebags.

The fascinating story of the Bents' cracker business is related in *Ameritcana Magazine* (Feb. 1992), "Time-Honored Taste" by Nancy Naglin. She wrote, "as the nation grew and settlers moved west, the cracker business began to take off. Bent's Fort, the most important way station on the Santa Fe Trail, for instance, was built by two of Josiah's cousins in the 1830s and provided countless travelers with a chance to buy the family's crackers." Under Josiah's grandson, George H. Bent, the company introduced common crackers and assumed the name of G. H. Bent Company.

Bent's crackers are said to be made of high-quality wheat and cold water, "which impart a soothing, basic taste that compliments many foods." This treat which started out as biscuits, or hardtack, is still used by present-day Civil War reenactors. "In a 1914 memoir, George Bent claimed the family products were the essential ingredient in the cheese-and-cracker course served 'in the finest dining rooms from Maine to Rhode Island.' An elegant menu used on the Atchison, Topeka & Santa Fe Railroad on Dec. 12, 1911, lists Bent's water crackers alongside imported cheeses and French coffee as the finale of an extravagant dining-car meal."

For those Trail buffs who can't wait for the Symposium in 1993 to see if Don Hill has Bent's crackers, the G. H. Bent Company, 7 Pleasant St., Milton, MA 02186 (617) 698-5945 sells its crackers by mail order and retail.

**SFTA SYMPOSIUM  
BENT'S OLD FORT & LA JUNTA  
OCTOBER 14-17, 1993**

## WILLIAM BENT'S ORIGINAL GRAVE SITE MARKED

THE La Junta, CO, Chapter of the DAR conducted a ceremony and placed a marker at the site of William Bent's original grave near Las Animas on May 16, 1992. When William Bent died on May 19, 1869, he was buried near his home. His remains were moved to the Las Animas Cemetery in 1906. The new marker is inscribed with "William Bent, Original Grave Site, May 19, 1869, La Junta Chapter NSDAR." Speakers at the ceremony included SFTA Program Coordinator Don Hill, supt. of Bent's Old Fort NHS; SFTA member Phil Petersen who heads up the Boggsville Revitalization Committee; and SFTA member Gerald Faust, chairman of the Bent County Commissioners. The La Junta Chapter NSDAR is to be commended for continuing the long-standing project of the DAR to mark the Santa Fe Trail and its related historic sites.

## FRANZWA RECOGNIZED FOR TRAIL WORK

THE Arizona Archaeological and Historical Society has conferred its Byron S. Cummings Award on Gregory M. Franzwa, director of The Patrice Press in Tucson (formerly of St. Louis). The Cummings Award, named in honor of the principal founder of the society, is given for outstanding research and contributions to knowledge in archaeology, anthropology, ethnology, or history.

Franzwa was selected for the award in recognition of his research into the Santa Fe Trail and his activities toward the preservation of this national historic trail and the sites association with it, as well as his work in preserving segments of the Oregon Trail. He was nominated by Dr. Melburn D. Thurman, Plains Indian ethnologist from Ste. Genevieve, MO, and seconded by Marc Simmons, past president of SFTA and historian of the American Southwest from Cerrillos, NM.

In addition to being founder and director of the 25-year-old Patrice Press, Franzwa has written a dozen books. His best known are *The Oregon Trail Revisited*, *Maps of the Oregon Trail*, *Santa Fe Trail Revisited*, and *Maps of the Santa Fe Trail*. He has long been recognized as an expert cartographer for these two trails and acts as consultant for the National Park Service. His quarterly newsletter *folio* is a forum for trail preservation. He is currently at work on a study of the Lincoln Highway. Congratulations Gregory!

## BENTRUP HONORED AT CAMP AMACHE MEMORIAL

SFTA Ambassador Paul Bentrup, Deerfield, was among the honored guests at the annual memorial ceremonies at Camp Amache near Granada, CO, on May 23, marking the 50th anniversary of the opening of the War Relocation Center in 1942. Camp Amache, named for the Cheyenne wife of John W. Prowers, housed more than 10,000 Japanese-Americans (citizens of the U.S. of Japanese ancestry) imprisoned there during WWII in violation of their civil rights. Bentrup was quoted as saying, "At Gettysburg we almost lost the country; at Amache, we almost lost the Constitution." Bentrup was honored for helping keep watch over the site and reporting conditions to Denver during the past decade, during which time he has attended the annual memorial services.

At Camp Amache at least 120 prisoners died and 400 babies were born. More than 100 young men from Amache served in the U.S. Army in Europe, and 31 of them gave their lives fighting for the country that imprisoned their families. Although the remains of the camp have virtually disappeared, memorials are maintained at the site to honor those who died, and former prisoners and people from the community gather there each year to remember the tragic time.

## CLAPSADDLE HONORED

SFTA Ambassador David Clapsaddle, Larned, was selected as a finalist in the Take Pride in America National Awards Program. He was nominated for his work and leadership in marking the Fort Hays-Fort Dodge Trail, a branch of the Santa Fe Trail, and marking the Wet and Dry routes of the Santa Fe Trail from near Larned to Fort Dodge in Kansas. It is nice to see his efforts recognized. He was invited to Washington, D.C., where the awards were presented. Congratulations David!

## NEWSLETTER FOR FRIENDS OF THE PALACE

SFTA member Mary Jean Cook, Santa Fe, is the editor of an excellent newsletter, *COMPADRES*, published for the Friends of the Palace of the Governors (*Los Compadres del Palacio*) at Santa Fe. The premier issue includes news, messages from the director of the Palace and president of the Friends, calendar of upcoming events, information about the Palace, plans for development, and a fine article by Mary Jean Cook, "Gov. James S. Calhoun Remembered," which tells the story of

Calhoun's fatal trip over the Santa Fe Trail in 1852. Calhoun, the first territorial governor, was extremely ill and attempted, unsuccessfully, to reach "the States" via the Trail. He died along the way. Cook also unravels the mystery surrounding Calhoun's final resting place.

To join the support group and receive *COMPADRES*, write to Friends of the Palace, PO Box 9312, Santa Fe, NM 87504-9312, or call (505) 827-6474. Congratulations to Mary Jean Cook for an outstanding publication.

## CIMARRON COUNTY TO HAVE MUSEUM & GALLERY

by Helen French Judd

THE dream of several Cimarron County, OK, people will become a reality soon, when a new museum and art gallery opens its doors to the public. Funds for the project, with the Cimarron County Historical Society in charge, are being made possible by a one-million-dollar gift from the estate of Charles C. French, a former Boise City resident.

French graduated from the Boise City schools in 1937 and earned degrees at Panhandle A&M (now Panhandle State) in Goodwell, OK, and Columbia University in New York City. He also attended UCLA, Los Angeles. After serving his country in World War II he lived in Los Angeles the rest of his life. He died Oct. 6, 1991, and was buried in the Boise City Cemetery.

Julius W. Cox, a Boise City resident since shortly after statehood, willed his home, designed by the late Bruce Goff (a University of Oklahoma professor of architecture and a student of Frank Lloyd Wright) to the Cimarron County Historical Society. Cox, now a resident of Cimarron Nursing Home, was owner of Cox Farm Implement Co. in Boise City and served in the state legislature. A few months ago he gave the society possession of his home which will be used for the museum.

Mrs. Bea Edgington, a Boise City resident, has given the society three and one-half acres adjoining the Cox house, on which additional museum buildings will be erected. Mrs. Edgington and her late husband, Don, owned Boise City Machinery Co. for many years.

So the dreams of a lifetime for Cimarron County to have a museum and art gallery will soon come true, thanks to the generosity of these special people: Charles French, Julius Cox, and Bea Edgington. The story of the Cimarron Route of the Santa Fe Trail through present Cimarron County will be included in the museum exhibits.



## DONA TULAS PRESENTED AT EXPO '92

by Michael E. Pitel

[Pitel has served as SFTA publicity coordinator since the founding in 1986.]

VANANN Moore, a professional actress from Belen, NM, took her one-woman performance of Dona Tules, the prominent Santa Fean who was a popular figure during the heyday of the Santa Fe Trail, to Expo '92 in Seville, Spain, in July 1992. As many as 125,000 visitors to the U.S. Pavilion there caught her and 19 other cast members in 22 performances of "Viva Santa Fe!" The hour-long musical was performed there from July 6-18.

"Viva Santa Fe!" was written by Jay Stewart and features Ms. Moore in the lead role. She has portrayed Dona Maria Gertrudis Barcelo for several years. Those who attended the Santa Fe Symposium in 1989 will recall her performance as Susan Shelby Magoffin.

## COUNCIL GROVE TRAIL FESTIVAL, SEPT. 26 & 27

THE Santa Fe Trail Arts Festival and Chili Cook-Off at Council Grove September 26-27 is a celebration of the cultures and history of the Kaw Indian Nation, the Santa Fe Trail, and the frontier community of Council Grove. "Voices of the Wind People," a multimedia historical pageant will highlight the festival. Members of the Kaw Nation whose ancestors lived on the reservation around Council Grove will present the Indian culture. David Clapsaddle of Larned will portray Seth Hays, founder of the white settlement of Council Grove. Current residents of the town will portray townsmen of the Trail period. An authentic wagon train and a pack train are to be part of the pageant.

The production will be presented in an outdoor amphitheater on Saturday, July 26, at 8 p.m. Admission to the festival is free, but there is a charge for the pageant. A juried art show and sale of Southwestern art will begin at 8 a.m. Saturday. The Chili Cook-Off judging will be at 6 p.m., followed by a Chili feed and sale.

Sunday events will be held at the old Stone Barn built by town father Seth Hays. A church service at 9:30 a.m. will be followed by a prairie cookout and a mini trail ride. Pioneer living-history demonstrations will be given throughout the day. For more information, contact the Council Grove Convention and Visitors Bureau at (800) 732-9211.

## POINT OF ROCKS, NEW MEXICO

by Harry C. Myers

[This is twenty-third in a series on historic sites and museums along the Trail. Myers is superintendent of Fort Union National Monument and a frequent contributor to WT. He thanks Faye and Pete Gaines for their assistance with the preparation of this article.]

LESS than 37 million years ago, at a time when the Sangre de Cristo Mountains of northeastern New Mexico had been pushed and shoved upward, molten rock under the plains to the east was moving upward. At a point between what is now Springer and Clayton, the molten rock broke through the crust of Dakota Sandstone covering the earth and began to cool very rapidly. As time, rain, and wind weathered this extrusion of now solidified rock, its present form came into being. Cracks developed in the rock and rainfall from the mountains found its way down slope into the ground and the Dakota sandstone. Some water found an outlet in the cracks, creating a spring. And as human beings came into the area it was called many names at different times, but the earliest one we remember is Point of Rocks.<sup>1</sup>

Point of Rocks, New Mexico, is one of several geological features on the Santa Fe Trail with the same name. It is a mesa which rises 300-400 feet above the surrounding low rolling hills. Erosion gave the mesa a saucer shape, but did not erase Hogback Butte, the ridge on the eastern side which rises 300-400 feet higher still. The rapid cooling of this volcanic extrusion caused small crystals to form in the fine-grained rock. Most rocks only contain three or four common minerals, but over fifty rare and unusual minerals have been found in small cavities or in this rock itself. Even if not for the Santa Fe Trail, Point of Rocks would be a noted point in the annals of geology.<sup>2</sup>

But it is the human story which concerns us, and Point of Rocks probably has been used by humans for at least 10,000 years. In 1926 the Folsom point was found about 30 miles north-northeast of Point of Rocks. Early Indians hunted the now extinct forerunner of modern-day bison. And as they hunted it is probable that they camped near and drank from the springs of water which run out of the cracks at Point of Rocks.

A portion of the mesa appears to have been fortified at some time by rocks lining portions of the edge of the mesa. Apishapa Focus Sites, a semi-seden-

tary horticultural life way that evolved out of the Plains Woodland Tradition, are common along the Cimarron Seco (Dry Cimarron) River which runs north and east of Point of Rocks. Several sites in that area have fortifications on mesas, which are attributed to the Apishapa Focus dating to AD 940. Competition for resources led to violence as one Indian group fought another for game, land, and water. The Plains Woodland Tradition is thought to have moved westward in prehistoric times, giving evidence of a cross-plains connection long before Columbus arrived in the new world.<sup>3</sup>

Some early Spanish exploring ventures may have traveled close to Point of Rocks. With the settlement of Santa Fe in 1610, Spanish expeditions moved more frequently eastward to the plains and noted that Indians, who were later called Jicarilla Apaches, occupied the area of Point of Rocks. Although they probably did not have a major campsite there, the farming and hunting Jicarillas were noted as having a major village about 40 miles west (in the area of present Cimarron) in 1719 by New Mexico Governor Antonio Valverde. Some writers have speculated that *La Jicarilla* (a peak in the land of the Jicarilla Apaches) noted by Juan de Ulibarri while on his 1706 journey was probably Capulin Volcano, 30 miles northeast of Point of Rocks.<sup>4</sup>

Other Indians of historic times were known to have used Point of Rocks as a campsite or stopping place. From the Pueblos of Taos and Picuris on the western side of the Sangre de Cristo Mountains, expeditions from each pueblo, and sometimes jointly, crossed the mountains annually to hunt buffalo on the plains. A well-worn trail from Rayado to the Point of Rocks was noted by Lieutenant Jonathan G. Parke in 1851 while investigating the practicability of a wagon road between those two places. Since Rayado was the outlet of an early trail over the mountains to Taos, it is evident that this well-worn trail was used by both Plains and Pueblo Indians.<sup>5</sup>

Between the 1820s and 1840s, the Jicarilla Apaches were content to let the wagons roll through their homelands without serious molestation. Coming from the Missouri Valley, the wagon trains entered the area from the northeast and camped, nooned, or got water at the crossing of Rock (Carrizo) Creek. They continued on to Whetstone Creek, noted for its stones suit-

able for honing knives, to Don Carlos and Palo Blanco Creeks, and then on to Point of Rocks about 10 miles west. There travelers gained their first view of the magnificent Rocky Mountains. For those on their first trip west, the snow-capped Sangre de Cristos must have been a breathtaking sight which signaled that the march across the flat prairies would soon end. Although the Wagon Mound was now in sight, the caravans had to head for the Rock Crossing of the Canadian River (*El vado de Piedras*) and then south to the Wagon Mound.

George Sibley, surveying the Trail for the United States in 1825, when close to Rabbit Ears, sketched his view looking west and noted the Point of Rocks was "mound No. 6." When the party arrived at Point of Rocks, Sibley and surveyor Joseph C. Brown climbed to the top and admired the view of the "Range of Mountains." As they left the Point, Sibley noted the "very plain Trace, which leads directly to the Pass of the Mountain, by which Mules usually enter the Valley of Taos." Sibley took this trace direct from Point of Rocks into Taos instead of going through San Miguel via the Rock Crossing of the Canadian.<sup>6</sup>

Josiah Gregg in his *Commerce of the Prairies* (first published in 1844) called Point of Rocks a "diminutive spur projecting from the north . . . at the foot of which springs a charming little fountain of water." Manuel Armijo, leading a command in 1843 searching for Texans reputed to be in the area robbing the caravans of New Mexican traders, reached *Punta de Peña* (Point of Rocks) on May 13 and noted that water was abundant, wood scarce, and pasture good. Santa Fe trader James Josiah Webb recorded that he passed "the Point of Rocks and Willow creek" in 1844 heading east.<sup>7</sup>

The intermittent creek that runs just south of Point of Rocks, in addition to being called Willow Creek, was called Don Carlos on an 1851 map. But both George Sibley and Manuel Armijo located Don Carlos Creek about 11 miles to the east, and Sibley said it was named for a great victory over the Comanche a long time ago by Spanish troops whose commander was named Don Carlos. In 1774 Don Carlos Fernandez led 600 Spanish troops and militia east from Santa Fe in retaliation for Comanche raids. They caught the Indians 50 leagues east of Santa Fe and attacked the encampment of 80 lodges. Several families fled and the rest took refuge in a pond in a wooded ravine, where they were killed without mercy. Only 115 women and children came out alive. An estimated 400 Co-

manches were killed and taken prisoner along with about one thousand horses and much spoil.<sup>8</sup>

With the onset of the Mexican War in 1846, General Stephen W. Kearny's Army of the West invaded New Mexico via Bent's Fort and Raton Pass, later to be known as the Mountain Route of the Trail. Thus they missed the Point of Rocks. Many of the volunteer units that followed Kearny to New Mexico used the original Santa Fe Trail, later known as the Cimarron Route, and thereby passed Point of Rocks. One of the most astute observers to come down the Trail, Dr. Frederick Wislizenus, preceded Kearny into New Mexico in 1846, and he traveled the Cimarron Route. Wislizenus joined Albert Speyer's Santa Fe bound caravan in Independence on the eve of the declaration of war with Mexico in May 1846. On June 20 he passed Point of Rocks and noted a "clear mountain stream" coming out of the rock, which consisted of "a mass of large blocks of sienite, towering to the height of several hundred feet."<sup>9</sup>

Later in 1846 various units of the Missouri Volunteers and the Mormon Battalion passed Point of Rocks on their way to Santa Fe and the Mexican War. In 1847 the enlistments of the one-year volunteers expired, and new volunteer units came to replace them. Many of the returning veterans as well as the westbound volunteers passed Point of Rocks.<sup>10</sup>

After the Mexican War Point of Rocks had a reputation of being a dangerous point on the Trail, a place where Indians frequently raided wagon trains. The first known death of an Anglo-American at Point of Rocks occurred in 1848. On August 26, 1848, Sergeant John W. Story, Company A, 5th Illinois Volunteer Infantry, died on his way home at Point of Rocks. Disease or sickness was probably responsible for Story's death as it was for so many other soldiers during the war. Isaac Allen, whose grave stone still exists, died at Point of Rocks also in 1848. He must have been held in great respect, for his stone was of the hard granite-like rock found on the Point. His name and date of death chiseled into the hard stone, argue that his death was not taken lightly by his companions. Unfortunately, his grave stone and grave are the only evidence that has been found to document his death.<sup>11</sup>

In May 1848 George Gibson, former Missouri Volunteer and editor of the *Santa Fe Republican*, expressed apprehension while camped at Point of Rocks. He had seen smoke in several directions and "other indications of Indians being in the neighbourhood,

with whom we have no particular desire to form an acquaintance, as they are Camanches or Apaches or both." Gibson formed no acquaintances and made it home safely.<sup>12</sup>

The killing of James M. White and his traveling companions along with the abduction of his wife in 1849 by Indians, was often reported to have taken place at Point of Rocks, while in fact it took place several miles east. However, Kit Carson said Mrs. White's black female servant's body was found close to the Point. Given this testimony, it is likely that this unnamed black female is buried at Point of Rocks.<sup>13</sup>

The California Gold Rush of 1849 brought an increase of travelers on the Trail. H. M. T. Powell passed the Point before he realized what it was. He remarked that, had he known, he would have made a sketch of it. The map he carried placed it farther west from the creeks his party had passed. How unfortunate that Powell did not return and put his impressions on paper. Powell did remark that, as they rounded the Point, they "had a splendid view of the Rocky Mountains from the Plains for the first time." He also took note of the fine spring in a gorge in the rocks.<sup>14</sup>

In May of 1850 the westbound mail party from Independence was killed at Wagon Mound. About a month thereafter, a detachment of troops from Las Vegas commanded by Lt. Ambrose E. Burnside escorted the mail east. They encountered a party of New Mexican *cibolleros* (buffalo hunters) who told Burnside that they had met the doomed mail party at the Point of Rocks on May 5 and had traded some horses or mules with them. Based on several contradictions Burnside suspected the buffalo hunters may have been the murderers. Later information indicated that Jicarilla Apache and Ute Indians had killed all 10 of the party.<sup>15</sup>

Anna Maria Morris, accompanying her husband Major Gouverneur Morris on their way to Santa Fe, recorded in her diary when they passed Point of Rocks in July of 1850. She was surprised that she did not see the remains of the White party; "skulls of the murdered party so conspicuously displayed in the sand as I expected." However her husband found a skull with a beautiful set of teeth. She remarked that it seemed the most favorable place for an ambush that they had seen on the journey.<sup>16</sup>

By 1851 the army leadership had a better understanding of their job in New Mexico and began to look for alternative sites for military posts. Lt. Jonathan G. Parke was directed to report upon the practicability of mak-



ing a wagon road from the existing Post of Rayado to the Point of Rocks. With Lieutenant Richard S. Ewell, a dragoon escort, and a wagon with a vial-meter, Parke left Rayado on March 28, 1851, heading for the Point of Rocks. They followed Rayado Creek as far as the Bent's Fort Road (Mountain Route), crossed the creek at an excellent ford, and "entered upon a well-defined trail, which Capt. Ewell informed me joined the Cimarron road at the Point of Rocks." They continued on to the Point of Rocks, a distance of 42 miles. Parke noted that the "well defined trail," makes an excellent wagon road. At the Point he made two piles of stones marking the junction of the roads and dug a shallow trench marking the direction of the road to Rayado. Parke implied in his report that the direct way to Las Vegas was better because it was 20.3 miles shorter than via Rayado. In another report dated a day earlier, Parke also recommended that the Post at Rayado be moved to the Cimarron River, close to present Cimarron, New Mexico.<sup>17</sup>

However, four months later Colonel Edwin V. Sumner arrived to take charge of the Ninth Military Department, and in July of 1851 Fort Union was established near the junction of the Mountain and Cimarron routes of the Trail. Soon after the new post was established, Sumner sent Major James H. Carleton and a detachment of First Dragoons up the Cimarron Route to help protect travelers from Indians. Thereafter patrols from Fort Union frequently moved past Point of Rocks on the lookout for trouble.<sup>18</sup>

William Carr Lane, newly-appointed governor of New Mexico Territory, came down with a bad case of "renal calculus on the right side," in 1852 just before reaching Point of Rocks on his way to Santa Fe. Major Carleton with six dragoons and Governor Lane in an ambulance made a forced march from the Point to Fort Union where Lane recovered from his illness. On the Trail again in 1853, returning to his home, Lane only noted hills or mountains on their left as his party passed the Point of Rocks. Perhaps Lane was a better governor than observer.<sup>19</sup>

Violent death came to the Point of Rocks area once again in 1859 when two sergeants of the First Dragoons were killed by Indians. Sergeants J. Kelly and J. Berry were on furlough, possibly returning to the States, when on January 25, they were killed near Whetstone Creek about 20 miles east of the Point, close to where the White Party was killed.<sup>20</sup>

The Civil War brought more traffic past the Point of Rocks and increased

military protection. New Mexico Volunteers recruited from the mountain villages of northeastern New Mexico patrolled the Cimarron Route from Fort Union to the Arkansas River on a regular basis. With increased Indian activity in 1865, Colonel Kit Carson, New Mexico Volunteers, established Camp Nichols in present Cimarron County, Oklahoma. Marian Russell, wife of Lieutenant Richard Russell in Carson's command, begged Carson to allow her to accompany the command to establish the camp. Carson refused, believing that it was too dangerous, but promised to bring her as soon as it was safe. In June of 1865 Kit Carson returned to Fort Union for Marian Russell and on their way to Camp Nichols, Carson had Marian dismount from her horse and stand by a pile of stones. It was where the White party was killed, east of Point of Rocks.<sup>21</sup>

With the end of the Civil War and the laying of rails across the plains, a rail head was established at Granada, Colorado. Trail traffic shifted to the west of Point of Rocks and ranches began to occupy the plains.

Today Point of Rocks is the ranch of Pete and Faye Gaines, little changed from the days of the Trail, except for fences and their home at the base of the Point. The spring that provided succor to travelers now provides the house and a bountiful garden with the clear water. Eleven known graves exist in the vicinity, all of which have been robbed sometime before the turn of the century. With the exception of that of Isaac Allen, none of the graves have tombstones and the names of those who occupy the graves are not known. Most likely one grave is occupied by Sergeant John W. Story who died the same year as Isaac Allen in 1848. Another possibility is a grave of the black female servant of the White family killed in 1849. Who rests in the other graves remains a mystery. Perhaps they too were Trail travelers struck down by disease or by violent death at the hands of their companions or Indians. It is possible that the remains of the White party and the two soldiers killed in 1859 were interred at Point of Rocks. If so, then people of a variety of ethnic origins are represented. Mr. White was an Anglo, his male servant was a mulatto, and his female servant was black. Two Hispanics were also killed with his party and shortly afterward a *cibollero* (buffalo hunter) who was killed at the same spot was probably a Pueblo Indian. Thus, Point of Rocks represents and has meaning for all of the peoples who traveled the Santa Fe Trail.

On Sunday, July 26, 1992, Point of

Rocks was certified as the first site in New Mexico as a part of the Santa Fe National Historic Trail. Pete and Faye Gaines welcome guests to Point of Rocks Ranch to view the Santa Fe Trail ruts and the grave sites. To reach the ranch, travel from Clayton or Springer, New Mexico, on U. S. Highway 56 to a roadside park between mile markers 23 and 24. On the east side of the park is County Road C52. Travel north on C52 seven miles, turn east (right) onto County Road C53 and travel two miles to a "T" intersection. Turn north (left) and within a mile you will reach the home of Pete and Faye. Please call in advance to make sure your visit will not disrupt ranch operations and please treat the property with all respect. Pete and Faye can be reached by calling (505) 485-2473, or by writing HCR 60, Box 27, Springer, New Mexico 87747.

#### NOTES

1. Jerry Williams, ed., *Southwestern Field School Guidebook* (Albuquerque: University of New Mexico, 1991), 114.
2. Ibid.
3. Joe Winter, *Stone Circles, Ancient Forts, and Other Antiquities of the Dry Cimarron Valley: A Study of the Cimarron Seco Indians* (Santa Fe: New Mexico Historic Preservation Division, 1988), 36, 39, 76-77.
4. Dolores A. Gunnerson, *The Jicarilla Apaches: A Study in Survival* (DeKalb: Northern Illinois University Press, 1974), 186-189, 205, 252-253.
5. Jonathan Parke to Lt. L. McLaws, April 15, 1851, Letters Received, Adjutant General's Office, Microfilm 567, roll 449, National Archives.
6. Kate L. Gregg, *The Road to Santa Fe: The Journal and Diaries of George Champlin Sibley* (Albuquerque: University of New Mexico Press, 1952), 103-104. Considering Sibley's route with the survey team with reference to Lt. Parke's 1851 map which shows a direct route from Point of Rocks to Rayado, it seems likely that Sibley did not cross the Canadian at the Rock Crossing but used a trail to Taos via Rayado that crossed the Canadian several miles north of the Rock Crossing. If this is true, many Santa Fe Trail maps will need to be revised. It is a question in need of further study.
7. Josiah Gregg, *Commerce of the Prairies* (Norman: University of Oklahoma Press, 1954), 73-74; General Armijo's "Diary of Operations" Huntington Library; and James Josiah Webb, *Adventures in the Santa Fe Trade, 1844-1847* (Glendale: The Arthur H. Clark Co., 1931), 71.
8. Gregg, *Road to Santa Fe*, 103; Armijo, "Diary of Operations"; and Alfred B. Thomas, *Forgotten Frontiers: A Study of the Spanish Indian Policy of Don Juan Bautista de Anza, Governor of New Mexico, 1777-1787* (Norman: University of Oklahoma Press, 1932), 62-63. W.W.H. Davis in *El Gringo or New Mexico & Her People* (Lincoln: University Press, 1982), 82, says another battle between the Spanish and Comanches took place near Rabbit Ears in 1785. Although he also mentioned the action by Don Carlos Fernandez, he said it took place in 1783.
9. Adolph Wislizenus, *Memoir of a Tour to Northern Mexico, Connected with Colonel Doniphan's Expedition in 1846 and 1847* (Albuquerque: Calvin Horn, 1969), 15.
10. Daniel Tyler, *A Concise History of the Mormon Battalion in the Mexican War, 1846-1847* (Chicago: The Rio Grande Press, 1964), 158-165.
11. Thomas D. Hall, *Medicine on the Santa Fe Trail* (Arrow Rock: Morningside Bookshop, 1971), 136.
12. Robert W. Frazer, *Over the Chihuahua and Santa*



*Fe Trails, 1847-1848, George Rutledge Gibson's Journal* (Albuquerque: University of New Mexico Press, 1981), 68.

13. John Greiner, Notes of an Interview with Kit Carson, R1541 (a), Huntington Library; and Harry C. Myers, "Massacre on the Santa Fe Trail: Mr. White's Company of Unfortunates" *Wagon Tracks*, 6 (Feb 1992):18-25.
14. Douglas S. Watson, ed., *The Santa Fe Trail to California, 1849-1852: The Journal and Drawings of H. M. T. Powell* (New York: Sol Lewis, 1981), 63-64.
15. Marc Simmons, "The Wagon Mound Massacre," *The Mexican Road: Trade, Travel, and Confrontation on the Santa Fe Trail*, ed. Mark L. Gardner (Manhattan: Sunflower University Press, 1989), 50; and A. E. Burnside to Lt. P. W. L. Plympton, June 12, 1850, M1102, roll 2, frame 0334, NA.
16. Kenneth L. Holmes, *Covered Wagon Women, Diaries & Letters from the Western Trails, 1840-1890*, vol. II, 1850 (Glendale, The Arthur H. Clark Company, 1983), 35.
17. Parke to McLaws, April 14 & 15, 1851, M567, roll 449, NA.
18. Robert M. Utley, *Fort Union* (Washington: U. S. Department of the Interior, 1962), 20.
19. Ralph E. Twitchell, *Historical Sketch of Governor William Carr Lane together with Diary of his Journey from St. Louis, Mo., to Santa Fe, N. M. July 31st, to September 9th, 1852* (Santa Fe: Historical Society of New Mexico, 1917), 44-45; and William G. B. Carson, ed., "William Carr Lane Diary," *New Mexico Historical Review*, 39 (October 1964): 305-307.
20. Adjutant General's Office, *Chronological List of Actions, &c., With Indians from January 15, 1837 to January, 1891* (Fort Collins: The Old Army Press, 1979), 19.
21. Utley, *Fort Union*, 39; and Marian Russell, *Land of Enchantment* (Albuquerque: University of New Mexico Press, 1986), 101-102.

### 3RD ANNUAL OKLAHOMA TRAIL TOUR, OCTOBER 3

THE Cimarron County Historical Society is again sponsoring a tour of the section of the Santa Fe Trail which crosses the county. On Saturday, October 3, 1992, participants will meet at 7:30 a.m. at the Cimarron County Fair Building in Boise City and leave by 8:00 a.m. The morning will be spent visiting sites northeast of Boise City, including Trujillo Springs, and the group will return to Boise City for lunch. During the afternoon several more Trail sites will be visited, including Flag Springs, Cold Springs/Autograph Rock and Signature Rock sites, the Aubry Trail connection, and Camp Nichols.

Tour members must furnish their own off-road vehicle for the trip, if possible. Limited space will be available for those needing rides. Reservations are required and may be made by calling Joan Walton at (405) 544-3245, JoAnn Wells at (405) 544-3077, or Joan Wells at (405) 544-2716. There is no charge for the tour but donations may be made to the Cimarron County Historical Society. Reservations for the noon lunch must be made and paid for in advance. Inquiries may be addressed to the Cimarron County Historical Society, PO Box 655, Boise City, OK 73933.

## SAMUEL BOWMAN WATROUS, PIONEER MERCHANT

by James E. Romero, Jr.

*[This is fourteenth in a series on merchants and personalities on the Trail. Romero is a member of SFTA and the great-great-grandson of Samuel and Tomacita Watrous. He served in the USAF for 27 years and was with GTE World Headquarters in Stamford, CT, for 15 years. A resident of Lompoc, CA, Romero was appointed to the California Telecommunication Advisory Board in 1987. He gathered this information about S. B. Watrous while researching his family history and kindly prepared this article for WT.]*

ERASTUS Bowman Watrous, who later changed his first name to Samuel, was born in New England in November 1816, the son of Erastus and Nancy Bowman Watrous. He was a descendant of an English family begun in the thirteenth century by Sir Gilbert Waterhouse and his wife Isabella De Longvale. Jacob Waterhouse (1606-1676) and his wife Hannah came to America in 1630. Their descendants settled in Massachusetts, Connecticut, and Vermont. In 1713 Gideon Waterhouse of Connecticut shortened his last name to Watrous which continued as the family name for his line, including Erastus Bowman Watrous.

Watrous was orphaned at age 12 and left the Vermont home of his uncle and headed west in 1832 when he was 16. He worked at St. Louis for awhile and moved to the new community of Westport in 1834. In the spring of 1835 he signed on with a wagon train going from Independence to Santa Fe. Family tradition alleges that he worked hard, from early morning until late at night, at everything he could find to do during the winter of 1834-1835 so he could become a valued member of a wagon train. When he left Missouri he owned a new hunting knife and had some money in the pocket of a new vest like the ones worn by other teamsters.

Watrous and the wagon train departed Independence in May. According to Josiah Gregg's compilation, a total of 140 men and some 75 wagons took merchandise valued at \$140,000 over the Trail in 1835. At Council Grove the caravan was organized, repairs were made, and hardwood lumber was cut for repairs on the Trail. From Council Grove the long wagon train moved out, and the wagons often traveled in four parallel columns on the plains so in case of an Indian attack each column could quickly maneuver to form a hollow square for

defense. Indians were usually not the major problem, however, for there were rain, mud, flood, heat, insects, wind, and the mules and oxen to handle. Amidst the hardships of Trail life, young Watrous learned about handling draft animals and avoiding dangers along the way. He was fascinated with New Mexico, a vast domain with opportunity. Watrous was especially impressed with the beautiful Mora River valley and the Sapello River and returned to where the two joined several years later to settle.

It is not clear what Watrous did after the wagons reached Santa Fe. Apparently he married a Lamonite woman who bore him a son, Joseph. The woman supposedly died within a short time of Joseph's birth. Erastus probably did not remain long at Santa Fe. He became interested in the placer mines near Taos and went there. Tradition says that Watrous considered the gamble of finding gold, where nature held the stakes, as risky business which did not appeal to his shrewd New England mind. He seemed to be a born trader and opened a small store to sell necessities to the miners. The source of his funds to start this business is not now remembered but he may have borrowed from the wagon-master for whom he had worked on the Trail. The Watrous store prospered and Erastus was looking for a wife who could also be mother to his son, Joseph. He married Tomacita Crespín, daughter of a wealthy miner. She was described as beautiful, with small hands and feet, the seemingly transparent skin, flashing eyes, and blue-black hair of the Spanish aristocracy. She was also very young. Erastus and Tomacita had six children: Mary Antonette (Johnson) who was my great-grandmother, Emeteria (Gregg), Samuel Jr. (born after Erastus changes his name), Belina (Wildenstein), Mary (Tipton), and Louise (Kroenig). Tomacita also reared Joseph.

The Watrous business increased and he began to put gold away, more perhaps than if he had mined it. He developed a tanning business and manufactured deer skin clothing. He had a number of employees, including a hunter, tailor, and several laborers. The deer meat was sold and the skins were made into suits. Erastus was considered an excellent hunter and may have been the best rifle-shot in New Mexico. He could not tolerate the notion of leaving a wounded deer or bear to suffer, so he bought and

trained a greyhound (which cost him over \$100) to assist him. The dog was tied to Erastus's belt while hunting. If he failed to kill an animal, Erastus released the dog to find the wounded deer or bear so he could kill it quickly.

It was Erastus's shooting skill that led to the change of his first name. One of his best friends was named Samuel. One day while they were hunting together, Samuel dared Watrous to shoot at a mark on a wager. Erastus reportedly declared that betting was not his trade but, he continued, "I have a terrible first name. I like your name, Samuel, so I will bet you one name for the other. I will do it." Erastus won the bet and immediately changed his name to Samuel. From that day in 1838 he was known as Samuel Bowman Watrous. It is not known if his friend took the name Erastus.

Samuel worked extremely hard at his business and the strain began to show. He became ill. Tomacita tried herb teas and homemade poultices and plasters, but without success. The fever would not leave and Samuel became thin and wasted. Tomacita tried the patent medicines that stood on the shelves of their store. But nothing helped, not even the bitter doses of Dr. Spolon's Elixir of Health, the label of which said, "Whoever goes to parties and eats too much trash of all kinds, oysters and ice creams, cold tongue and cream kisses, sugar plums and celery, drinks too much brandy, hock, sherry, Madera, and champagne will be relieved by this marvelous medication." It did not cure Watrous, but then oysters, ice cream, sugar plums, and celery were rare in San Pedro. At her wit's end, Tomacita sent to Santa Fe for a doctor who told Samuel that his only hope for health lay in the open; he must live in the outdoors.

Tomacita saw to it that was done immediately. With several burros loaded with provisions and bedding, Samuel Watrous left his wife, children, home, and store and went walking into the hills. For a few years his family only knew him as a visitor, returning briefly only a few times a year. Tomacita reared the children and operated the store with success. Meanwhile, Samuel was learning about life in Indian country and may have traded with Indians. The years in the outdoors cured him of whatever ailment he suffered, and in 1844 Samuel sold his store and moved to La Junta, the junction of the Mora and Sapello rivers. He obtained a one-seventh interest in the Scolly Land Grant, giving him title to over 10,000 acres. At La Junta he established the Watrous ranch on the north side of the Mora,

and there he also operated a store to trade with Indians and travelers on the Santa Fe Trail. In time he built a large home and store and developed a considerable ranching operation. Little information has been found about Watrous's business at La Junta.

Watrous reportedly was highly respected by Indians. It was said that no Indian was ever turned away from his ranch hungry. Indians were fed and given shelter overnight or as long as Watrous thought they should stay. He also acquired Indians and hired them as servants. The Indians apparently respected Watrous and his trading post, and it was believed that no Indians ever attacked him there. From the records of Fort Union, however, it is clear that some Indians did steal cattle and sheep from Watrous's ranches and some of his herders were killed by Indians.

Tomacita died in 1856. The same year Samuel married Rose Chapin from St. Joseph, Missouri. They had one child who was stillborn. When Rose died, Samuel married her sister, Josephine. They had two children, Charlie and Rose. The ranch and store continued after the Indians were gone and the Trail was supplanted by the railroad.

In the 1880s there developed an unusual situation wherein Joseph, oldest son of Samuel, and Josephine, Samuel's fourth wife, became extremely jealous of Samuel Jr., apparently because Samuel Jr. was the favorite of his father. Josephine and Joseph allegedly plotted the death of Samuel Jr. It was said that Joseph shot and killed Samuel Jr. on the road to Cherry Valley (now Shoemaker), New Mexico, in March 1886. The body was not found for two days, and Samuel Sr. could not believe that the body was that of his son.

After the burial, Samuel supposedly accused Josephine and Joseph of killing Samuel Jr. During an argument, which was overheard by the servants, shots were heard. When the servants entered the living room, Samuel lay dead with two bullet wounds in his head. Newspaper reports referred to his death as a suicide. Since he died from two bullet wounds to the head, suicide seems unlikely. No one was ever charged with Watrous's death. He was buried and became part of the history of the Trail. Following Samuel's death, it was reported that Josephine would never again speak to any of Samuel's children except for Joseph and her own, Charlie and Rose.

Samuel Bowman Watrous (who except for name changes might still be known as Erastus Bowman Water-

house) had been a merchant on the Santa Fe Trail for several years. Although much remains to be learned about the man and his business, this summary provides an overview of his interesting life. When the AT&SF Railway built into New Mexico in 1879, railroad officials changed the name of the community at the junction of the Mora and Sapello rivers from La Junta (because they already had a La Junta in Colorado) to Watrous, thereby honoring the pioneer settler and trader. The Watrous home (which included his store) north of the Mora River still stands on the north edge of the town of Watrous and forms the headquarters for the present Doolittle Ranch.

## NATIONAL TRUST FOR HISTORIC PRESERVATION

JIM Lindberg, field representative at the Denver regional office of the National Trust for Historic Preservation, wants Trail people to know about the organization and its financial assistance programs. The mission of the National Trust, chartered by Congress in 1949, is to foster an appreciation of the diverse character and meaning of our American cultural heritage and to preserve and revitalize the livability of our communities by leading the nation in saving America's historic environment. The regional office in Denver provides technical and financial assistance to individuals and organizations in eight states (it should be noted that Missouri, New Mexico, and Texas are in other regions; Colorado, Kansas, and Oklahoma are in the Denver region).

The Trust's Preservation Services Fund awards small "seed grants" to help non-profit and public organizations initiate preservation projects. There are three application deadlines each year: Feb. 1, June 1, and Oct. 1. The maximum grant is \$5,000 which must be matched by local funds.

The National Preservation Loan Fund provides low interest loans and loan guarantees to non-profit or public organizations for the purchase, stabilization, or rehabilitation of historic properties. These funds must also be matched locally. There is no specific deadline for loan fund applications.

For more information about the National Trust, its programs, and details about its services, contact Jim Lindberg, National Trust for Historic Preservation, 511 16th St, Suite 700, Denver, CO 80202 (303) 623-1504. Lindberg spends part of his time in the field and, if you have a project you would like him to look at when he is in your area, just let him know.

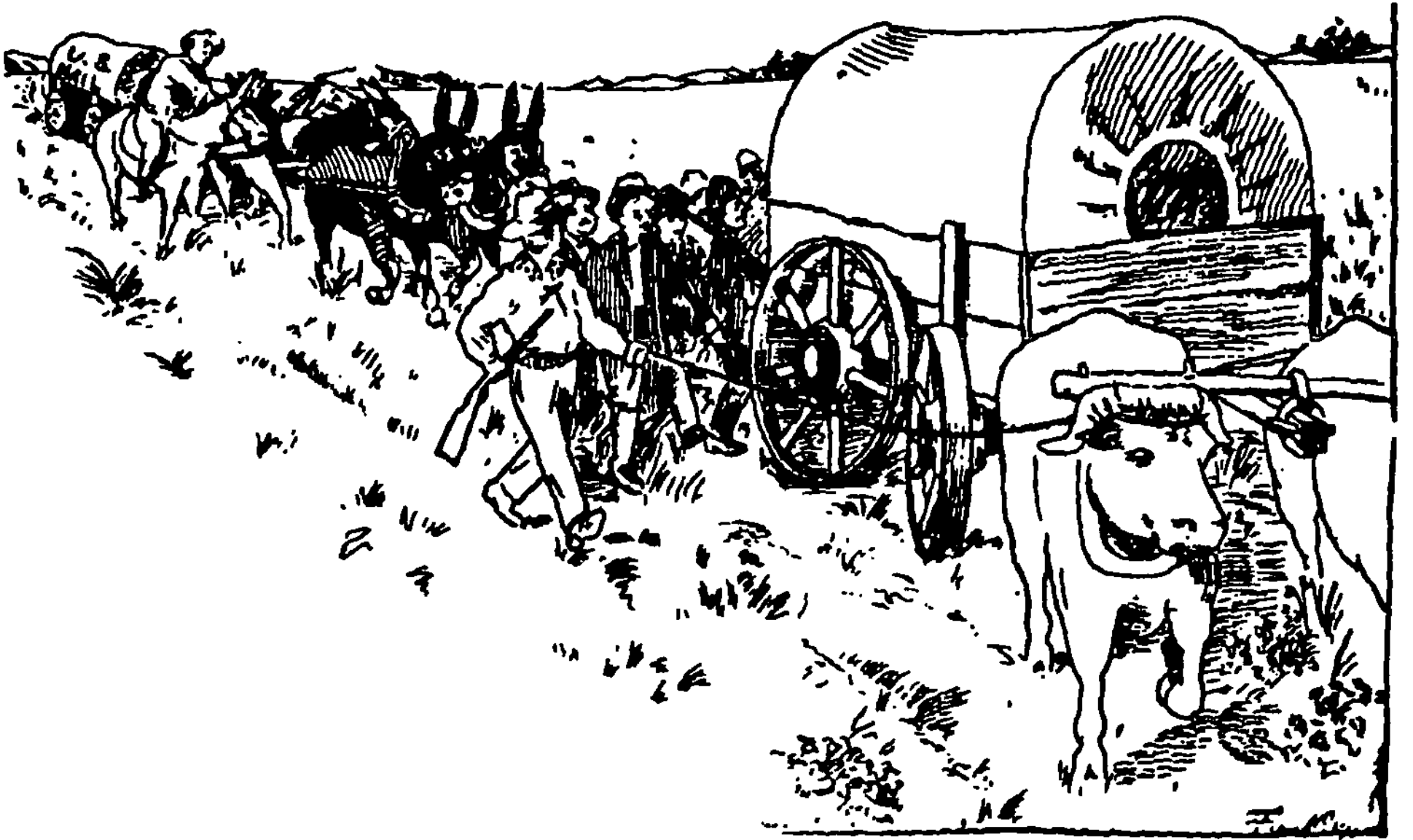


## JAMES BRICE'S TRAIL REMINISCENCES, PART II

*[The first installment of James Brice's Reminiscences of Ten Years Experience on the Western Plains appeared with an introduction in the last issue. It is continued here and will be concluded in the next issue. Special thanks are extended to the Brice descendants for permission to reprint this important item. The entire text will also be reprinted as a separate booklet later.]*

November, 1859, Col. Hall, one of the mail contractors, instructed me to take all the public documents at Council Grove and Pawnee Fork and deliver them at Santa Fe. If the commanding officer at Fort Larned would not furnish an escort, deposit the mail at the Post Office, get a receipt for it and return to Independence. When I applied to Capt. David Bell, the commander, informing him of the instructions given me by the mail company, he told me he could not furnish an escort; that I would meet one at the Cimarrone Crossing of the Arkansas River; they would return with me to Fort Union. I asked him for a letter to the officer in command, but he declined, saying it was not necessary. My outfit consisted of eight assistant, three loaded wagons, six mules, hitched to each wagon, and six or seven extras for emergencies. I had seventy-five miles to travel before I could find out if my doubts were well founded about the escort returning with me to Fort Union. I met the troops camped at the point Captain Bell told me. Informing the officer in command that Captain Bell told me he would return with me to Fort Union, the gentleman informed me that his rations were almost exhausted, his horses bare-footed and he could not return with me. It was three hundred miles to Fort Union, without a Post Office or habitation, through a savage territory, regular range for Kiowa and Comanche Indians, then at war with the government. I concluded it was too dangerous with the small force I had, to proceed further.

Traveling back to the junction of roads, to go by way of Ratone, fifty miles further than the regular mail route, and believing I could deliver the mail at Santa Fe on schedule time. We started on the new route, although none of us were ever over the road before. Going by the way of Pleasant Encampment, Sand Creek, Bent's New Fort, fording the Arkansas River at Bents Old Fort, thirty-five miles fur-



PROTECTING THEMSELVES AND THE MAIL FROM THE INDIANS

ther west, continuing the route by Iron Springs, fording Picket Wire at Trinidad, over the Ratone Mountains, Maxwell's Ranch, Reowal Calhoun's Ranch, reaching the Santa Fe Trail regular mail route six miles north of Fort Union. Stealing a march on the hostile Kiowas, meeting only a small band of friendly Cheyennes. They seemed well pleased when I gave them a little sugar and coffee. Arriving at Fort Union on time, leaving all my helpers but two to have everything ready when I returned from Santa Fe with the Eastern mail. Reaching my destination on schedule time, with the first mail to cross the Ratone Mountains, fifteen months before the service was changed from the Santa Fe Trail to supply Fort Wise, which was reported February 22d, 1861. On my return trip with the Eastern mail, I traveled with an escort in charge of Sergeant Speed, who was bringing the remains of Col. May, an army officer who died at Fort Union, to be forwarded to Baltimore, Maryland, for interment. He did not have a full company; asked me to have my men stand guard; I told him they would, and that I would stand guard myself when called on. I was sitting by the camp fire our first night out from Fort Union, when the Sergeant accosted one of his own teamsters, Jones, "I heard that you said you would not stand guard, it may be if you don't I will make a spread eagle out of you." We had a deep snow all the way from Fort Union to Missouri, but no spread eagles. I remained with the military escort until I came to the stations where the company kept relays of fresh animals. Bidding good-

bye to Sergeant Speed and thanking him for his protection and courtesy, I started for my destination, visiting all Post Offices on the route, arriving at Independence on schedule time, to Santa Fe and return.

[The following letter appears at this point in the text.]

WHITTIER STATE SCHOOL, WHITTIER, CAL.  
J.P. Greenly, Superintendent,  
H.N. Coffin, M.D.  
Whittier, Cal., Sept. 22, 1905.

James Brice, Esq.,  
Kansas City, Mo.

My Dear Old Comrade: Your letter of the 16th received, and I am glad to hear from you. My nephew, E. J. Peck, of Larphop, Mo., had written to me that he came across you in Kansas City and had a talk with you. You do not seem to remember me, but it is not strange that you would fail to remember all the soldiers you met on the plains, when you came in contact with so many different ones; while I would naturally recollect nearly all of the old mail hands, for there were not so many of them. You are mistaken about the year when Lieut. Long's party buried that emigrant family; it was in September or October, '59 instead of '58. The Kiowa outbreak began with the killing of old Pawnee, one of their chiefs, by Lieut. George D. Baird, in the latter part of September, '59. I was right alongside of Baird when he shot the Indian, about a mile north of Peacock's Ranch. Our commander, Maj. Sedwick, had started into Fort Riley after being out along the Arkansas River all summer; after Pawnee was killed, we went on into Riley, but the Kiowas had gone on the war path and the company I belonged to (K) Capt. Geo. H. Stewart's, was sent back to Pawnee Fork where we built sod houses to

live in and escort mails all that winter.

Before going into Fort Riley, just after Baird killed old Pawnee, on the same afternoon, while we were camped near Peacock's Ranch, a mail wagon from Independence came along: the conductor was named Smith, his brother was one of the drivers and Bill Cole was the other. Maj. Sedwick detailed Lieut. Otis and ten men from each of the four companies, making forty men to escort the mail through what was considered the dangerous ground, from Walnut Creek to Pawnee Fork. I was one of that escort; you know how that resulted in the murder of the two Smiths and narrow escape of Bill Cole. I was with you on two or three trips I think that winter, but remember none more particularly than one trip in mid-winter, that we took you clear through to Fort Union, it was terribly cold weather the whole trip through and back. Coming back we had two or three feet of snow all the way. Going out we were attacked by the Indians one night while camped on a little branch of Red River. You will certainly remember that night. Corporal Newman had charge of the party of twenty soldiers and I was Lance Corporal. You ought to remember one of my chums, Bill Crowley, for he was always teasing and joshing you on that trip. Bill is still living and I get letters from him occasionally. The drivers you had that trip were Pat Murray and John Steel. Among the old hands on the road at that time, I remember Dave McKinstry, Frank Cole (a brother of Bill's), Henry Lovell, Bob Carson and others. After the killing of the Smiths, our command being under order for Fort Riley, went on in, but Maj. Sedgwick left Lieut. Long and forty men at the Big Bend to escort the mail until he got orders at Riley to send "K" company back to the Arkansas to winter.

It was while on this duty that Long's party found and buried the murdered family you speak of, my chum Bill Crowley was one of that party, but I was not; I had gone to Fort Riley. When we came back to Pawnee Fork to establish our winter quarters, it was about the 1st of November. The mail contractors (Hall & Porter) sent out some men and an outfit to build a station at Pawnee Fork; a man named Butts had charge of the job, but as soon as the mail station was established, Butts went back to Independence and one Stark came out to take charge of the mail station. Stark got into trouble by selling whiskey to the soldiers and he was recalled by Hall & Porter, and then Butts came on again and remained in charge of the station until we left there in the spring of '60, to go on the Kiowa expedition. Our commanding officer was Lieut. David Bell. During that winter Bell and Butts built a bridge over Pawnee Fork, but I don't think they ever got their money out of it. Bell died that summer, while on sick furlough, at old Point Comfort, Virginia. In the fall of '60, after the Kiowa expedition, we, Sed-

wicks command, were ordered up to Bents Fort to build Fort Wise, afterwards called Fort Lyon, where I put in the balance of five years and never got to go back to Fort Larned but once, that was in the latter part of the winter, about February '61, when there was a big snow on. Larned was then garrisoned by two companies of second infantry with Capt. Julius Hayden in command. Weisselsum was settled in 1901. I wrote up and published in the National Tribune of Washington, D.C., the narrative of my five years in the army, detailing all about that winter escorting the mails. My story was published under the title, "Rough Riding on the Plains." I expect you would be interest in that part of it, at least you might write to the National Tribune and ask if they can furnish you the back numbers containing my story. I will be glad to hear from you again; with best wishes for your health and prosperity, I remain your old comrade.

ROBERT MORRIS PECK.

Lock box 50, Whittier, Cal.

In 1860 Messrs. Hall & Porter sold their unexpired term of the Santa Fe mail contract to the Missouri Stage Company, known afterward as Slemmons, Roberts & Co. The late Mr. Preston Roberts, of Independence, Missouri, was manager and employed me to take charge of their supply station at Pawnee Fork, where they kept a large number of mules and other necessities for their employes, instructing me to give no stage passes or be dictated to by anybody. The new manager made a good many changes on the line, doing away with the heavy covered lumber wagons, replacing them with thorough brace Concord Hacks. Establishing new stations to keep relays of animals to expedite the delivery of the service. I was only a few days in my new position, when the commanding officer at Fort Larned brought a woman to the mail station, whom a wagon master got from Comanche Indians, on the Santa Fe Trail for some flour; requesting me to send her to Kansas City. I told him I would send her by the first mail going East. My wife took charge of her. He sent the Post physician to see her; she begged that gentleman, for God's sake not to talk to her! The doctor told me she was out of her mind and I agreed with him. My wife did everything she could to induce her to go to bed, thinking she might sleep and we would learn more of her history and how she got into the hands of the Indians, but all her pleadings and efforts could not induce her to retire. She sat by the stove all night. I secreted myself and watched her for fear that she would run off or do herself bodily harm. The Eastern mail arrived on time and I gave her in charge to the

conductor; I never heard anything more about her or where she belonged.

Fort Larned was then garrisoned by two companies, second U.S. Infantry, Capt. Julius Hayden in command, a strict disciplinarian. He kept a sentinel from his headquarters to the mail station, advising me if Indians wanted to see him, to bring them to his office. A few days after the captain had been talking with me, I brought an Indian through the lines, who wanted to see the commander. When we reached the captain's office, he called for his interpreter to ask the Indian what he wanted. The Indian replied, "My father sent me to know why you want us to move camp for?" "Tell him the military reservation is ten miles square and we want the grass close to the Post for our own horses, mules and beef cattle." The interpreter told the Indian, who replied that he would tell the old man when he would reach home (meaning his father). The reply did not suit the captain. "Tell him I am chief of these guns," pointing to several cannon on the parade ground. The Indian replied, "I see his guns, they make a big noise, but don't do much harm." "Tell him if he don't move before the sun goes down, I will move him." The Indians moved immediately when they heard what the commander said. Pawnee Fork was the regular camping ground for Kiowas, Cheyennes and Arapahoes before Fort Larned was established, and they wanted to continue their former practice; they would come to the mail Station at all hours.

Santanta, a Kiowa leader of young desperadoes on the frontier days as dog soldiers, and more feared than loved by his pale faced brethren, came along about midnight with eighteen or twenty of his band. He would knock on the door; I would get up out of bed, not knowing who was knocking; opening the door to see, I was facing those Indians mounted in a single file like cavalry soldiers waiting orders from commander, wanting to stop with me and get a pass on the stage to Council Grove, 200 miles, where he and his men were going to see the Comanche Indians. I would tell him that the commanding officer gave me orders to inform him when Indians came to the mail station, and that he would have to go and see him. After telling my wife to bolt the doors, we would start for headquarters. Santanta was a large man and would crouch behind me for protection from stray bullets if any should come our way, he preferred them to reach me first. When we reached the sentinel, he asked: Who comes there? and I answered, Brice, from the mail station, with Santanta to see the commanding officer. Halt! he





SANTANTA AND HIS MEN

would call the sergeant of the guard; after all the preliminaries, we would be told to advance. The sergeant would wake up the commander from his bed, telling him Santanta with eighteen or twenty of his band wanted to stop all night; he would direct the sergeant to let the men sleep in the guard house and turn their ponies into the corral. Santanta would decline the invitation and return with me.

While we were seeing the captain the Indians waiting our return, tied their ponies in a ravine close to the mail station. Sitting around a camp fire, I would bring them bread and all the cooked victuals I could find, remaining with them until their camp fires went out and that there was no danger of burning the mail companies hay stacks. They would tell me how badly they were treated by the white people killing their buffaloes and taking their hunting grounds; I would tell them that the Big Chief made all the laws and everybody had to comply with them. I would pass Santanta in the stage to Council Grove and put his name on the way bill with initials of my name opposite. He carried a bugle when he got on the seat beside the driver, he would make as good a call as any post musician; his men would come on a double quick, taking their places each side of the mail coach like a military escort. The herder brought one of the mules in off the pasture that was bitten by a rattlesnake. His head was twice its natural size. I brought a Cheyenne Indian to see the animal, who had me to throw him down and secure him from struggling. He took my pen knife, sharpened the point of the small blade, tied a cord around it, leaving one-fourth inch uncovered, pricking the mule around the nostrils with the uncovered point, blood coming from each stab; rubbing the bloody part with gunpowder and telling me to keep him from water until the next morning. I complied with his instruc-

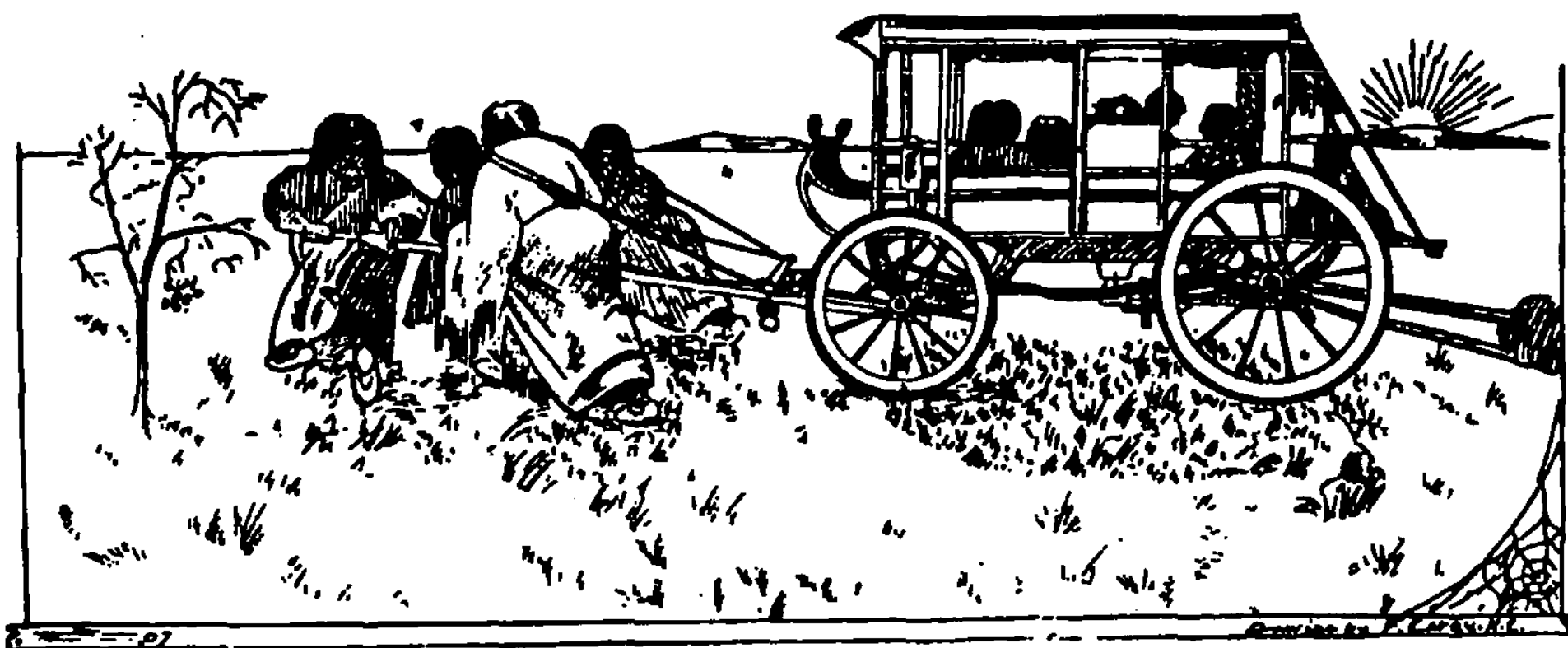
tions and the mule was all right next morning. I had a brood of chickens about a week old. He asked me to give him a pair. I could not see what he wanted with them, as those blanket Indians were always on the move. Striking his limbs with both hands, imitating a rooster flapping his wings to crow, telling me in Spanish he wanted to know when it was near daylight. I told him it would be four weeks before they could be taken from their mother. He came one time I was absent and my wife gave him the chickens. I met him about sundown eight miles from the mail station. He had one on each side of the saddle, pointing out to me the rooster from the pullet.

February, 1861, the Santa Fe mail service was changed from the Cimarrone route by way of Ratone to supply Fort Lyon. The mail company ran two stages from Pawnee Fork to Fort Lyon, 250 miles. It took five days to make the trip each way. There were no stations between those points. Passengers were provided with the same accommodations they had on the Cimarrone route. Messrs. Slemmons, Roberts & Company's contract expired in nine months after they commenced the service, and at the regular mail letting the contract was awarded to Messrs. Cottrell, Vickroy & Company. The late Mr. H.M. Vail, of Independence, Missouri, was one of the company, but they did not keep the contract long until they sold out to Messrs. Bollow & Sanderson, gentlemen of large means. Mr. Ballow lived at St. Albans, Vermont. Mr. Sanderson lived at Kansas City, Missouri; was manager and an expert running a stage line, equipping the new enterprise with new thorough Brace Concord coaches and the best animals money could purchase, expediting the service from tri-weekly to daily and holding the line against a competition until it became railroad service.

In the winter of 1863 the Eastern

mail got snow-bound about eight miles west of where Dodge City is now located. One of the mules froze to death, after being unhitched from the wagon. One of the drivers started on mule back to inform me of the situation. He got only four or five miles until his mule gave out, lying down in the road, and he had to leave him. Seeing the light of a camp fire, he crossed the Arkansas river on the ice, reaching an Indian camp with hands and feet frozen. The Indians had to cut his boots before they could get them off, wrapping his feet with a buffalo robe, but could not remove the gloves. The Indians brought him and the mule to the mail station. There were two army officers, passengers on the stage, sent a letter to the commanding officer at Fort Larned, who sent fuel to assist the men I sent to bring passengers and mail to the post. One of the stages was left where it was snow bound and disappeared before I could send after it. It took several months before I could find out what band of Indians had taken it. I finally located it in Pawnee Creek, sixty miles from Fort Larned. I sent two men with a team to bring it home. They had no trouble in finding it. The squaws arranged harness to suit themselves, made of strips of buffalo robe, using the vehicle to carry their "papposes" over the prairie when they would be moving to their different camps.

When the regulars were relieved at Fort Larned it was garrisoned with volunteers. Col. Leavenworth was commanding officer. Indians took more liberties than they had under the former commander and would prowl around the post at all hours. A good while after taps a horseman riding towards the post was challenged by the sentinel. Getting no reply, he shot at the intruder, alarming the garrison by the discharge of firearms at such an unusual hour. Officers hastening to find out what was the matter found a dead Indian. The sentinel did not know who the horseman might be and was carrying out his instructions. The Indians were notified and came to identify the body and the band he belonged to. The commanding officer gave orders to bury the Indian and put a paling around his grave. The order was carried out. I could see the paling about the grave while I remained at Pawnee Fork. A few months after the Indian was shot by the sentinel, two fine horses, the private property of a commissary sergeant of the Second Colorado troops, broke away from the man who was watering them and running north crossed the bridge over Pawnee creek a mile from the post. The owner offered a reward to have them caught



SQUAWS MOVING PAPOOSES

and brought back. Two mounted soldiers followed them and crossing the bridge were cut off from the post by Indians, who murdered them and mutilated their bodies in such a savage manner that they had to be carried to the post in gunny sacks. The poor fellows lost their lives and were cut to pieces trying to catch the horses and bring them back to their owner, Indians capturing the four horses after committing the brutal deed.

General Sacket, U.S. Army, was a passenger on the coach en route for New Mexico a few days after these murders were committed. I was telling him how bold those savages were, murdering people in sight of the commanding officer's headquarters. I told the general I was going to see the commander, to know when the troops would be ready to escort the mail to Fort Lyon, suggesting to him if he seen the gentleman he might give him a larger force than he would give me. He replied: "Get your escort; I can go with any escort." Remarking at the same time that General Custer was the man to get after those Indians. About twelve or thirteen years after these remarks were made by General Sacket, General Custer with 261 men of the Seventh Cavalry were murdered by Indians in the Black Hills region on the Little Horn river, and 52 were wounded. The Indians never forgave Mr. Peacock for calling on General Sedgwick's command that killed Pawnee, one of their band, in 1859, retaining their savage animosity by plotting to murder him and his men. In less than twelve months after the shooting of the Indian by Lieut. Baird, three of those blood-thirsty savages came to the ranch and told the men that troops were coming from Fort Larned. There were none coming; it was a pre-arranged plot to murder Mr. Peacock and his men when they would be looking for the coming troops. Mr. Peacock and two of his men went up on the flat roof of the house to see if there was a large force coming, the Indians going with them.

The moment the ranchmen looked for the troops they were shot in the back. One of the men made his way off the roof and fell dead in the room where Simon Ebey, one of the stage drivers, was sick in bed for two weeks. He saw the Indians taking everything they could carry off without moving a muscle until the darkness of the night covered his movements; making his way to Fort Larned, 35 miles, and informing the commanding officer of the murders committed by those blood thirsty demons. The commander immediately sent soldiers to the ranch to bury the dead bodies and protect the property until it was taken charge of by the proper parties. The sick man was taken into the hospital, where he remained until he was able to go to work. The last I heard of him he was living at Bumelo, New Mexico.

(continued next issue)



## HOOF PRINTS

### —TRAIL TIDBITS—

The Morton County (KS) Historical Society and Kirkland Cattle Company recently sponsored a two-day wagon trip along the Santa Fe Trail ruts in the Cimarron National Grassland. If this opportunity is offered again, we hope they will let WT readers know in time to participate if interested.

An article about travel opportunities along the Trail, by William Childress of Anderson, MO, recently appeared in the *Air Force Times*, *Army Times*, and *Navy Times*. He also had a column on the Trail in the *St. Louis Post Dispatch*. Childress utilized Gregory Franzwa's *Santa Fe Trail Revisited*, which he praised highly, and followed the Trail to gather information for the pieces. He also gave a nice plug to SFTA. Thanks

Chilly.

The Friends of Arrow Rock continue to preserve and interpret the historic village and welcome members from everywhere. Membership dues help keep the organization going and assist with its many fine programs at Arrow Rock. Annual dues are only \$10. Send to Friends of Arrow Rock, PO Box 124, Arrow Rock, MO 65320.

Several Council Grove sites were certified by the NPS on June 13, according to a brief newspaper article which came to SFTA. Included were the Hays House, Seth Hays Home, Conn Stone Store, Last Chance Store, Council Oak, Post Office Oak, Kaw Mission, and the Neosho River Crossing. Someone should have sent the details for WT.

Missouri River Outfitters Chapter President Roger Slusher had an informative item in the *Lexington News*, June 3, 1992, explaining the routes of the Trail in the Lexington area. He pointed out that the routes are now shown as part of a new exhibit at the Lexington Historical Museum.

Plans for a sprawling business park south of Bannister Mall in Kansas City, MO, include a swath of parkland that will highlight the Santa Fe Trail. Marion Merrell Dow, a pharmaceutical company, is developing the project.

The newest edition of the official New Mexico state highway map shows the route of El Camino Real (or the Chihuahua Trail) as well as the Santa Fe National Historic Trail which has been marked on earlier editions. It is nice to see state maps highlight historic trails; several other Trail states also include the routes of the Santa Fe Trail.

A free booklet, *Santa Fe Trail*, makes the sounds and sites of the national historic Trail "come alive with legends of the lusty pioneers who forged the way west between 1822 and 1880." The brochure may be ordered from the New Mexico Dept. of Tourism, Room 751, 1100 St. Francis Dr., Santa Fe, NM 87503, or call (800) 545-2040.

The National Park Service recently published the *National Trails System Map and Guide* showing the 17 national scenic and historic trails. A brief description of each trail is included. SFTA is recognized as a support group for the SFNHT. This is a fine publication and should soon be available



throughout the NPS system.

Ramon Powers, executive director of the Kansas State Historical Society, was recently reappointed to the SF-NHT Advisory Council by Kansas Governor Joan Finney. Sec. of the Interior Manuel Lujan has appointed Powers to serve as the new chairman of the Advisory Council. The next Council meeting is in Kansas City on Aug. 27-28.

## CAMP TALES

### —CHAPTER REPORTS—

#### Cimarron Cutoff

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

Eighteen members and guests of the chapter attended NPS certification ceremonies at Point of Rocks on July 26, 1992. Several of these same members had attended the first NPS certification at Autograph Rock in Oklahoma on Jan. 24, 1991. Following the ceremonies on the Pete and Faye Gaines' ranch, Cimarron Cutoff members toured the nearby historic Dorsey Mansion. After the tour President Hutchison conducted a brief business meeting at which the group voted to publish a quarterly newsletter informing members of upcoming meetings. The Elkhart members will be hosts to the Oct. 19 meeting at the Morton County Historical Society Museum.

The trip from the Dorsey Mansion to US 56 will be long remembered by the members as a slip-and-slide ride, with frequent stops over the rain-soaked dirt road. Some of the members met at a cafe in Clayton for the evening meal.

#### Texas Panhandle

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

No report.

#### Wagonbed Spring

President Edward Dowell  
521 W. Janice  
Ulysses, KS 67880

The chapter meeting was held at Ulysses on July 9, 1992. Karla French presided in the absence of President Dowell. The new historical sign is in place at Wagonbed Spring National Historic Landmark, the text of which was compiled by the late chapter president, Fern Bessire.

Ron and Karla French reported that they had attended the Fur Trade Encampment at Bent's Old Fort NHS on July 4 and will show their video of the events at a later meeting. Wendell Hubbard, Hugoton, gave a detailed report of his mapping of the Wagonbed

Spring site from an aerial photo taken in the late 1930s. He said the topography had changed through the years due to floods on the Cimarron River in 1914, 1921, and later years.

Mrs. Lucile Lewis told of the years when there was water in the river and her family cut ice from it in the winter for storage. She also told of her task in using her family's team of horses to pull travelers' wagons across the sandy river bed near her home. Fees for the "ferry" were higher if the teamsters got stuck before they called on her for help.

The fall meeting of the chapter will be in Hugoton on Oct. 8.

#### Heart of the Flint Hills

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

The sixth annual Trail ride began Saturday, June 6, 1992, near Larned. A total of 110 people and 14 wagons enjoyed the six-day ride which traveled over 85 miles along the Trail. Among sites visited during the trip were Fort Larned NHS, Santa Fe Trail Center, Ash Creek Crossing, Pawnee Rock, Fort Zarah, Plum Buttes, Ralph's Ruts, Cow Creek Crossing, Jarvis Creek Crossing, and the Little Arkansas River complex. From there everyone loaded up and traveled 90 miles to a location southwest of Council Grove near an old stone corral, unloaded, and followed the Trail into Council Grove where they participated in Wah-Shun-Gah Day on June 13.

Clarence Spittles, who died on May 25 at age 84, was greatly missed on the Trail ride. He had participated in all five previous trips on the Trail and was planning to go again this year. He was always a cheerful addition to the rides, with his sharp little ponies and colorful blue wagon covered by a white canopy. He inspired his children, grandchildren, and great-grandchildren to participate in the annual event.

The chapter invites everyone to come to Council Grove for the First Annual Santa Fe Trail Arts Festival and Chili Cook-Off, Sept. 26-27, 1992. The pageant, "Voices of the Wind People," will be presented Saturday evening, Sept. 26. Events on Sept. 27 will be at the stone barn a mile east of Council Grove.

Restoration work is proceeding on the barn built by Seth Hays, founder of Council Grove. The project received a Heritage Trust Fund Grant, administered by the Kansas State Historical Society, to assist with renovation. When completed, the barn will house a Santa Fe Trail interpretive center and museum on the ground level and a

multi-use facility in the upper story.

#### End of the Trail

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

On April 25, 1992, 35 people gathered to hear Marian Meyer speak about the research for her book on Mary Donoho. She gave everyone a taste of the excitement of her research, and her enthusiasm for Mary Donoho kept the audience enthralled. Mike McDonald admitted that he had to make a change in his new book, *The Qulz of Enchantment*, because of Mary Donoho.

On April 26, 14 members of the chapter went to Wagon Mound and joined members of the Corazon de los Caminos Chapter for a climb to the top of the Wagon Mound landmark. It was an arduous climb but, of the 34 individuals who started the trek, 25 reached the top and were rewarded with a spectacular view of the surrounding area, including Point of Rocks, Canadian River Crossing, Fort Union, and Watrous. Special thanks is extended to LeRoy LeDoux, president of Corazon de los Caminos, for hosting our group and sharing this great adventure.

On June 20, 45 members from the chapter met at Fort Union National Monument for a tour conducted by Supt. Harry Myers. The tour included Fort Union and surrounding sites, including the towns of Tiptonville and Watrous and the site of the first Fort Union. The location of the original post is not normally open to the public, and it was a special treat to be able to visit there.

The first "Trail Enhancement Party" was conducted by four members on June 27. Margaret Sears, Anne Ortiz, Harv Lyons, and Carl Damonte drove to Glorieta, NM, approximately 20 miles from Santa Fe. They spent the morning cutting grass, pulling weeds, and trimming branches around the DAR Trail marker that was placed there in 1910. The site had become heavily overgrown with vegetation. When the gardening was finished, the marker was once again clearly visible from both the roadway and the railroad tracks that pass nearby.

#### Corazon de los Caminos

President LeRoy LeDoux  
PO Box 94  
Wagon Mound, NM 87752

Chapter President LeRoy LeDoux was recently appointed to serve on the Santa Fe National Historic Trail Advisory Council for a two-year term. LeDoux has been active in SFTA since it was founded in 1986, and he was instrumental in forming the Corazon de

los Caminos Chapter. His interest in the Trail goes back to his childhood, said LeDoux, "when my grandfather and I hiked the old trail in the Watrous area."

In June the chapter meeting was held at the Kit Carson Museum at Rayado, with 23 members and 12 guests present. Rayado, an important stagecoach stop between Cimarron and Ocate on the Mountain Route of the Trail, is nestled between several mesas at Rayado Creek at the edge of the Philmont Scout Ranch. The museum occupies the grounds of the original Kit Carson hacienda, a formidable adobe construction which contains many utensils, tools, and weapons of the Trail period. Norman Guillin from Albuquerque gave a brief review of the weaponry of that period, and the tour guides in traditional dress gave us a glimpse of life during the mid-19th century.

On July 26, 1992, the chapter hosted the events at the NPS certification of Point of Rocks (see story on page 1). The August meeting is scheduled at Watrous. In September the chapter will meet at Ocate and in October at Bueyeros. For further information, call LeRoy LeDoux at (505) 666-2262.

### Wet/Dry Routes

President Joanne VanCoevern  
4773 N. Wasserman Way  
Salina, KS 67401

The summer chapter meeting was held July 19, 1992, at the Santa Fe Trail Center near Larned. After the business meeting, David Clapsaddle discussed the various routes that make up the Wet and Dry routes. He then led a tour of the pre-1859 Dry Route.

The chapter voted to set up a hamburger stand at the Bluegrass Festival to be held on the Warner Ranch near Dodge City on Aug. 22 and 23. On October 10 the chapter will sponsor a guided tour of the Wet Route. The cost is \$10.00 per person, including transportation, lunch, and printed materials. The fall business meeting will be incorporated into the tour. Reservations for the tour, limited to 90 people, must be made by Sept. 28 with Pam Wetzell, RR 1 Box 21, Offerle, KS 67563. The winter meeting is scheduled for Sunday, Jan. 17, 1993, at either Offerle or Kinsley. Leo E. Oliva will be the guest speaker.

### Mountain Branch

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

There are lots of activities along the Mountain Branch this summer. On June 6 Ranger Dave Meline gave an



**Trail Nightingale turned rock cutter?** Clara Goodrich, Larned, who presents singing programs about the Trail, is shown splitting a piece of post rock under the careful supervision of Arthur Saylor at the Wet/Dry Routes gathering a few months ago. Saylor quarried the rock used for the markers along the Wet and Dry routes. In this exhibit demonstrating how the stone is quarried, Goodrich is driving the wedges into the feathers placed in holes drilled into the rock. A few blows of the hammer after this picture was taken, she split the rock in two. You have heard of singers who can break glasses? Well this talented performer can split rocks!

interesting Santa Fe Trail talk and slide show at the state campground just west of Trinidad. On June 13-14 Trinidad celebrated its 7th Annual Santa Fe Trail Festival. On June 20 members of the chapter participated in the Santa Fe Trail Mountain Man Rendezvous at the NRA Whittington Center west of Raton, NM. On June 21 Fort Garland observed the 63rd anniversary of Pioneer's Day, with a celebration of Spanish culture in the San Luis Valley and a review of the valley's military history. June 27 found the San Luis Valley Historical Society leading a caravan over old La Veta Pass, with stops at the old mining camps of Placer and Oakview. On July 1 Mark Gardner brought his banjo and knowledge of the Trail to Pueblo's El Pueblo Museum for an evening of song, chatter, and fascinating Trail information. July saw chapter members participate in the Corazon de los Caminos picnic and dedication ceremony at Point of Rocks in New Mexico. A second annual Dinosaur Track Trek is planned for August.

### Dodge City/Fort Dodge

President Pat Robison  
228 Custer  
Fort Dodge, KS 67843

No report.

### Missouri River Outfitters

President Roger Slusher  
1421 South St.  
Lexington, MO 64067

New officers for the chapter were elected in April. They are President Roger Slusher, VP Bob Dorian, Sec. Anne Carter, Treas. Glenda Sours, and Historian Ora Gieschen. The June 27 meeting was held in Lexington, MO, in conjunction with the arrival of the Santa Fe Wagon Train from Arrow Rock. Members gathered at the home of President Slusher, toured local historic sites, and visited the wagon train encampment. The August meeting was scheduled at the Rice-Tremonti House in Raytown, MO.

Congratulations to Anne and Dave Carter for winning "most authentic costume" division presented by the Lexington Bit and Bridle Club in conjunction with the wagon train festivities on June 27.

## POST OFFICE OAK

### —LETTERS—

Editor:

I was flattered by the favorable review of our quarterly, *folio*, in the last *Wagon Tracks*. However, I do not agree that it is as important a publication as yours. It never will be, unless the editors switch places.

Gregory M. Franzwa  
The Patrice Press  
1810 West Grand Rd, Suite 108  
Tucson, AZ 85745

*You are very kind, but you know I'd rather fight than switch. Still, and think about this, if price is considered, folio is worth more than WT. If you would like a crack at this job, I'm sure it can be arranged (in fact, the way things have gone in putting this issue together, I may insist). Keep up your good work with folio.*

Editor

Editor:

I'm glad to see the article in the last issue about the refurbishment of DARE-erected Trail markers in Pawnee, Edwards, and Ford counties in Kansas. There is another marker, in Lyon County, which may have escaped notice because of its location and condition. It stands on the west side of Kansas Highway 99 about one-half mile north of the intersection with U.S. Highway 56. During the summer it is usually obscured by tall grass and second-growth trees. Its lettering has also become illegible.

Stanley Cronquist  
1901 S Dewey Ave  
Bartlesville OK 74003

*The marker you mention was listed in*



Jane Mallinson's fine compilation of DAR markers in Kansas (WT, Aug. 1991). It would be nice if some group, perhaps an SFTA chapter, would undertake the renovation of such markers in need of refurbishment. Actually, the Trail markers in several other counties have already received needed care. Thanks for bringing this to the attention of our readers.

Editor

Editor:

Bob Rein and I want to extend thanks to John Cook, Southwest regional director of the National Park Service, for the the Santa Fe National Historic Trail Certificates of Appreciation which were presented to us by David Gaines in recognition for our part in marking the Wet and Dry routes. It was a big surprise for us. David Clapsaddle, who organized and directed the project, and Joanne VanCoevern, president of the Wet/Dry Routes Chapter, also received certificates.

In addition to these two people, we wish to thank a number of others who contributed much to this enterprise. Steve and Pam Wetzel located ruts and checked with landowners, and Pam (chapter treasurer) handled the funds. Tim Burgardt assisted the Wetzels in locating the routes. Arthur Sayler and his son quarried the stone posts for the markers and installed the metal plaques. Mr. and Mrs. Larry Mix headed the fund-raising campaign. Many others donated equipment, trucks, trailers, shovels, picks, strong backs, refreshments, stories, humor, and wit. And all the members of the Wet/Dry Routes Chapter helped buy the stone posts and markers. Thus many volunteers worked so Bob Rein and I could have these Certificates of Recognition.

We thank everyone who made the awards possible. The real value of what we did was to mark important Trail sites so future generations may see and enjoy them. And this project is an example of what a SFTA chapter can contribute to the preservation and promotion of our great heritage. We are truly honored to be a part of something so worthwhile.

Mildon Yeager  
416 Wichita  
Larned, KS 67550

*Congratulations to you and Bob Rein, as well as Joanne VanCoevern, David Clapsaddle, and the entire Wet/Dry Routes Chapter. The work you all have done is a substantial contribution to the identification, marking, and promotion of the Trail.*

Editor

## CHIVINGTON AND THE MULES AT JOHNSON'S RANCH

by Leo E. Oliva

BURT Schmitz, who prepared the outstanding maps of the Glorieta battlefield which were included in the reprint of William C. Whitford's *Colorado Volunteers in the Civil War, the New Mexico Campaign in 1862* (1991), was done a disservice when I reviewed the reprint in the Nov. 1991 WT. I did not give him the credit he deserves for those carefully researched maps which are invaluable to anyone visiting and studying the battlefield, and I stated that he had missed a good opportunity to challenge 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." My apologies to Schmitz for the errors of omission and commission.

The above should rectify the matter of omission regarding the maps. It was wrong to suggest that Schmitz should have been responsible for challenging the slaughter of the mules, wrong especially because he had no reason to do so. The burden of proof for the statement in the review is on this writer, and that will eventually be the point of this article. First, however, a look at some of Schmitz's observations, sent to me as private correspondence rather than prepared for publication, may be useful (Schmitz also mentioned a number of other topics on which I hope he will write something for WT). For the record, everyone should know that Schmitz began his extensive research activities on the Glorieta battle over 30 years ago, just as this writer began collecting everything available on the story of the bayoneting of the mules in 1961.

Schmitz said of the destruction of the mules at Johnson's Ranch (present Cañoncito) that he "did not address this because I have never had reason to consider it anything but a non-issue. . . . I support the probability that this event occurred in actuality." This is based on interviews with people in the area in the late 1950s and early 1960s as well as some of the contemporary accounts and Whitford's research, which included interviews with veterans of the campaign. Schmitz expressed interest in evidence to the contrary, which was intimated in the review. He concluded that "controlled archaeological research in the future will resolve this controversy and confirm or refute the actual fate of those mounts and the location." In the end, he made clear, he was interested in the truth. On that we both agree. My

challenge to the story of the destruction of several hundred mules follows, and I would like to hear from Schmitz and anyone else who has additional information on the subject.

Although the Union troops retreated from the field during the course of battle on March 28, 1862, at and around Pigeon's Ranch at the eastern end of Glorieta Pass, the apparent Confederate victory was deceptive. Major John M. Chivington's command, which followed a route over Glorieta Mesa from Kozlowski's Ranch near old Pecos Pueblo to Johnson's Ranch at the western end of the pass, had delivered what proved to be the decisive blow to the Confederate invasion of New Mexico.

Chivington's troops captured and destroyed a piece of artillery that Texas Colonel William R. Scurry had left behind and burned the Confederate supply train of approximately 70 wagons containing food, ammunition, clothing, baggage, forage, medical supplies, and other items. Chivington later recalled (*Denver Republican*, April 20, 1890) that the "wagons and supplies were run together and set on fire and kept under guard until the ammunition had all exploded and the supplies had all been consumed, nothing remaining excepting the irons of the wagons." At Johnson's Ranch, three Texans were killed, several were wounded, and 17 were captured. One Union soldier, Private Simon Ritter, Company A, First Colorado Volunteers, was injured when the Confederate ammunition exploded.

The impact of the destruction was felt by the Texans. Confederate Private George M. Brown later informed his "dear wife," in a letter quoted in Ovando J. Hollister, *Colorado Volunteers in New Mexico in 1862* (1863), 264, "our whole train of seventy wagons was burned by the enemy. In one of the wagons was that trunk of clothing you sent me. . . . It was burned up with the rest." Another Confederate private, H. C. Wright, recalled many years later in a letter to T. L. Greer published in the *New Mexico Historical Review*, V (July 1930): 322, "it was a great shock to us to find that after we had won the battle we had lost the victory by our supplies having been destroyed." Wright also remembered (Reminiscences of H. C. Wright, Eugene C. Barker History Center, University of Texas at Austin) it was a "dreadful blow. We were left shorn of everything, with three or four hundred

dead and wounded men on our hands and no means to care for them."

Chivington later claimed that his men bayoneted over one thousand mules which had pulled the Confederate supply train, although in his official report of the attack on the Confederate base at Johnson's Ranch (*Official Records of the War of the Rebellion*, Ser. 1, IX, 539), Chivington wrote on March 28, 1862, that his troops "captured about thirty horses and mules, which were in a corral in the vicinity of the wagons." He did not say if those 30 animals were taken back with his command (virtually impossible because of the terrain), killed, or turned loose. No official report from either side made mention of killing the mules which had hauled the supply wagons. A recently published letter allegedly written by one of the Colorado Volunteers 36 days after the engagement mentioned the bayoneting of mules at Johnson's Ranch, but that letter appears to have been edited. It is in a private collection, and the owner refuses to show a copy of the original or even to discuss its contents by letter or telephone. While it may be authentic, this particular letter cannot be verified at this time. It seems especially strange that no other contemporary account of the killing of mules has been found.

The uncertainty of how many mules, if any, were killed that day remains an interesting footnote to the history of the engagement at Glorieta Pass. The earliest publication located that stated mules were killed at Johnson's Ranch was A. A. Hayes, *New Colorado and the Santa Fe Trail* (1880), 169, who gave a figure of 200 mules killed without specifying how that was done. Some of the material in that book had been published previously in *Harper's Weekly*. A Chivington manuscript, "The First Colorado Regiment," dated Oct. 18, 1884, located at the Bancroft Library, University of California, stated "we bayoneted that day 1100 mules." An article written about the First Colorado Regiment by Chivington for the *Denver Republican*, April 20, 1890, stated that the Confederate mules at Johnson's Ranch "were in a corral a half mile up one arm of the ravine. These, it being impossible to capture and take away, were bayoneted." He gave no indication of the number of mules killed in that piece. Thereafter the story of killing the mules became an accepted part of history, although the numbers varied considerably. Apparently several Union veterans of the incident at Johnson's Ranch recalled some 30 or more years after the affair that mules and horses had been killed.

Early in the twentieth century, William C. Whitford's *Colorado Volunteers in the Civil War*, 121 (the review of the recent reprint of which led to this article), acknowledged that the number of mules reported to have been killed "varied considerably, but the most trustworthy made it between 500 and 600 . . . all bayoneted." A Chivington biographer, Nolie Mumey, "John Milton Chivington: The Misunderstood Man," *Denver Westerners Brand Book*, XII (1956): 133, stated "they shot 120 mules." Another biographer, Reginald S. Craig, *The Fighting Parson: The Biography of Colonel John M. Chivington* (1959), 124, wrote, as had Whitford, that between 500 and 600 animals were "bayoneted." The same year Ray C. Colton, *Civil War in the Western Territories*, 72, declared that "approximately five hundred horses and mules in a corral near the camp" were "all bayoneted." That was, wrote Colton, "a task, disagreeable to most Western frontiersmen who appreciated good horses and mules." Chivington's claim of 1100 apparently seemed too many to be believable (it would have required a considerable amount of time to bayonet that many mules, most of which would not have stood still to be slaughtered), so a more reasonable number was used.

Martin Hall, in *Sibley's New Mexico Campaign* (1960), 158, stated, as had Chivington's original report, that approximately 30 horses and mules were "taken from a nearby corral." He then noted that Chivington's claim of killing more than 1000 animals had no contemporary support. In fact, wrote Hall, "H. C. Wright, a [Texan] participant, denies it emphatically in his memoirs." Wright also denied it in his letter to Greer, Sept. 7, 1927, *NMHR*, V (July 1930): 322: "Your account says they killed 1100 mules. At the outside we did not have over 500, and I for one never saw or heard of a dead one." Except for one unverified private letter, no Confederate or Union report of the engagements in New Mexico in 1862 mentioned the killing of a large quantity of mules although they listed in some detail the other losses at Johnson's Ranch.

It seems doubtful that a large number of mules were slaughtered. A few animals may have been killed incidentally in the action and, conceivably, a few (perhaps as many as 30, the number Chivington initially reported as captured) might have been killed deliberately (by shooting and/or with bayonets) as a way of striking the most devastating blow to the Confederate camp as possible. Even if 30 mules were killed, that is a far cry from 500

and especially 1100. If more than a few were bayoneted, surely at least one of the official reports or other contemporaneous accounts would have mentioned it. More likely, the mules were turned loose to wander away or were appropriated by citizens in the area. The mules that were left with the wagon train, the exact number of which remains unknown, except for Wright's statement that there were not more than 500—the only estimate available from an eyewitness, were apparently gone when Scurry's troops returned.

It is incredible, however, that the extermination of more than 1000 mules, as Chivington later claimed, or of even 500 could have happened in the time the troops were at Johnson's Ranch (less than one hour by one account and less than three hours by any account, during which time the troops descended the mountain, captured the cannon and some of the guards, burned the entire wagon train, and ascended the mountain) or that it could have gone unmentioned for almost 18 years. One would especially expect the Texans to have emphasized the loss of the mules along with all their other losses, but so far as is known none did and at least one denied that it happened. Unless some new, compelling evidence should surface, the myth of the massive mule massacre at Johnson's Ranch should be laid to rest.

## ROUTE OF TRAIL THROUGH GLORIETA PASS

BURT Schmitz is acknowledged to be the leading authority on the route of the Trail through Glorieta Pass, based on extensive field research he did while preparing the maps of the battles fought there in 1862. Schmitz would like to meet with some interested SFTA members and walk the entire length of the Trail between Pigeon's Ranch and Cañoncito (site of Johnson's Ranch).

He has walked it several times since the late 1950s, except for those few parts that have been obliterated by railroad and housing activities at Glorieta and the lower part in Apache Canyon mangled by the Interstate. He has found evidences of alternate "mud weather" side routes along the way. The bridge which figured in the Apache Canyon battle on March 26, 1862, still stands, and the remnants of the foundations of Johnson's Ranch house may still be seen. Perhaps the End of the Trail Chapter could arrange for such a venture with Schmitz and invite members from other areas to participate. Schmitz's address is 7479 Bollinger Rd, Cupertino, CA 95014.



## COUNCIL TROVE

### —DOCUMENTS—

Chuck Olmstead, Junction City, KS, located the following two items in *The Smoky Hill and Republican Union* newspaper published in Junction City. The first item on the Kansas Valley Route to Santa Fe was copied from the *Leavenworth Conservative* and appeared in the issue of Jan. 3, 1863. The second on the sale of the trading ranch at Walnut Creek appeared in the "Council Grove Column" published in the issue of July 9, 1864. Thanks to Mr. Olmstead for providing these to *Wagon Tracks*.

#### THE KANSAS VALLEY ROUTE TO SANTA FE

[From the *Leavenworth Conservative*.] We copied, a few days since, an article from the Junction City *Union* calling upon the business men of Leavenworth to engage in the work of making good roads up the Kansas Valley in order to secure themselves permanently, the advantages and profits of the large Santa Fe and New Mexico trade which they are now enjoying. This little paragraph seems to have excited the ire of the *Journal*, a paper published at Kansas City, a declining village, located below the mouth of the Kansas river, in the delectable State of Missouri, and it "goes off" in a leaded column of fustian and falsehood in a vain and feeble attempt to counteract the fair and candid statements of the *Union*, and to arrest the natural tendency of things which are so rapidly consigning Kansas City to the bottom.

We do not propose to attempt any defence of the *Union*—that paper being abundantly capable of looking out for itself—but, as matter of amusement, we propose to examine some of the facts and logic of the *Journal* urged against the Kansas Valley route.

First, then, as to its logic: It objects to the Kansas Valley route because, 1st. "It runs along the Smoky Hill, whose shallow bed contains no water except in the wettest seasons, whose shores, along which the route runs, produce not grass or fuel, whilst on the contrary, a boundless expanse of barren sands served to encumber the traveler and to break down his animals, \*\* and the presence of hostile Indians," &c. These would be good arguments against the route, if they were true; but, unfortunately for our neighbor's logic, they are all false. The route runs along the Smoky Hill bottom only about fifty miles—from Fort Riley to Salina—where it strikes off on to Spring Creek, and follows up that stream to within a few miles of the crossing of the Smoky Hill; after crossing the latter stream, it runs near to Cow Creek, until it reaches within a few miles of Big Walnut, when it crosses over to that stream and follows it up to within eight miles of Pawnee Rock, at which

latter point it unites with the road from Kansas City, within four miles of the Arkansas river.

All the streams we have named are fed by springs, and contain water the year round. The bed of the Smoky Hill contains a large supply of water at the crossing, and is a running stream all the year round for more than one hundred and fifty miles farther west. For full ten out of the past twelve months, the buffalo has been seen, daily, on each side of the road, in countless thousands, from the Solomon to the head of Walnut, and the editor would find some difficulty in convincing these fat beasts that the country which they possess was destitute of grass and water. Up to Salina, the country is settled and well improved. Settlements also extend beyond Salina, sparsely, to Smoky Hill crossing. There is not a single mile of continuous sand road upon the whole route. The only Indians met on the whole route are the Cheyennes, and although some of them are inclined to steal, they are far less hostile or dangerous to white men than the guerrillas who hang about Kansas City and infest Missouri.

A 2d objection to the new route to Santa Fe is, that "it runs along the alluvial bottoms of the Smoky Hill and Kansas rivers"—"the Smoky Hill has to be forded twice—the Kansas once, both subject to sudden freshets, characterized by mud, whilst the various small streams north of the Kansas river are crossed on toll bridges." We quote from the *Journal*, and we ask the reader to contrast these objections with those first given. Here sandy, grassless, woodless, waterless bottoms become "alluvial," the waterless stream has to be "forded," and the route "destitute of water" is intersected by "various streams" which have to be crossed on bridges. This is convenient. Those who do not fancy our neighbor's dry logic can take his wet. His argument is equal to any exigency demanded by his case. His facts, however, in this instance, are nearly as fanciful as in the first. The distance by this route to Fort Larned is 275 miles—100 miles of this, from Indianola to Salina, is over Kansas river bottom land from three to seven miles wide; the remainder of the road is upon second bottom or upland. The Smoky Hill river is forded *once*, the Kansas river is not crossed at all—nary time. The soil is "alluvial"—not sand—and like all well-watered soil of that kind is prolific in grasses of the best quality. The rivers and smaller streams are well supplied with wood.

The third objection which our neighbor has to the new route is its great length—that, it thinks, gives the old route a decided advantage. Let us look at this a moment. The *Journal* admits the distance from that place to Fort Larned—the place where both routes meet—to be two hundred and ninety-six miles. Now as the mail, and nearly all the stage travel, and most of the freight taking that route, have to pass, at

this time, from the Hannibal & St. Joe Railroad, by way of Leavenworth, to reach the starting point at Kansas City—the distance between Leavenworth and Kansas City—say thirty miles—may properly be added, which makes the total distance 326 miles.

The distance from here to Fort Riley is 130 miles; thence to Fort Larned, 145 miles; total, 275 miles. Our road is twenty-one miles shorter than the old road, and is a saving of full forty-three miles to three-fourths the freight and travel now seeking New Mexico.

At this time there is a line of mail coaches running from this city to Fort Larned, and a line from Kansas City to the same point. They start from the respective places on the same hour of the same day. The coaches up the Kansas Valley reach Fort Larned, every trip, from five to ten hours ahead of its rival. Somehow or other, the mail is divided between them. The mail is made up at St. Joseph daily.

The mail made up Thursdays at St. Joseph is started from here, reaches Larned the next Sunday. If sent from Kansas City, it reaches Larned just one year later. The traveler who leaves Larned on Wednesday, by the Leavenworth coach, takes the cars from this city on Saturday. The traveler who leaves Larned on the same day by the Kansas City coach, takes the cars for the East the next Monday. By the Leavenworth route, the time from the railroad to Larned is forty-eight hours, and the fare twenty-seven dollars; by the other route, the time is sixty hours, and the fare forty-three dollars.

We are not at all inclined, at this time, to disparage the old route. It runs all the way through Kansas, and is a good road, and through a good country; but the route by way of the Kansas Valley is better and shorter, and to it the attention of travelers and freighters ought to be directed.

At some other time, we may call attention to the old fogysm of the Government in regard to mail service between the East and New Mexico.

#### SALE OF RANCH AT WALNUT CREEK

Mr. Charles Rath has sold the Walnut Creek Ranch to Messrs. Ennis & Graffenstein. This ranch is on the Santa Fe Road, at the crossing of Walnut Creek, about twenty-five miles east of Fort Larned. It is one of the oldest ranches on the road. Mr. William Allison, of Independence, Mo., owned the ranch, and perhaps first established it as a trading post. He had great influence with the Indians. After his death a Mr. Peacock occupied the ranch for a year or two and until a party of Kiowas under old Satank killed him, cleaving his skull open with a hatchet, cutting his tongue out and thrusting it into the cleft in the head. Mr. Rath has had a good trade there and made money, and we wish his successors equal success.

## TRAIL RENDEZVOUS AT PAWNEE ROCK

ON Aug. 22-23 "Rendezvous on the Rock" was held at Pawnee Rock State Historic Site, featuring Santa Fe Trail era reenactors' camps (including Plains Indians, fur trade, Santa Fe traders, Mexican War, Civil War, Indian Wars, and pioneers).

### MAPS NO LONGER FREE

LINDA Tigges, City Planning, Santa Fe, reports that the response for the free copies of the Santa Fe Trail Field Inventory Map, mentioned in the last issue of WT, was overwhelming. The city printed only a limited number of copies but plans to print more soon. To cover the costs a charge of \$2 per map (includes postage and handling) was instituted August 1. At \$2 per map it is still a bargain.

### BIKE TREK SCHEDULE

PARTICIPANTS in the 1992 Santa Fe Trail Bicycle Trek will gather in Santa Fe on September 19 and start their ride the following day. This is the third annual Trail trek. Folks along the Trail are encouraged to watch for them, welcome them to Trail sites, assist them, and cheer them on. The following itinerary indicates where they will be staying each night.

Sept. 20	Las Vegas NM
Sept. 21	Wagon Mound NM
Sept. 22	Cimarron NM
Sept. 23 & 24	Trinidad CO
Sept. 25	La Junta CO
Sept. 26	Lamar CO
Sept. 27	Lakin KS
Sept. 28 & 29	Dodge City KS
Sept. 30	Larned KS
Oct. 1	Sterling KS
Oct. 2	Hillsboro KS
Oct. 3 & 4	Council Grove KS
Oct. 5	Baldwin City KS
Oct. 6	Independence MO
Oct. 7	Lexington MO
Oct. 8	Arrow Rock MO
Oct. 9	New Franklin MO

### HELP WANTED

My great-uncle, Andrew J. Calhoun, ran the Ocate, NM, station on the Santa Fe Trail. I would appreciate hearing from anyone who has information on him. Thank you.

Evon M. Acker  
1056 Birch Ct  
Fairfield CA 94533

I am a great-great-granddaughter of Marion Sloan Russell and am collecting material on the family history. I have much of the readily available material but would appreciate hearing

from anyone who has or knows of additional details.

Kathy Rhodes  
507 W 24th St  
Odessa TX 79761

I am researching Elizabeth Inman Mathewson, wife of William "Buffalo Bill" Mathewson. They were at Cow Creek Crossing (Beach Valley) from about 1864-1866 and later settled in Wichita. I need information about her life prior to her marriage in 1864 and from 1866 to 1869. William traded with the Kiowa Indians in Oklahoma during some of that time. They were firends with James R. Mead who later married Elizabeth's sister Lucy. I have unverified information that Elizabeth lived in St. Joseph, MO, for a while prior to her marriage and may have lived in Topeka in 1868. I would also like to know if she was related to Colonel Henry M. Inman. Any information will be greatly appreciated.

Carol Good Near  
RR 3 Box 136  
Lyons KS 67554

Can some reader explain the background of the DAR Trail marker now located at the Larned airport? Neither the DAR nor the Kansas State Historical Society published listings show a marker at that location. Both list five in Pawnee County, basically at the current locations, the exception being the one originally placed at the cemetery west of town which was apparently moved to the current Pawnee Fork crossing on the State Hospital grounds. All the markers, including the one at the airport, carry a 1906 date. Also, what became of the cannon that was placed at the entrance of Fort Zarah Park east of Great Bend at the same time the DAR markers were placed?

Steve Miner  
7432 Rockwood Rd  
Wichita KS 67206

The Comanche National Grassland located in southeast Colorado is looking for volunteer researchers to help find specific quotations and graphics on the Mountain Route of the Trail that will be used for our wayside exhibits located on Highway 350 between Las Animas and Trinidad. All the research will need to be completed by November 15, 1992.

Jamie Kingsbury  
Comanche National Grassland  
PO Box 817  
La Junta CO 81050  
(719) 384-2181 or 384-4236

## 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

Baca/Bloom & Pioneer Museum, PO Box 472, Trinidad CO 81082

### FAMILY MEMBERSHIPS

John & Corrine Afton, PO Box 103, Benton KS 67017

Ancil & Hazel Baker, 3115 Meadowlark Ln, Great Bend KS 67530

Robert Baumgardner, RR 1 Box 437, Ava MO 65608

J. Bronson & Sue Moore, HC 31 Box 10, Tucumcari NM 88401

Patricia Bell & William Ehrhart, 210 Baugher Dr, Hanover PA 17331

Tom & Sandy Fitzmaurice, 601 S 21st St, Atchison KS 66002

David & Maggie Grantham, PO Box 91784, Albuquerque NM 87199

Karl & Toni Laumbach, 401 Conway, Las Cruces NM 88005

Sonie & Al Liebler, 1612 Stewart Ct, Manhattan KS 66502

April & Lacey Mann, 1062 Co Rd 101, Walsenburg CO 81089

Tillman (Mac) & Jan McDaniel, RR 3 Box 346, Dixon MO 65459

Harold & Darlene Meeker, RR 1 Box 261, Grinnell IA 50112

Michael & Alana Palomino, 645 Mora Ave, Raton NM 87740

Helen & Walter Peters, PO Box 1293, Artesia NM 88211

Kenneth & Beborah Praeger, PO Box 155, Claflin KS 67525

John & Mary Salata, 2902 Airport Rd #106, Colorado Springs CO 80910

Charley & Getha Shoemaker, 121 Ave C West, Kingman KS 67068

Rod & Jane Smith, 2763 Fawn Grove Ct, Colorado Springs CO 80906

William T. & Lori Smith, HCR 74 Box 4, Mills NM 87730

William & Mary Stewart, 11 Hillvale, Clayton MO 63105

M/M Gomer Stukesbury, 723 Crescent Dr, Ness City KS 67560

Gaston & Louise Tribble, 1730 N Calhoun, Liberal KS 67901

Gilvin & Karen Walker, 605 W 15th, Harper KS 67058

### INDIVIDUAL MEMBERSHIPS

Evon Acker, 1056 Birch Ct, Fairfield CA 94533

Gerald L. Ashbrook, 2604 Vinewood, Pueblo CO 81005

Steve Boice, PO Box 27192, Tucson, AZ 85726

Kent H. Borges, 975 Terrace Circle, Colorado Springs CO 80904

Dorothy Bowman, PO Box 235, Pawnee Rock KS 67567



Alice Burghart, 8205 Easter Cove, Austin TX 78758  
 Floye Ellis, 2008 Mohawk Dr, Garden City KS 67846  
 Mitchell Ferguson, 2405 4th Circle, Dodge City KS 67801  
 Tom Garman, 11117 Arvada, Albuquerque NM 87110  
 Bucky Green, 2618 S Hayes St, Arlington VA 22202  
 Lloyd W. Gundy, 5923 Urban Ct, Arvada CO 80004  
 Clifford Hahn, 108 Mercury, Osborne KS 67473  
 Bill Hallenbeck, 13315 Woodlake Vlg Ct W, St Louis MO 63141  
 Laura S. Harrison, 202 Hershell Rd, Hot Springs AR 71913  
 Margaret Hawley, PO Box 121, Osage City KS 66523  
 Shon Koenig, RR 1 Box 92, Junction City KS 66441  
 Florry H. Lloyd, 321 Spruce St, Philadelphia PA 19106  
 Ron McCoy, Emporia State University, Emporia KS 55801  
 Geo. T. McMahon, 21 Woodmere Dr, Columbus NC 28722  
 Allan Miller, 3304 Hillcrest, Hays KS 67601  
 Earl Miller, 12 Gensinger Rd, Kutztown PA 19530  
 Veleta Mueller, 555 West 8th, Hoisington KS 67544  
 Jean Nahikian, 10521 Holland St, Westminster CO 80021  
 Jena B. O'Herin, PO Box 10350, Colorado Springs CO 80932  
 Keith Rawson, 507 Baptists Dr #3, Paola KS 66071  
 Kathy Rhodes, 507 W 24th St, Odessa TX 79761  
 Steve Rice, PO Box 93, Melvern KS 66510  
 Jody Risley, PO Box 441, Boise City OK 73933  
 Bill Rogers, 19911 S Valley Pride Rd, Pretty Prairie KS 67570  
 William C. Stamper, PO Box 776, Springer NM 87747  
 Paul A. Strawderman, 42 Summer St, Bristol CT 06010  
 Clayton Stevenson, RR 1, Eskridge KS 66423

Charley Taylor, 1001 Greenwood, Bloomington IN 47401  
 Thomas W. Wilson, 216 Chestnut, Huntington WV 25705

## TRAIL CALENDAR

Everyone is invited to send notices for this section. Please provide location, date(s), time(s), activity, and address and/or phone number for more information. Remember this is a quarterly. The next issue should appear in November, so send information for December and later to arrive by October 20. Thank you.

**Sept. 5-7, 1992:** Living-history weekend, Fort Larned NHS.

**Sept. 12, 1992:** Rockport's American Discovery Trail-Blazer Day.

**Sept. 12-13, 1992:** BCCC Tour of Fort Leavenworth Road, guided by David Clapsaddle. Contact Elaine Simmons, BCCC, RR 3 Box 136Z, Great Bend, KS 67530 (316) 792-2701.

**Sept. 16, 1992:** Diez y Seis de Septiembre, Bent's Old Fort NHS.

**Sept. 19, 1992:** Santa Fe Trail Day, New Franklin, MO. Contact Bill Rudloff at (816) 882-5858.

**Sept. 19-Oct. 9, 1992:** Third Annual Santa Fe Trail Bike Trek. Contact Willard Chilcott, 885 Camino Del Este, Santa Fe, NM 87501.

**Sept. 20, 1992:** Corazon de los Caminos Chapter meeting, 2:00 p.m., at Ocate, NM. Contact LeRoy LeDoux at (505) 666-2262.

**Sept. 26, 1992:** Candlelight Tour, Fort Larned NHS (reservations required); call (316) 285-6911.

**Sept. 26, 1992:** First Annual Santa Fe Trail Arts Festival and Chili Cook-off, Council Grove, KS, 8:00 a.m. to 6:30 p.m., with pageant at 7:00 p.m. at the Neosho River Crossing amphitheater.

**Sept. 27, 1992:** Heart of the Flint Hills Chapter parade, program, and annual meeting of members at Council Grove

**Oct. 3, 1992:** End of the Trail Chapter tour of Trail ruts on south side of Santa Fe. Contact Margaret Sears at (505) 473-

3124.

**Oct. 8, 1992:** Wagonbed Spring Chapter meeting at Hugoton, KS.

**Oct. 10, 1992:** Wet/Dry Routes Chapter tour of the Wet Route. Cost \$10.00, includes transportation and lunch. Limited to 90 participants. Send reservations to Pam Wetzel, RR 1 Box 21, Offerle, KS 67563.

**Oct. 10-11, 1992:** 1840s Indian Encampment, Bent's Old Fort NHS.

**Oct. 18, 1992:** Corazon de los Caminos Chapter meeting, 1:00 p.m., at Bueyeros, NM. Contact LeRoy LeDoux at (505) 666-2262.

**Oct. 19, 1992:** Cimarron Cutoff Chapter meeting at Elkhart, KS.

**Oct. 24-25, 1992:** BCCC Tour to Washita Battle Site, guided by David Clapsaddle. Contact Elaine Simmons, BCCC, RR 3 Box 136Z, Great Bend, KS 67530 (316) 792-2701.

**Dec. 11-12, 1992:** Traditional Holiday Celebration, Bent's Old Fort NHS.

**Dec. 12, 1992:** Christmas Open House, Fort Larned NHS.

**Jan. 17, 1993:** Wet/Dry Routes Chapter meeting at either Offerle or Kinsley. Leo E. Oliva will be guest speaker. Contact Joanne VanCoevern at (913) 825-8349.

**Oct. 14-17, 1993:** Santa Fe Trail Symposium, Bent's Old Fort and La Junta, CO.

## FROM THE EDITOR

THIS issue concludes six years of WT. To all who have contributed to make this possible, thanks. This edition, like the last, was prepared without benefit of good vision. My eyes are improving and I expect to see better than ever before the next issue is out. Because I have misplaced correspondence received during recent weeks, along with many other things, please contact me again if I have not responded. I also lost the mailing list in the computer. This has been redone from scratch so there may be a number of errors. Please send corrections.

Happy trails!

—Leo E. Oliva

**WAGON TRACKS**  
**Santa Fe Trail Association**  
**RR 1, Box 31**  
**Woodston, KS 67675**



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