

# Wagon Tracks

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## Wagon Tracks. Volume 6, Issue 3 (May, 1992)

Santa Fe Trail Association

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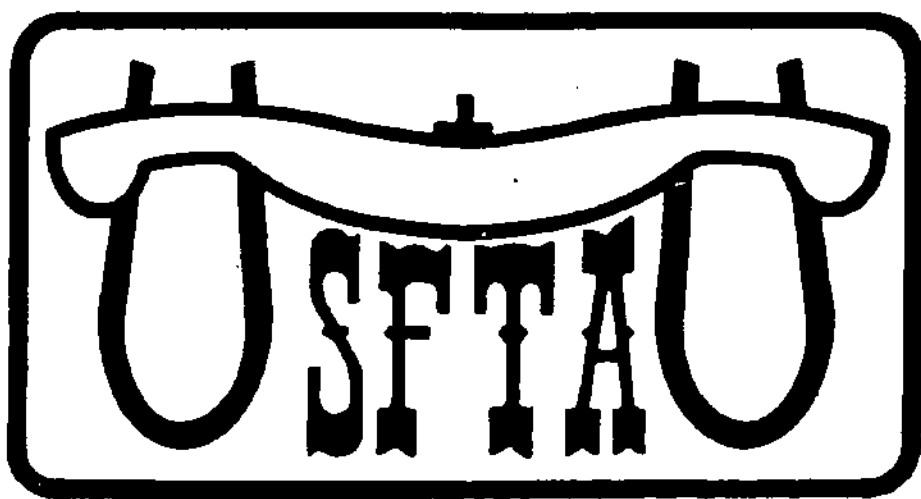
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# WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 6

MAY 1992

NUMBER 3

## CORONADO TRAIL ASSN CONFERENCE SET FOR LAS VEGAS, NM, AUG. 21-23, 1992

by Richard Flint

THE Coronado Trail Association will hold a conference entitled "Where Did the Encuentro Happen in the Southwest? Questions of the Coronado Expedition's Route" at New Mexico Highlands University in Las Vegas, August 21-23, 1992. The program is designed to address the limits of current knowledge of the first encounter between Europeans and indigenous peoples in the Southwest during 1540-1542; ongoing research into where the encounter occurred, what peoples were directly affected by it, and what the immediate effects were; and directions for continued research and prospects for its regional coordination.

The conference will open on Friday evening, August 21, with registration, a banquet, and speakers (Senator Jeff Bingaman of NM and New Mexico Highlands University President Gilbert Sanchez), followed by a business meeting of the Coronado Trail Association. Five consecutive conference sessions are planned for Saturday and Sunday, August 22 and 23. The first session will deal with what is known and what is not known about the Coronado expedition and its contacts with native peoples. The second will consider Coronado expedition route research. The third will discuss regional research coordination. The fourth will be concerned with material culture of the encuentro in the Southwest. The fifth will focus on the archaeology and ethnohistory of mid-sixteenth-century contact sites.

An excellent conference is anticipated, and the tentative program and registration information is included in the mailed copies of this issue. All members of SFTA are welcome to attend the conference, and many will want to join the Coronado Trail Association and receive its quarterly newsletter, *El Viaje*. For more information about the Coronado conference and local accommodations, please contact Shirley Flint, Conference Coordinator, PO Box 216, Villanueva, New Mexico 87583 (505) 421-2515.

## JAMES BRICE'S TRAIL REMINISCENCES, PART I



James Brice in his later years. He helped transport the mail over the Santa Fe Trail during the late 1850s and 1860s and later published his reminiscences. This rare document is reprinted here.

### MORE TRAIL VISITOR RECORDS SET IN 1991

In addition to the 1991 visitation records at the National Park Service sites along the Trail reported in the last issue, several other sites have reported increases in 1991 over the previous year. SFTA Publicity Coordinator Mike Pitel has requested information from sites all along the Trail.

Diana and Joe Stein report that their *La Galeria de los Artesanos* bookstore in Las Vegas, NM, had an increase of nearly 1,000 visitors in 1991 over 1990, most of the increase from people outside New Mexico who were attracted by the Trail and Las Vegas architecture. Betty Romero, director of the Coronado Quivira Museum in Lyons, KS, recorded a total of 7,325 visitors in 1991, an increase of 26% over the previous year. Ralph Hathaway disclosed that Ralph's Ruts attracted 442 known visitors, an increase of 47% over any previous year. Ruth Olson, director of the Santa Fe Trail Center near Larned, KS, stated that the center had 9,893 visitors in 1990 and 11,493 in 1991 (an increase of about 16%), although the peak year for visitation at the site remains 1986 when over 14,000 people were there.

### Introduction

James Brice was born in Donegal, Donegal County, Ireland, in 1832. He married Mary Whelan in 1857 and they traveled to America the same year. In 1858 they arrived in Independence, Missouri, and James Brice was soon employed by Santa Fe Trail mail contractors, Hall & Porter, to help transport the mails to and from Santa Fe. Mary Brice died in 1883 and James died in 1908. Both were buried at St. Mary's Cemetery at Woodlawn in Independence.

A short time before his death, James Brice wrote and published his "Reminiscences of Ten Years Experience on the Western Plains," a 24-page booklet with illustrations by Kansas City artist Frank Carey. The book contains significant details about life and hazards of mail parties and others on the Santa Fe Trail. Only one of the original copies of this booklet is known to exist, but photocopies have been placed at several Trail sites. A great-grandson of James Brice, Robert E. Brice of Independence, on behalf of the Brice descendants, generously provided a copy for *Wagon Tracks* and granted permission to reprint it here and, later, as a separate booklet. The original illustrations are reproduced. The text of the original is presented here without corrections of spelling or commentary. It will continue in the next issue. The booklet, when published, will include annotation. Special thanks are extended to the Brice family for making this valuable material available to the Santa Fe Trail Association.

### ***Reminiscences of Ten Years Experience on the Western Plains: How the United States Mails Were Carried before Railroads Reached the Santa Fe Trail by James Brice***

IN 1858 I was employed by Messrs. Hall & Porter, overland mail contractors, as helper, carrying the United States weekly mail from Independence, Jackson County, Missouri, to Santa Fe, New Mexico, 775 miles, on a schedule of twenty-one days, signing Articles of Agreement to serve one year or forfeit ten dollars per month of my

(continued on page 19)

## PRESIDENT'S COLUMN

EVERY member of SFTA who is interested in the operation of the Association is invited to attend the meeting of the governing board at the Santa Fe Trail Center west of Larned on Thursday, May 28, at 1:30 p.m., just prior to the opening of the 1992 Rendezvous. In addition to the reports of officers and committees, attention will be given to the relationship of chapters and the governing board. A series of proposed changes for the bylaws will be considered for submission to the next membership business session of SFTA at the 1993 Symposium at La Junta and Bent's Old Fort.

The increase in the number of visitors reported at Trail sites is most encouraging, and SFTA and its many active chapters undoubtedly contribute to this, along with the publicity the Trail receives in the media. Those chapters that are engaged in preserving Trail remnants, improving sites, erecting signs, hosting programs, and sponsoring tours to lesser-known and, sometimes, generally inaccessible locations are fulfilling the goals of SFTA to preserve, protect, and promote the historic Trail. We all need to keep up the good work and encourage each other to offer programs of interest to the general public. The more people who are introduced to the Trail and its fascinating stories, the more addicted Trail buffs there will be to sustain our goals. Let's keep the Trail alive.

—Bill Pitts

## ADT PLANS CONTINUE

THE preliminary survey of the American Discovery Trail from coast to coast, which follows the Santa Fe Trail across parts of Colorado, Kansas, and Missouri, has been completed. A national coordinator, Reese Lukei, has been secured and state coordinators have been named for the 12 states which the ADT crosses. SFTA member Dick Dilsaver of Wichita is the Kansas coordinator. The names of other state coordinators were not available.

The final determination of some segments of the ADT remain to be made and a guidebook will then be prepared for the use of hikers, bikers, and horseback riders. The Rockport Shoe Co. will sponsor Rockport's American Discovery Trail-Blazer Day on September 12, 1992, when plans call for someone to be hiking or biking on every mile of the 4,835 miles of ADT across the nation at the same time. The ADT will help bring further attention to the Santa Fe Trail, and SFTA continues to promote the ADT.

## YOUNG MEMBER HONORED FOR OKLAHOMA EFFORTS

NORMA Gene Young, charter member of SFTA from Boise City, OK, was recently honored by the Oklahoma Heritage Association for her outstanding contributions to the preservation and publication of the history of Cimarron County (the Oklahoma county through which the Santa Fe Trail passed). Mrs. Young is probably best known to SFTA members for her 1986 history of Cimarron County, *Not a Stoplight in the County*.

A resident of Boise City since 1926, Norma Gene has been active in preserving the history of Cimarron County for many years. Working with her late father, Roy Butterbaugh, and her husband, Bob Young (also a charter member of SFTA), she put together special historical editions of *The Boise City News* in 1957 and in 1968. After retiring from the newspaper, she completed and published in 1989 a 397-page collection of family histories of early settlers of the county, the profits of which are going to the Cimarron County Historical Society. In 1991 a second volume of 500 pages was published which contains additional information on the area, including church, school, business, and community histories.

Young's leadership played an important part in obtaining a million dollar bequest from a former resident of Boise City, Charles French, to endow the erection of a new county museum. She is involved in the planning for this museum project. For all this work, Norma Gene was awarded the Oklahoma Heritage Distinguished Service Award for preservation of state and local history on March 26, 1992. Congratulations to Norma Gene Young, and may she be "Forever Young."

## RUTS IN SANTA FE

MIKE Pitel of Santa Fe, who serves so capably as SFTA publicity director in addition to his responsibilities with the New Mexico Dept. of Travel & Tourism, recently completed a survey of Santa Fe Trail ruts within the City of Santa Fe. The results of that survey are now available on a handsomely-crafted map (8.5 inches by 34 inches). On the back of the map is extensive text, written by Pitel and Linda Tigges, explaining the survey, providing documentation, and summarizing the results. This fine addition to Trail scholarship is available at no charge from Linda Tigges, City Planning, Santa Fe, phone (505) 984-6609 or FAX (505) 984-6612.

## RAILS TO TRAILS PROMOTION, OCTOBER 3

THE national program of converting abandoned railroads to hiking and biking trails continues with the support of the Rails to Trails Conservancy. The Conservancy does not promote the abandonment of active railroad lines; but it works to preserve abandoned or about-to-be abandoned corridors for public use. That organization is planning the first National Rail-Trail Celebration for October 3, 1992, coinciding with the anticipated opening of the nation's 500th abandoned rail corridor conversion.

Under the slogan of "500 Trails—One Great Idea," events around the country will feature speakers and various activities, including hikes, marathons, bicycle tours, horse rides, bird counts, tree plantings, walkathons, skating demonstrations, wheelchair races, and much more.

In March 1992, a total of 4,890 miles of rails-trails were open to the public. It was estimated that more than 50 million people utilized them during the previous year. The rails-trails mileages in the Santa Fe Trail states in March 1992 were Missouri, 205 miles; Colorado, 72; Oklahoma, 10; Kansas, 1; and New Mexico, 0. The proposed American Discovery Trail will utilize some of the rails-trails corridors. The states with the most rails-trails miles were Wisconsin with 792; Michigan, 624; Iowa, 401; Minnesota, 372; Washington, 369; and Pennsylvania, 303. Many more are planned.

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

### Membership Categories

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

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## MORE RESPONSES TO AUTO CLUB OF SO. CAL. SIGNS

PREVIOUS articles about the National Old Trails Road marked by the Automobile Club of Southern California, including portions of the Santa Fe Trail which were marked in 1914 and 1915, have sparked additional memories that deserve to be shared. These stories, too, are part of the heritage of the Santa Fe Trail.

### Ralph Hathaway, Chase, KS:

Here's another bit of information I recall regarding the signs. At a point six miles east of Ellinwood, KS, the east-bound traveler was directed to turn north and go through the small village of Silica. Silica was important locally as a grain market; there were two grain elevators there. There were three or four houses and a small country store with one gas pump out front.

At the next intersection the motorist was directed east, past the site of Plum Buttes and the Hathaway farm, for a distance of six miles, thence south one mile through Chase, and then east again toward Lyons. So for a few years the main east-west auto route went past our house. I recall as a kid back in the 1920s watching for cars with out-of-state license plates. One of my prized possessions at that time was an attractive sign bearing the name "Los Angeles" which fell from some traveler's car because of the rough dirt roads. And believe me there were rough roads then, even at the cruising speed of 25 and sometimes 30 miles an hour.

This routing was highly impractical but it must have been an effort to direct traffic through as many towns as possible. Tourism was important even at that time. Incidentally, there is still one grain elevator at Silica. Everything else is gone.

### Kenneth Anglemire, Santa Fe:

I was so excited by the discovery of the old signs as reported in WT and which I had actually seen as a boy and remembered so well, that I thought I should testify as an eyewitness and provide the following account of an auto trip in 1917, which I hope will be of interest to readers. That trip, by the way, also accounts for my being here in Santa Fe.

My family took a camping trip in the spring of 1917 on the National Old Trails Road from Los Angeles to Kansas City and on to Chicago. I saw those signs in all their pristine glory, a truly memorable experience recurring at intervals over these many years. There are countless reminiscences of the trip aboard a 4-cylinder Studebaker. The

frequent repetition of the markers, blue and red on a white background, provided continuity and a friendly familiarity as well as utility.

The big trip soon brought us to the Mojave Desert and the Joshua Tree. Riverside, CA, had the impressive Mission Inn and a memorial to Junipero Serra, father of the California missions. At Seligman, AZ, one of our wheels was seen rolling ahead of us while its side of the car lost altitude. We waited several days for a steering knuckle from Los Angeles. Near Winslow, AZ, we enjoyed a tour of Meteor Crater.

There were several Fred Harvey houses in the area, one named for Fray Marcos. We stopped at the petrified forest south of Holbrook, AZ, and at Chevalon Chasm, in intensely scenic country, our tent was surrounded in the morning by endless sheep. At Albuquerque we camped at Old Town Plaza; no problem, there was a dearth of cars and campgrounds.

Mother gleaned from her ever-present guidebook that south of Santa Fe we were approaching La Bajada Hill, a former volcano, with a narrow, sharply-curving dirt road, with frequent hairpin turns at which the driver was advised to back up to negotiate. Poor Dad, our only driver! Then we browsed in Santa Fe at Candelaria's Curio Shop, emblazoned in yellow with a native carreta on the roof. There we heard it pronounced "Santa Fee." The first thing I did when I returned 55 years later was to look for Candelaria's, which was still there, its yellow glory faded a bit and the carreta still on the roof where it remains to this day. I was content.

We camped in our tent on the plaza at Las Vegas, NM. We passed Wagon Mound, near where 12 years later, in 1929, Mother and I were on a bus going to Los Angeles which slid into a ditch during a tremendous rainstorm. We walked back to Wagon Mound in the rain, and there we were royally hosted by townsfolk (nary a hotel). We were unaware in 1917 that Springer was the point to turn off to follow on the Cimarron Route to Point of Rocks, the Clayton Complex, Boise City, and other points. We continued to Raton, which was pronounced "Ratoon." The Mountain Route led us to Trinidad and La Junta, where Mother forgot a sweater which reached Chicago before we did. I remember seeing DAR markers along the old Santa Fe Trail, and I remember many towns through which we passed as we followed the Trail (Lamar, Lakin, Garden City, Dodge City, Larned, Pawnee Rock, Great Bend, Council Grove, and others).

It was a great scouting and learning trip which provided us with a climactic adventure upon reaching the Missouri River at Kansas City. A rainstorm made muck of the approach to the bridge, necessitating recruitment of a team of horses (or mules) to haul us to it. There were few paved roads, outside of California and New York. We went on to Chicago via southern Illinois after spending an exciting month following the Santa Fe Trail.

The National Old Trails Road and the Santa Fe Trail, with their cherished signs, were indelibly impressed upon my memory, encouraging travel and adventure, and eventually resulting in my return to reside in Santa Fe for the past 21 years. I became a Trail, travel, and New Mexico history buff. I have so enjoyed the information about the highway signs and appreciate the opportunity to add my fond memories of a pioneer trip by auto along the Trail.

## NATIONAL TRAILS DAY JUNE 5, 1992

NATIONAL Trails Day is set for Saturday, June 5, 1992, to coincide with the 25th anniversary of the National Trails Systems Act which created scenic and historic trails. A variety of locations, activities, and events are planned. Community pathways, urban greenways, rail-trails, and long-distance wilderness hiking trails all will be involved, and participants will include walkers, hikers, cyclists, backpackers, equestrians, bird-watchers, runners, and everyone who uses and enjoys trails.

The day is designed to promote all types of trails, including historic routes such as the Santa Fe Trail. For additional information, contact National Trails Day, 1776 Massachusetts Ave., Room 212, Washington, DC 20036, phone (202) 833-8229.

## ANIMAL MONUMENT TO BE ON OREGON TRAIL

MARIE Belt, SFTA member from La Jolla, CA, has announced that the monument to honor animals in the history of the American West will be placed along the Oregon Trail in Nebraska, where a farmer donated two acres for the project. Grant funds were available for this endeavor, as announced in an earlier WT.

Belt was seeking land along an overland trail where the public could visit the monument. This has been resolved and the plot is now being landscaped in preparation for the memorial. Additional information will be passed on as it becomes available.

## BOISE CITY TRAIL DAZE

The annual Santa Fe Trail Daze will be celebrated at Boise City, OK, June 4-7, 1992. There will be a variety of activities, including a parade, races, food, music, dance, and competitive events, including the world champion post hole digging contest. There will also be a free tour of Black Mesa area, reservations required. For more information or to make reservations, contact the Boise City CoC at (405) 544-3344.

Boise City is the seat of Cimarron County, the only county in the United States that touches four state boundaries beyond its own state (Kansas, Colorado, New Mexico, and Texas). The Cimarron Route of the Trail crossed present Cimarron County and the junction of the Aubry Route and the Cimarron Route occurred in the county. Other Trail sites include Camp Nichols, Autograph Rock, Upper Cimarron Spring (also Flag Spring), and Cold Spring. Everyone is invited to join in the festivities at Boise City.

## WAYSIDES IN COLORADO

THE U.S. Forest Service is developing three sites in Otero County along the historic Santa Fe Trail where travelers can stop and learn more about the area. Jamie Kingsbury of the Comanche National Grasslands office at La Junta recently announced the locations. One will be at Sierra Vista, just north of the junction of Colorado 71 and U.S. 350. Three miles to the south, another wayside will be developed at Timpas on the west side of U.S. 350. The third will be built at Iron Springs, just east of U.S. 350 on Otero County Road 9, about 18 miles southwest of La Junta.

At each site there will be parking for cars, RVs, and buses. A "Travelers on the Santa Fe Trail" interpretive sign will be erected to highlight a variety of frontier travelers. Benches will be installed to give people a place to sit and ponder. Markers will be placed to direct visitors to the route of the Trail, and hiking and horseback riding along the Trail will be encouraged. Kingsbury noted that the path of the Trail has been marked with limestone posts every 600 feet where it crosses the National Grasslands. DAR markers, reportedly, will be moved closer to the waysides, although such relocation of these markers has been discouraged by several responsible organizations. The Timpas site will have a nature trail, restrooms, and picnic tables. The construction of roads and trails is scheduled to be completed this year and the interpretive signs, benches,

picnic tables, and restrooms will be installed next year.

## BOGGSVILLE UPDATE

THE Boggsville Revitalization Committee has established its priorities for the immediate future of the restoration of the historic Santa Fe Trail community. First, the committee will continue work on the preservation and restoration of the Prowers House. Second, a restroom facility will be constructed at the temporary visitors' center. Third, a plan will be developed for the new visitors' center. Fourth, plans for the reconstruction of the Carson House will begin.

Officers of the Revitalization Committee in 1992 are Chairman John Carson, Vice-Chairman Frank Scalsey, Secretary Marge Huffman, and Treasurer Sue Petersen. A fund-raising project underway is the publication of a cookbook, for which recipes are now being solicited. Send recipes for consideration to Boggsville Cookbook, PO Box 68, Las Animas CO 81054.

The Back to Boggsville Day and Craft Fair is scheduled for September 19, 1992. Crafts people are invited to participate. Everyone is invited to join the Friends of Boggsville (individual membership is \$15.00 per year and family membership is \$25.00). Membership includes the quarterly newsletter, *Boggsville Times*, and a discount on items sold at the visitors' center. Send dues to Boggsville Revitalization Committee, PO Box 68, Las Animas, CO 81054.

## KAW MISSION COUNCILS

THE Kaw Mission State Historic Site at Council Grove, KS, will present a series of "Kaw Mission Councils" at the site during the summer of 1992. Programs will feature historians, traditional craftsmen and artists, musicians, and living-history demonstrators. No admission will be charged for the hour-long programs.

SFTA Ambassador David Clapsaddle of Larned will open the series with "A Dramatic Interpretation of Seth Hays" on June 6. On June 20 Robert and Eddie Hiebert of Abilene will present a musical program, featuring dulcimers. Valley Falls blacksmith Jim Bevan will demonstrate his craft on July 11; Mike and Belinda Adams, interpreters of the fur-trade era, will perform a dramatic interpretation, "The Scout and the Schoolteacher" on July 19; and SFTA member and singer Clara Goodrich will perform "Songs of the Santa Fe Trail Period" on July 25.

August programs will include Dennis

Rogers, "Native American Tribal Art Forms," August 1; a fashion show of the 1860s on August 8; a program by SFTA member and Heart of the Flint Hills Chapter President Don Cress, "Trail Tales from the Heart of the Flint Hills," August 15; folksinger Jim Krause with a program of traditional Kansas songs on August 24; and a living-history program, "A Bloomer Girl on the Santa Fe Trail," presented by Kathy Brown on August 29.

The series is sponsored by the Morris County Historical Society with funding by the Nystrom Foundation, Council Grove Community Arts Council, and the Kansas State Historical Society. For more information, contact site curator Ron Parks, Kaw Mission, 500 N Mission, Council Grove, KS 66846 (316) 767-5410.

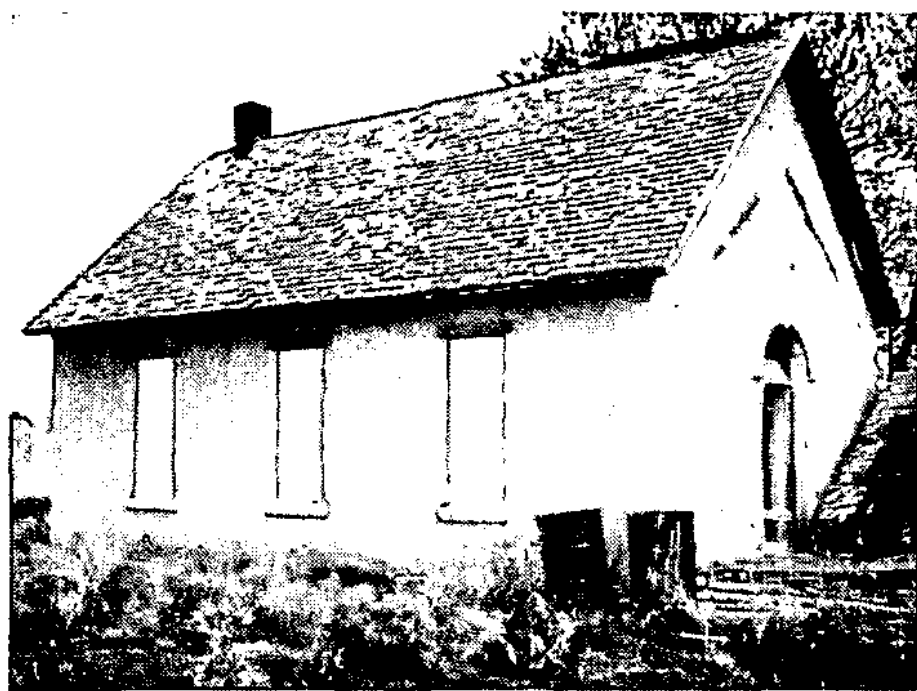
## WOLF WAGON WORKS

SFTA member Mike McDonald of Santa Fe recently met the folks at Wolf Wagon Works and thought some readers could use the information and everyone would be interested to know that such skills are still being practiced. John Wolf builds authentic reproductions and restores horse-drawn wagons, from fully equipped chuckwagons to spring hack surreys with the fringe on top. Need a buckboard or some wheelwright work? John and his family can fulfill your needs. Chuck boxes, Dutch ovens, water barrels, wagon bows, cart wheels, harness, collars, sleigh runners, sleigh bells, and driving bits are all available from this talented family. If you have need for their services, contact the Wolf Wagon Works, PO Box 927, Crossroads, NM 88114.

## FOLIO FEATURES TRAIL

GREGORY Franzwa and his Patrice Press, now located in Tucson, continue to publish *folio* for paid subscribers only (\$12.00 per year). Franzwa continues his interest in the Santa Fe as well as the Oregon Trail, and recent issues of *folio* contain much about the Santa Fe Trail. The February 1992 issue contains an article about SFTA Ambassador Paul Bentrup's finding of the gravesite of Will Sloan, brother of Marian Sloan Russell, at the VA Hospital Cemetery at Fort Leavenworth. In the same issue is the story of SFTA Vice-President Mark L. Gardner's discovery of Marian Sloan and Richard D. Russell's marriage certificate, a copy of which was reproduced. With quality material like this, not even available to *WT*, *folio* may well be as important a publication to Santa Fe Trail enthusiasts as *WT*.





## STONE CORRAL SCHOOL MAY BE PRESERVED

by Ralph Hathaway

THE Rice County Historical Society is studying the feasibility of acquiring the old Stone Corral School. The owners of the farm on which the building is located have indicated a desire to donate the building and one or more acres of ground to the Society so that the building can be preserved and restored.

Stone Corral School is located about one and one-half miles south and three-fourths mile west of the Trail crossing of the Little Arkansas River and the site of the Stone Corral. Local historians say the school was built in 1878. All the stone used came from the old Stone Corral which was being dismantled as the demand for stone increased. Much of the stone went to Nickerson for the construction of a railroad roundhouse. Some went to various farms in the area for building foundations. The Nickerson roundhouse is long gone and all other stone has lost its identity, all except the stone in the school building.

The significant feature of the Stone Corral School is that we can be certain that the stone in its walls came from the old Stone Corral. The corral is completely gone but this school building, in use from 1878 to 1946, stands as a monument to the Stone Corral and the Santa Fe Trail.

It appears that every member of the Rice County Historical Society and the Coronado Quivira Museum staff hope to save this landmark. The big problem is the cost of restoration—the roof, floor, and windows will have to be replaced, and much work needs to be done on the walls, inside and out. Members of the Stone Corral Chapter, NSDAR, are working toward documentation of the site for its inclusion in the National Register of Historic Places.

We invite comments and suggestions from members of the Santa Fe Trail Association. Letters may be sent to Ralph Hathaway, RR 1 Box 28, Chase, KS 67524 or Betty Romero, Director, Coronado Quivira Museum, 105 West Lyon, Lyons, KS 67554.

## 1992 BIKE TREK SET

WILLARD Chilcott, chairman of the Santa Fe Trail Bicycle Committee, has announced that plans are all set for the third annual trek from Santa Fe to New Franklin, September 19 to October 9, 1992. This trip of approximately 1,096 miles is similar to the previous two rides and provides a unique opportunity to view the route of the historic Trail.

Riders may join and leave the trek at any point or ride the entire distance. Rest days are scheduled for Trinidad, Dodge City, and Council Grove. Time is included along the way to visit historic sites and museums. For further information or to reserve space on this trek, contact Chilcott, 885 Camino Del Este, Santa Fe, NM 87501.

## TRAIL TOURS OFFERED

AT least three group tours of major portions of the Santa Fe Trail will be available this summer for interested travelers. In addition, two Trail-related mini-tours are available in the fall through Barton County Community College at Great Bend. The Wet/Dry Routes Chapter of SFTA will sponsor a tour of the Wet Route in October.

SFTA member Irvin Summers, Overland Park, KS, will offer one or more guided trips over the Trail in 1992, and he may be contacted for further information at 9636 Roe, Overland Park KS 66207 (913) 648-0509. His itinerary and prices were not available at press time.

SFTA member Ray Breun of St. Louis will co-host a tour with Marshall Crosby of the Missouri Botanical Garden, "Travels through Natural History: Santa Fe Trail Nature and History," July 20-29, departing from St. Louis with overnight stops at Westport, Great Bend, La Junta, Taos, Santa Fe (2 nights), Amarillo, Oklahoma City, and Tulsa. Graduate credit may be received for this tour through the University of Missouri St. Louis. The cost is \$1350 per person double occupancy or \$1716 single occupancy. To make reservations or obtain more information, contact the AAA Travel Agency/Group Tours, 12901 N Forty Dr, St. Louis, MO 63141 and ask for the Santa Fe Trail Tour. Reservations must be made by June 5.

SFTA members Leo and Bonita Oliva will guide their sixth bus tour of the Trail, August 8-16, departing from the Kansas Museum of History at Topeka, following the Trail from Fort Osage via the Cimarron Route to Santa Fe, and returning via the Mountain Route. Travel arrangements are provided by

Masterpiece Tours, PO Box 5033, Topeka, KS 66605 (800) 358-3079, ext. 242, or (913) 233-6053. The cost is \$542 per person double occupancy and \$737 single occupancy. Reservations must be made by July 3. A \$50 deposit per person will secure a reservation.

Barton County Community College will conduct two traveling seminars in the fall. On September 12-13, SFTA Ambassador David Clapsaddle will lead a tour of the Fort Leavenworth Road which connected to the main Santa Fe Trail near present-day Olathe, with stops at Fort Leavenworth, Grinter House, and Shawnee Mission. An added treat will be a visit to the Arabia Museum in Kansas City, which contains a collection of 19th-century artifacts recovered from the capsized steamboat *Arabia* which was excavated in recent years.

A visit to the Washita Battle Site in Oklahoma, October 24-25, will also be led by Clapsaddle and include stops at Fort Dodge and Camp Supply. This will be a repeat of the trip conducted in April 1992. For further information on these two traveling seminars, contact Elaine Simmons, BCCC, RR 3 Box 136Z, Great Bend, KS 67530 (316) 792-2701.

On October 10 the Wet/Dry Routes Chapter will offer a bus tour of the Wet Route, led by Clapsaddle. Stops along the way will include major crossings at Pawnee Fork and Coon Creek, the sites of Indian engagements at Love's Defeat, Battle of Coon Creek, and Gabriel's Barbecue, and numerous campsites. Reservations are required before September 28, and the tour is limited to 90 participants. The cost is \$10. To reserve space, send payment to Wet/Dry Routes Chapter, PO Box 21, Offerle, KS 67563.

## OCTA CONVENTION AT ROCK SPRINGS, WYOMING AUGUST 12-15

THE tenth annual convention of the Oregon-California Trails Association will be held at Rock Springs, Wyoming, August 12-15, 1992. An outstanding program is planned, including workshops, speakers, and tours to South Pass, Fort Bridger, and a float trip on the Green River. Additional information and registration forms may be obtained from OCTA, PO Box 1019, Independence, MO 64501-0519. After July 1 a late registration fee will be assessed. Many SFTA members also belong to OCTA, and those who do not should consider joining. Membership information may be obtained from the above address.

## SFNHT LOGO POLICY

by David Gaines

IN the last issue of *Wagon Tracks*, in the review of Walter D. Yoder's book, there was a question regarding National Park Service criteria for the use of the Santa Fe National Historic Trail logo. I would like to explain our policies.

The logo is primarily intended for marking national historic trail sites and segments, auto tour route signing, and official National Historic Trail signs, publications, and interpretive media. Although the design of the logo was substantially completed early in the trail planning process, the logo was not officially adopted until the May 25, 1990, approval of the Comprehensive Management and Use Plan for the trail. We could not sanction use of the logo before the planning was officially completed.

The Santa Fe National Historic Trail logo™ may not be reproduced without permission. We will approve the reproduction of the logo for nonprofit and educational use, usually at no cost, upon written request, if the proposed use is consistent with the goals and purposes of the SFNHT and is not in conflict with NPS policies, regulations, and guidelines. Material presented in not-for-profit (not for sale) interpretive publications in which the logo is used must be factually accurate and we must be afforded the opportunity to review such materials. Use may not result in a conflict of interest or the appearance of a conflict of interest for the NPS or its staff.

The National Park Foundation, on our behalf, is now completing the registration of the logo with the United States Patent Office. Use of the logo on commercial products will be subject to obtaining an appropriate license for such use. A licensing agent will be engaged to coordinate these activities and the NPS will be consulted on any proposals. Royalties from this licensing will be deposited in a fund maintained by the Foundation to support SFNHT programs. Items for which permission will be granted must be in good taste, of good quality, and have relevance to the national historic trail and its programs. The NPS does not endorse any product or service over competitors, and any use of the logo must not indicate or imply such endorsement. Once the registration is completed, and a system has been set up to administer the licensing, application procedures and criteria for approval will be finalized and be available to anyone requesting them.

As was noted in the review, the maps

in the Comprehensive Management and Use Plan are in the public domain. They may be reproduced without permission.

Thank you for the opportunity to clear up any understanding about or policy on reproduction of the logo. If you have further questions, please call me at (505) 988-6888.

## KANSAS TRAILS PLANS

THE Kansas Department of Wildlife and Parks hosted a conference of some 40 representatives of various groups, including the SFTA, at Abilene on April 11 to discuss the future use of trails in the state. The development of a Heritage Trails Plan was urged by the Kansas legislature in 1991, and this meeting was called to formulate recommendations for the 1993 legislature. SFTA was represented by Wet/Dry Routes Chapter President Joanne VanCoeven of Salina.

The general discussions focused on four main areas: access to trails, preservation of trails for future use, organization and administration of trail user groups, and funding. The historic trails group discussed recognition as a national historic trail, publicity and promotion, funding, certification, interpretive signs and marking, liability, preservation, education about trails for the schools, and landowners. There was consideration of the formation of a statewide group of representatives from the various historic trails organizations (such as SFTA, OCTA, Pony Express, and Coronado). For more information, please contact VanCoeven, 4773 N Wasserman Way, Salina, KS 67401 (913) 825-8349.

## DAR SIGNS REFURBISHED

Because the lettering on many of the DAR markers along the Trail has become dim and difficult to read, groups along the route have been refurbishing them. One of two DAR markers in Great Bend, KS, was recently mended by local monument expert Loyal Otte. He used black lithochrome to stain the incised letters. Plans are to fix the other marker in Great Bend soon.

The 14 DAR markers in Pawnee, Edwards, and Ford counties in Kansas were recently etched with a special white substance to make the letters readable again. Darick Barnes, a 14-year-old freshman at Lewis High School, Lewis, KS, did this as a leadership project for his Eagle Scout service project. Scoutmaster Ron Lindberg and several other adults were involved in this work, and David Clapsaddle served as project advisor. The Wet/Dry Routes Chapter organized the project.

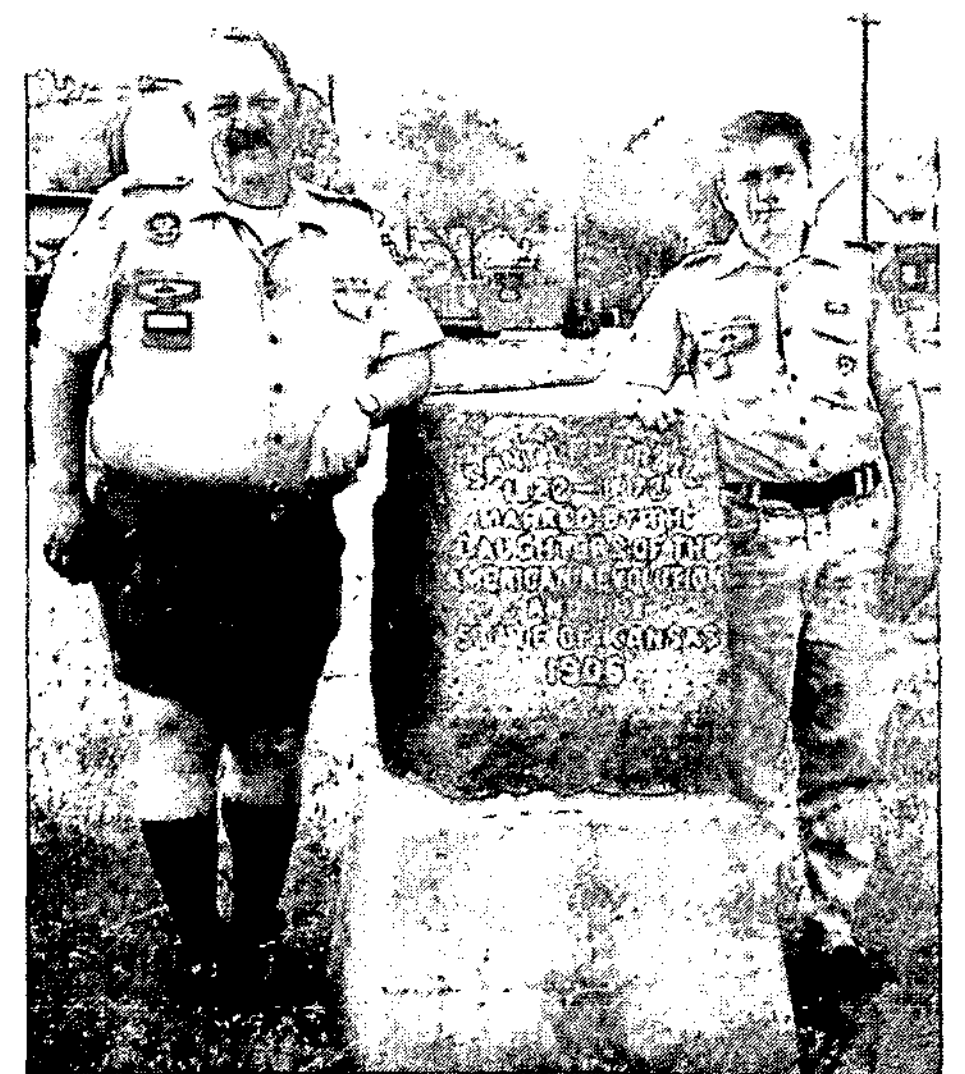
## TRAIL HERITAGE KIT AT FORT UNION

by T. J. Sperry

FORT Union National Monument has received a \$2,000 grant from a special education outreach fund set up by the National Park Service. This enabled the staff at FUNM to create a Santa Fe Trail Heritage Education Kit for use in local schools and community organizations. The kit contains replicas of material objects associated with the Trail.

The materials tell the Trail story from its earliest beginnings with various Pueblo-Plains trade routes, the Spanish colonial era, Mexican independence, the development of the New Mexican-Missouri trade, and the arrival of the railroad in 1880. Objects include Plains Indian equipment, Spanish materials, Anglo and Hispanic trade items, a packet of U.S. Mail, and other things which illustrate the various cultures and the changes each brought to the region. The emphasis of the program is on positive traits and contributions of each cultural group.

Memorial Middle School in Las Vegas, NM, agreed to help test the kit in March. Park Rangers T. J. Sperry and Frank Torres made four presentations and found the kit to be exceedingly effective, both as an educational aid and as a student thought provoker. Teacher Steve McElroy stated he could not remember when his classes had given a subject so much of their attention. Plans for the kit include preparation of a teacher's guide that will allow area schools and community groups to borrow the kit when park staff are not available for presentations.



Scoutmaster Ron Lindberg (left) and Darick Barnes with one of the refurbished DAR markers.



## MODERN DOVER ROAD SECTION OF THE SANTA FE TRAIL IN MISSOURI, 1934

by Mrs. Emmet Slusher

[SFTA board member Virginia Lee Fisher sent the following article, written by her mother in 1934 for the Missouri Farm Bureau News at the time the Dover Road section of the old Santa Fe Trail was paved.]

I can see from my window the new highway completed. Glistening in the morning sun, dipping and curving, it would lead us outward and onward. But while I thrill to gaze upon its new brightness, I am reminded that after all it is only a very old road in a new dress. And my fancy runs back to the days when this, the Santa Fe Trail, was a pioneer road.

From the shelter of the house that was their great-great grandparents, our children look out upon the very road over which their great-great-great grandparents made their way more than a century ago. Finding the land to their liking they settled here. Here a number of their descendants remain, till the soil and find it good, travel the same road and find it better.

Bands of roving Indians were no uncommon sight. Oxen worked in the fields or drew rude carts where now cars glide by in polished luxury. Trains of prairie schooners, in forty eight and forty nine, passed this very spot, pausing and pulling up as one of their number was ferried across Tabo Creek and another took its place on the ferry.

Soldiers in blue and gray have marched past our door on this road. It has yielded itself to the expansion of the western country. Beside it have grown up homes and churches and schools. Life has flowed past, changed in degree but remained much the same elementally.

And while we shall look forward to the new opportunities toward which the road beckons, let us pledge ourselves never to forget the real substance of which highways are built. It is not the concrete nor steel nor even skillful engineering that builds a road.

They are only the smooth finish on a base fused of the courage and persistence, the discouragements and heartaches, the friendships and sympathies, the dreams and idealism of many who have gone before. Only these give permanence and solidarity to any human structure. Without them we may look for crumbling and decay. Let us take thought for the structure of our highways.

## "GRASSROOTS MOVEMENT" ALONG THE TRAIL

by Deanne D. Wright

[Deanne Wright is a member of the staff of KKSU public radio station at Kansas State University, Manhattan, who presented a series of interviews with folks along the Trail on her feature program, "Ideas Unlimited," last summer. She and her husband, Earl, recently joined SFTA.]

For years I was curious about the Santa Fe Trail because two sets of my great-grandparents are buried in a small cemetery beside the Trail near Council Grove. My interest grew with the reading of Marc Simmons's *Following the Santa Fe Trail*. As soon as the opportunity presented itself, on a return trip from Albuquerque, my husband and I followed the Trail with a real sense of adventure.

At every stop we met someone interesting who was "tending the Trail" in some way. From a broadcaster's perspective, I knew I had a subject which listeners would explore with me. The programs could evoke an appreciation for the rich heritage of the Trail and give listeners an awareness of historical preservation and rural economic development along the route.

One day, on the air, I casually wondered if the National Frontier Trails Center at Independence had opened. Soon a loyal listener, Mel Cottom, generously provided me with excellent information about the Center, the Santa Fe Trail Association, and the publication, *Wagon Tracks*. Later Mel and his wife, Mary, encouraged me attend the splendid symposium at Arrow Rock and surrounding communities.

The Cottoms were among the first of the Trail buffs I've met who share their enthusiasm for the Trail. Soon I met Don Cress in Council Grove and saw how he and his cohorts have diligently researched, marked, and preserved the Trail through the Flint Hills of Kansas. Although the Trail now receives national recognition, the spontaneous support of individuals along the route through the years has truly been a grassroots effort. One day I suddenly perceived the work of Trail tenders as the "grassroots movement," and that became the focus of my radio series on the Trail. Thanks, Trail tenders, for looking after the Trail for folks like me and my family.

## TRAIL BLANKETS AID NPS

RAY Dewey, president of the Pendleton/Dewey Trading Co. of Santa Fe and the first benefactor member of SFTA, has offered the Santa Fe Trail

Blanket for sale since last year. A portion of the profits from the blanket project was promised to the National Park Service to assist with developments along the Santa Fe National Historic Trail.

Dewey recently donated \$4,632 from the sales of the Santa Fe Trail Blanket to the National Park Service. Those who are interested in the blanket should contact Dewey Trading Co., 53 Old Santa Fe Trail, Santa Fe, NM 87501.

## DEATH AT PAWNEE ROCK

THE number of Santa Fe Trail travelers killed by Indians at the famous Pawnee Rock landmark in central Kansas is much debated, but the records show that several died and were buried there. It was unusual for anyone to die at the historic site after Trail days. According to the family history section of the new history of Ellis County, KS, *At Home in Ellis County*, in 1957 Emile Wetig of Seward, KS, a veteran of WWII who brought back a Polish war bride, while on a family outing, fell to his death from the top of the platform erected on the summit of Pawnee Rock.

That platform has always looked dangerous and this accident proves it. Perhaps the safety factor could be a significant consideration in a decision to remove that intrusion from the historic landmark. Pawnee Rock, of course, cannot be restored to its Trail-days condition because a considerable portion of the top was removed by railroad construction crews and pioneer settlers. The Kansas State Historical Society, which administers the site, is making many good improvements there. They should be encouraged to remove the platform.



## HOOFF PRINTS

### —TRAIL TIDBITS—

When Joe Nardone completed his pony express ride last year, he traveled 2,097 miles on horseback. He spent a total of 742 hours in the saddle, averaging 2.83 miles per hour. He spent 77 days on horseback, and made the trip in 87 days. He had three horses with him at all times and usually rode two horses each day.

Dan and Carol Sharp, owners of Sharp Ranch and the site of Autograph Rock on Cold Springs Creek in Cimarron



ron County, OK, the first landowners to be certified as part of the SFNHT, were featured in an article in the March 1992 *Farm Journal*, "Landowners Open Their Gates" by Nancy Salisbury.

The Lyons Public Library, Lyons, KS, recently received a grant to purchase books about the Santa Fe Trail. The collection is available to borrowers through inter-library loan service. For a list of titles available, contact the library at 217 East Ave. South, Lyons, KS 67554.

The Friends of the Rice-Tremonti Home Association in Raytown, MO, are raising funds to place a new roof on the structure. Contributions may be sent to the Association, Roof Fund, 8800 E 66th St., Raytown, MO 64133. The Association will hold the fourth annual Rice Frontier Days at the home on June 13-14.

Joy Poole, official Mother of the SFTA and member of the board of directors, recently moved from Farmington, NM, to Fort Collins, CO, where she is director of the Fort Collins Museum. Her new address is 137 N Roosevelt, Fort Collins, CO 80521.

Chris Collier, director of the Great Bend Chamber of Commerce, is promoting the Santa Fe Trail in the area to attract tourists. This summer four Kansas State University students, participating in the Rural Interim Intern Program, will spend nine weeks in Great Bend to study how best to "market" the Trail. Collier has also received a state tourism grant to promote the Trail.

Bent's Old Fort was featured in a two-page article in a quarterly for campers, *On the RV Road* (Spring 1992). The focus of the piece is a visit to the historic site, with illustrations and a map. The article also notes that Bent's Old Fort has appeared in television programs about the Old West a mentions its relation to the Santa Fe Trail.

David J. Weber's "The Spanish Legacy in North America and the Historical Imagination," appeared in the February 1992 issue of *Western History Quarterly*. Weber, a charter member of SFTA, was president of the Western History Association, 1990-1991.

SFTA Publicity Coordinator Mike Pitel reports that the Trail continues to

receive attention in the media. In February the *Kansas City Star* and the *Jewish Journal* (a Florida newspaper) carried articles on the Trail. *Travel/Holiday Magazine* published an article in its March issue, and *Sunset Magazine* featured the Trail in its Southwest edition for May.

An article on Kansas in the Spring 1992 issue of *Heartland USA*, mentions the Santa Fe Trail and Ralph's Ruts (p. 25).

An article on Jedediah Strong Smith in the Oneonta, NY, *Daily Star*, February 13, 1992, tells that the famous frontiersman and explorer, who died on the Santa Fe Trail in Southwest Kansas in 1831, was born in Bainbridge, a village in south-central New York. A monument to Smith is located in the village park. Jedediah moved from Bainbridge with his family when he was 12 years old.

William Hill, author of the best-selling *Oregon Trail, Yesterday and Today*, has written *The Santa Fe Trail, Yesterday and Today*, scheduled for release by Caxton Printers in July 1992. A review is planned when the book is available.

SFTA Ambassador Paul Bentrup recently had knee replacement surgery and reports that he is recovering now. We hope the new joint is a good one for it will probably soon be traveling the Trail. Don't be surprised if a surgeon, several nurses, and various hospital staff members appear as new members of SFTA.

Your editor recently had minor eye surgery and will have more of the same in June, after which time he hopes to be able to look better (and see better too). This is not the primary reason that this issue is late, but it is a good excuse.

## POST OFFICE OAK —LETTERS—

Editor:

At last someone has done up right the story of the attack on the White family near Point of Rocks, NM. Harry C. Myers in his article "Massacre on the Santa Fe Trail" (WT, Feb. 1992) pulls together many fugitive historical strands, thereby resolving most of the long-standing questions concerning this tragic event. The Myers item again illustrates that some of the best of the current research on the Santa Fe Trail

appears in WT. Our quarterly deserves the enthusiastic support of all SFTA members.

Marc Simmons  
PO Box 51  
Cerrillos, NM 87010

Editor:

I have been enjoying the recent copy of *Wagon Tracks*, as I always do. I especially enjoyed the story about Marc Simmons that appeared in the *Denver Post*. I appreciate the work you do for our newsletter.

Ralph Hathaway  
RR 1 Box 28  
Chase, KS 67524

Editor:

The increasing interest in the Trail and growing membership of SFTA is gratifying. I do my best to talk up the organization at all times and all places. The bumper sticker we have had for some time has brought on some inquiries, and I wish all members would use them so we could spot a fellow member at a distance.

Norma Gene Young  
PO Box 1146  
Boise City, OK 73933

Editor:

I just finished putting all my past issues of *Wagon Tracks* in my new SFTA 3-ring binder. The plastic inserts work great and make it easy to store copies without punching holes in them. Only one problem. This simple task took me most of the afternoon because I found myself reading again the many interesting articles that have been published in WT. Keep up the good work and thanks for the great binder. By the way, I need another binder because this one is full.

Joanne VanCoevern  
4773 N Wasserman Way  
Salina, KS 67401

Thanks for your fine testimonial to the binder. Although more than 300 people indicated in the informal survey that they would like to see the binder offered for sale, less than 20 have been ordered. The price is higher than first thought because of shipping costs. The Last Chance Store has plenty of binders and inserts on hand.

Editor

Editor:

I surely appreciate the fine plug you gave for my *Missouri Intelligencer* in the latest WT. You were most generous in your wording. It was good to see all the information correct. The issues of *Wagon Tracks* seem to be getting better with each issue. Keep up the good work and thanks.

Cordell Tindall  
PO Box 72  
Fayette, MO 65248

## RALPH'S RUTS

by Ralph Hathaway

[This is twenty-second in a series on museums and historic sites along the Trail. Ralph Hathaway is a charter member of SFTA and an active member of the Rice County Historical Society. He received a SFTA Award for his stewardship of "Ralph's Ruts" and has been honored with the designation of SFTA Ambassador.]

THAT portion of the Santa Fe Trail which has become known as "Ralph's Ruts" is located in the northwest quarter of section 34 of Pioneer Township, Rice County, Kansas. To reach this site, westbound travelers on U.S. 56 highway would continue west from the blinker light at the Chase intersection for a distance of four miles, turn right (north) on the Raymond blacktop for a distance of three-fourths mile. At this point there is a graveled parking area and one of the DAR granite Trail markers. Eastbound travelers continue east from Ellinwood slightly more than eight miles to the Raymond blacktop mentioned above, and turn left for three-fourths mile. Credit for the name "Ralph's Ruts" goes to Barbara Peirce, that dynamic lady who organized the second Santa Fe Trail Symposium at Hutchinson in 1987. Barbara had been bringing Hutchinson Community College history classes here on field trips for several years.

The first owners of this farm were my grandparents, John L. and Mary E. Hathaway, who grew up in Washington County, Pennsylvania, settled in Lee County, Iowa, in 1865, and moved to Kansas and filed their homestead claim in February 1878.

In the process of breaking sod my grandfather discovered that the northwest forty acres of his homestead were very sandy and a bit too rolling to be good crop land, so he left them for pasture. It appears doubtful that he, or any of the early settlers, gave much thought to the historic value of the Santa Fe Trail. It had been replaced by the railroad so the Trail no longer had any commercial use, and all early settlers were probably too busy struggling for survival to give any thought to the preservation of historic sites. So one would have to admit that this area of Trail ruts escaped the breaking plow because of economic reasons.

Because of the sandy soil the ruts were cut very deep by the almost sixty years of travel by thousands and thousands of wagons, oxen, horses, mules, and people. Many historians and Trail buffs have said that these are among the most pronounced and dramatic



View looking across Ralph's Ruts.

ruts to be found anywhere, some have used the word "pristine" in describing these ruts.

Our Trail ruts are a bit unique in that there are seven instead of the usual four. My theory for this is that, because of the sandy soil, the ruts became so deep and caused so much rolling resistance to the wagons that, from time to time, some of the columns of wagons simply moved over and started another rut.

While breaking sod along the east side of his homestead, grandfather and his sons discovered that some sort of conflict had occurred here. They plowed up a pistol, a watch, hardware from wagons, and bits of broken dishes—indications that a wagon train had probably clashed with a band of Indians. This incident was known as the Plum Buttes Massacre and local legend implied that a small wagon train had been entirely wiped out.

The name "Plum Buttes" came from a landmark by that name located about two miles west of the massacre site. Historians say there were three large sand dunes, perhaps 80 to 100 feet high, that could be seen by westbound travelers immediately after crossing Cow Creek, a distance of more than ten miles. There were many sand-hill plums growing around the bases of these dunes, hence the name "Plum Buttes."

Prior to 1985 the only known written account of the Plum Buttes Massacre was in a book entitled *Rice County, 1876*, written by John M. Muscott and published in *The Rice County Gazette*

of Sterling, edited and reprinted in 1976. Muscott acquired his information from a William McGee who had been a "squatter" on this quarter section prior to the arrival of my grandparents. McGee based his information on debris he had found scattered about and placed the year of the massacre as 1863.

In 1985 a great deal of additional information on the massacre came to me from Trail friends: historian and author Dr. Marc Simmons of Cerrillos, New Mexico, and Trail researchers Aaron and Ethel Armstrong of Roswell, New Mexico. This was in the form of memoirs of two people who were involved: trader Franz Huning and Captain Charles Christy who had been stationed at Fort Zarah. (Receiving these first-hand accounts was an exciting experience for this Trail buff!) The two accounts do not agree in every detail but both are rather specific in the geographical location. Huning's memoirs include copies of letters to his wife which place the time of the massacre on September 9, 1867.

Franz Huning was one of many traders hauling merchandise over the Santa Fe Trail in the 1860s. His home was in Albuquerque, New Mexico, his wife Ernestine having moved there in 1863. Prior to this particular trip he had gone to Dayton, Ohio, to bring his mother-in-law and her young son, Fritz, to Junction City, Kansas, where his wagon train was to be assembled. These relatives were to accompany him west and they intended to make their home in Albuquerque. The wagon



train traveled south from Junction City some thirty miles and "struck" the Santa Fe Trail at Lost Springs.

Huning says in his memoirs that he was apprehensive about the danger of Indian attack in the area between Cow Creek and the Big Bend of the Arkansas River, and had hoped to have a military escort as far as Fort Zarah. There were troops stationed at the Little Arkansas Crossing and Huning tells of requesting a military escort from "Captain Burns." This was probably Captain Edward Byrne of the 10th Cavalry who was in charge of black troops stationed there in 1867. This adds considerable credibility to 1867 as being the year of the Plum Buttes Massacre. Huning's request was refused, a situation that irked him very much because he had noticed: "... two of his company teams ... with one of the wagons full of negro wenches and the other one with an escort for said wenches besides some horsemen. They were bound on a pleasure excursion to a creek about 10 or 12 miles away to hunt plums! The Captain had plenty of men to spare to escort his wenches on a plum hunt, but to protect the lives and property of the travelers he had none." Huning's further remarks in his memoirs reflect considerable anger toward Captain Byrne because he refused to provide an escort.

Huning accurately established the point of attack as being near Plum Buttes "... about midway between Cow Creek and the Big Bend of the Arkansas and about 15 miles from Fort Zarah, 25 miles from the Little Arkansas and about 35 miles from Fort Harken [Fort Harker, the present site of Kanapolis]." Huning further stated that the attacking party appeared to be members of three tribes: Cheyennes, Kiowas, and Arapahos. His description of the attack follows: "... I was riding ahead of the train when all at once one of the teamsters at the rear end of the train called 'Indians, Indians!' At first I could not see them on account of a dense growth of high sun flowers along the road and as they made no noise in the grass and soft sandy soil.

"They were coming from the rear near or left side of the train [from the southeast, probably from behind a small hill in what is now the McGuire pasture, the northeast quarter of section 34, Pioneer Township]. Ahead rode the chief on a gray horse [this was probably the group leader rather than a chief] and probably about 10 more on horseback, then followed about 100 more on foot. As soon as I saw them I jumped off the mule I was riding and with my Spencer rifle ran toward the

train. When I reached the second or third wagon I stopped and shot at the chief. This shot divided them in two parties; one swept through the center of the train driving four wagons, the barouche (carriage) and the ambulance with the old lady and her son off the road until they stalled in the deep sand, about 200 yards off the road.

"The other party rushed at the head of the train, but the lead teamster stuck to his lead lines and so they only got the loose mules, my riding mule with the saddle, this though came back to the train. As soon as the Indians cut through the train I ran through it myself trying to get another shot at them, but could not because the loading apparatus of my Spencer jammed."

In his memoirs Franz Huning said that this harrowing experience caused him to be quite "bewildered." He felt the urge to charge the Indians and do what he could to defend his relatives but he was aware also of the overwhelming odds and his shortage of ammunition at the moment. "Now we ran our remaining wagons together for protection. And even then if the Indians had then made a charge on us, we would certainly all have been killed. Such anguish as I then suffered I had never experienced in my life. To stand there and look on, was terrible.

"In an incredibly short time they emptied the wagons of their contents and loaded the captured mules with them. Some barrels of whiskey they set on end, stove in the heads and set fire to them. I saw a big crowd in one place with much noise and laughter and then a pistol shot. I knew that they were gathered around my unfortunate relatives and then that pistol shot killed the old lady. The boy having been killed at the first onset, as one of the teamsters told me.

"As soon as the Indians had left with their booty and when they had started a fierce fire in the grass, we also left with the remaining wagons as quickly as possible to get out of the way of the fire. It was just before sunset and we traveled until midnight when we arrived at a trading station at the big bend of the Arkansas."

After a very late supper Franz said that he and two of his men went on to Fort Zarah on Walnut Creek, "about ten miles away." Actually, the distance was seven miles but it must have seemed like ten after such a difficult day. Huning's description of the area confirms the fact that the "big bend" which he and other traders talked about was not the site of present Great Bend, as one might be inclined to assume, but was near the southeast corner of what is now Ellinwood. This

point was the westbound traveler's first contact with the Arkansas River, the next reliable source of water after leaving Cow Creek, and was a favorite overnight camp site.

At Fort Zarah, Huning asked for an escort to go back to the scene of the tragedy to check on the possibility of survivors. His request was granted and "three or four" soldiers, Huning, and several of his teamsters returned to the scene of the massacre only to find the area so filled with smoke that there was danger of an Indian ambush. A very discouraged Huning returned to Big Bend campground and moved his wagon train on to Fort Zarah. According to Huning's memoirs he returned the following day—this would be September 11, 1887—and was able to remove the bodies which were buried temporarily near Fort Zarah. The next spring on his annual trip east, Huning had the bodies moved to Ellsworth, which had become the Kansas Pacific Railroad shipping point.

Several letters to his wife were included in Huning's memoirs, however the information in them does not agree with his written report. His first letter dated September 10, 1867, stated that Fritz were severely injured and the mother-in-law suffered great mental and physical stress because of the Indian raid. His next letter two days later reported to his wife Ernestine that her mother had died, and a letter the following day reported the death of her brother. These letters carrying incorrect information were probably Huning's way of trying to break the tragic news gently to his wife. A few days later Huning's wagon train joined another and they proceeded westward.

Captain Charles Christy was a hunter, trapper, and United States Government Scout from 1850 to 1880. His memoirs are included in Marc Simmons, *On the Santa Fe Trail* (Lawrence: University Press of Kansas, 1986), with editorial comments by Simmons.

Captain Christy stated that in 1866 he was a government scout at Fort Zarah which was located near the mouth of Walnut Creek. He said that Fort Zarah was more of a stage station than a fort, and rarely had more than fifteen or twenty soldiers stationed there. These soldiers acted as escorts to stagecoaches and freight wagons and they came and went each day.

Christy recalled, "One day a man by the name of Frank Hunig [Franz Huning] rode into Fort Zarah with the startling announcement that a band of two hundred Cheyennes had surprised his party at Plum Buttes. ... Huning had made his escape and had come to the

fort for assistance." It appears there were no saddle horses available so a small detachment of Infantry started marching toward Plum Buttes. The commandant ordered Christy "to get to the scene as quickly as possible."

"I harnessed four of the fastest mules to an ambulance, and taking with me for my fighting partner a little Mexican named Roma, we started for the Buttes on a keen jump. We left the soldiers to follow after us on foot as best they might."

Arriving at the massacre scene east of Plum Buttes, Christy said they came upon a "dreadful sight." There was evidence of a terrific struggle, blood-stained articles from the wagon were strewn about, and the wagon had been burned. The body of the teamster, "scalped and hacked in a horrible manner," was found near the wagon and bodies of Huning's mother-in-law and her son were among the wreckage, so mutilated that Christy thought these to be the bodies of two women.

Christy and his helper loaded the three bodies into the ambulance and started for Fort Zarah. They had gone scarcely a mile when a group of mounted Indians came galloping toward them, firing and yelling as they came. Christy urged the mules to do their best as his helper crawled to the back of the ambulance, sat astride the bodies, and began firing his carbine at the Indians. Christy and Roma were able to hold the Indians off and, after a chase of about four miles, the dust from the marching soldiers could be seen and the Indians gave up the chase.

Christy says the massacre of the Hunings was the work of a band of "dog soldiers" gathered from various tribes and headed by Charlie Bent, the half-breed outlaw son of William Bent of Bent's Fort. "The 'dog soldiers' were the worst renegades the troops had to fight against on the plains. They were Indians who had been kicked out of the villages by their own tribes for various offences. They were always more blood-thirsty . . . than the ordinary Indian."

David Lavender has written an excellent historical account of the Bent brothers, Charles and William, and their business partner, Ceran St. Vrain, who established a trading post near the present site of La Junta, Colorado, known as Bent's Fort. Lavender described the bitterness Charlie Bent felt toward both the Indian and the Anglo. At one time he became so enraged he returned to Bent's Fort with the intention of killing his own father. Fortunately, the elder Bent was away from the fort at that time.

It appears that Charlie Bent and his band of renegades roamed a big share of the country between the Little Arkansas and the foothills of the Rocky Mountains. I am amazed at the distances they covered. Christy's memoirs indicate that he had had many unpleasant experiences with "dog soldiers." His involvement with the Plum Buttes Massacre is an example of the complexity of our area history. The two accounts of the Plum Buttes Massacre leave us feeling uncertain as to who actually removed the bodies from the massacre site, Huning or Christy? This is a question that will probably remain unanswered.

There were many incidents along the Santa Fe Trail that were more tragic than the Plum Buttes Massacre, but rarely do we find first-hand accounts or memoirs of those who actually participated in the incident. We Trail buffs will continue to hope that other memoirs covering other incidents along the Trail will surface from time to time.

At the Coronado Quivira Museum in Lyons, Kansas, there are some artifacts found at the massacre area by me and other members of my family: some minie balls, bullets, and pieces of what appears to be iron-stone china.

Plum Buttes, that important landmark along the Trail, is no longer there. Shortly after the Trail closed, the wind which formed those dunes originally, for some strange reason, began their reduction. My father, who was born on this farm in 1882, told me that one dune was still visible when he was a boy. Now all that is left are some small, grassed-over sand hills in what is known locally as the Bayer pasture.

One bit of the Trail near Plum Buttes that is still visible from this farm is the side notch worn in the ridge south of the Plum Buttes site. This is in the Ringwald pasture which lies just south of the township road. Some Trail buffs refer to this as "Gunsight Notch," a name that was coined by my friend and fellow Santa Fe Trail Ambassador David Clapsaddle.

Interested visitors are always welcome at Ralph's Ruts, excellent examples of the remnants of the historic Trail. To me it is always a special feeling to realize that on this land thousands of teamsters, merchants, soldiers, explorers, Indians, and other travelers passed and repassed during the active life of the route and they, without being aware of it, played vital roles in the history of the region and our nation. I will be happy to meet with tour groups as my schedule permits. Please contact me ahead of time at RR 1 Box 28, Chase, KS 67524 (316) 938-2504.

## CONVERSE OF THE PRAIRIES

### —BOOK NOTICES—

Michael McDonald, *The Quitz of Enchantment*. Santa Fe: *New Mexico Magazine*, 1992. Pp. 129. Illus., notes. Paper, \$7.30, plus \$1.00 shipping. Order from New Mexico Magazine, 1100 St. Francis Dr., Santa Fe, NM 87503.

SFTA member McDonald has compiled this charming trivia book about New Mexico for *New Mexico Magazine*. Marc Simmons wrote the preface and concluded that "this handy and challenging little book is one to savor." And that it is, providing entertainment and information about the fascinating "Land of Enchantment." The book is divided into sections devoted to various topics, including Indians, Hispanics, Towns, Mining, Arts, Outlaws, and many others. The format is question and answer, and the illustrations include cartoon drawings and black-and-white photographs.

Here are a few of the questions; you'll have to buy the book to find the answers. Who said, "If you ever go to New Mexico, it will itch you for the rest of your life"? Who wrote the award-winning book, *Murder on the Santa Fe Trail*? What movie did Robert Redford direct in northern New Mexico? What was the fare on the first stage line that traveled the Santa Fe Trail from Independence to Santa Fe? How much did Uncle Dick Wootton charge each wagon to use his toll road over Raton Pass? Why didn't the AT&SF Railroad main line go to Santa Fe? Why did Clay Allison shoot Pancho Griego at the St. James Hotel in Cimarron in 1875? How long was the Palace of the Governors used as the capitol building of New Mexico? These and several hundred other questions will spur readers to want to learn more about the remarkable state at the western end of the Trail.

West to Santa Fe, Vol. II: *Forts of the Santa Fe Trail*, videotape (VHS). Fort Collins: The Old Army Press, 1992. \$25.00 plus \$3.00 shipping. Order from The Old Army Press, PO Box 2243, Fort Collins, CO 80522.

As promised when the *Overview* video on the Santa Fe Trail was released two years ago, Michael Koury's Old Army Press has now added this fine program featuring more than 20 forts. Much of the photography is of the sites as they appear today, and the narrative explains how each was linked to the Trail. This is well done and highly recommended.



## IN SEARCH OF PRETTY ENCAMPMENT

by William Y. Chalfant

*[This is the first article in a new series on "hidden places" on the Santa Fe Trail. From time to time, other elusive or unfamiliar sites will be addressed by individuals who have taken a special interest in them. Anyone with suggestions for possible subjects and/or authors is invited to contact the editor.]*

William Y. Chalfant, a Hutchinson attorney, is a charter member of SFTA and serves on the board of directors. He is the author of several fine books on frontier military history, the latest of which is presently in the process of publication by the University of Oklahoma Press and investigates military activities and battles along the Santa Fe Trail during the era of the Mexican War. Not only is Chalfant a highly respected attorney and a recognized historian, he is now at work on a novel.]

THERE are many forgotten places along the length of the Santa Fe Trail and its various branches—sites which once participated in the drama of a nation growing beyond the limits of its original vision. Often only names survived to record what might have occurred there or what use was made of a particular location. Names such as "Battle Ground," "Bone Yard," "Pawnee Forts," the "Caches," "Chouteau's Island," "Chavez (Jarvis) Creek," and others suggest dimly remembered moments of human conflict, danger, stress, and tragedy. Others, such as "Pawnee Rock," "Rabbit Ears Peak," "Round Mound," "Wagon Mound," "Indian Mound," and the several "Points of Rocks," are geological features which in Trail times served as markers for persons traveling an otherwise featureless plain.

The names of "Diamond Springs," "Lost Springs," "Lower Cimarron Spring," "Middle Spring," "Upper Cimarron Spring," "Cold Spring," "Santa Clara Spring," and many more remind us of the critical importance of water to travelers in the era and place where its availability was uncertain and often spelled the difference between life and death. The exact locations of many events and some geographical sites are lost in time, the bulk of these being the camping grounds which were located at fairly regular intervals along the Trail. Among them, one of the most frequently and ardently searched for has been the one known as "Pretty Encampment," probably because it was referred to and described in more than one early journal and seems to

have been a fairly romantic appearing location in the middle of what to whites was endless desolation.

Pretty Encampment was the first major campground to the east of the Big Salt Bottom on the road along the Arkansas River leading to Bent's Old Fort. In Trail days it was considered an average day's march to the east of the Big Salt Bottom campground, a camping place lying within the very large bottom by that name. For those approaching from the east it was a two-day trip to the west of Chouteau's Island. It was described by Lewis H. Garrard as being "near the banks of the Arkansas, where a creek, fringed with timber, made a graceful curve, emptying its modicum of water into the main stream." The position and grouping of the trees, apparently being around the mouth of the stream, he described as "picturesque," and the cottonwoods as "glossy-leaved." It was, he said, "some eighty miles distant" from Bent's Old Fort.<sup>1</sup>

The British adventurer George F. Ruxton camped there while eastbound on May 7, 1847, in the company of Lewis Garrard and others, and indicated that there were some very large cottonwood trees in the grove, one of which caught fire (the result of carelessness) and eventually fell in the middle of his corralled livestock during the night.<sup>2</sup> Ruxton, Garrard, and the others had camped at the Big Salt Bottom the previous afternoon, left the following morning, and reached Pretty Encampment in the "evening early." A village of Cheyennes was a half mile above their campground, but in the same bottom. The stream about whose mouth the grove had developed had but little water, and probably did not always flow (Ruxton and Garrard's party was there following a heavy rain). Today, when even the Arkansas does not flow in western Kansas, it can be no more than an intermittent stream which only rarely flows over the sandy bottom of a usually dry arroyo. Travelers probably had felled all the trees at Pretty Encampment by the mid-1850's, since even the Big Timbers of the Arkansas were gone by the 1863, victim of the insatiable appetite of white passers-by for wood as fuel.<sup>3</sup>

The location of Pretty Encampment was forgotten during the years following arrival of the railroad and the end of travel along the Mountain Branch of the Santa Fe Trail. It can be found today only through the recorded travel information of those using the Trail to

Bent's Fort in the early days and from the writings of early scholars. After the Civil War a mail and stage route was established along the river and a station by that name was built, apparently just west of the present town of Coolidge, Kansas. However, such stations commonly took their name from landmarks or locations in the general vicinity and were not necessarily on the site of the feature whose name they adopted, often being many miles distant. Measurements to the stage stations, then, would not be a reliable means of finding Pretty Encampment or most other campgrounds without additional substantiating evidence. The best means of identifying the general location of Pretty Encampment is likely confined to the earlier references.

Pretty Encampment was obviously well known by that name at the beginning of the Mexican War when it was first encountered by Lewis Garrard and George F. Ruxton. This means it was probably one of a series of regular stopping points for traders moving between Bent's Old Fort and Independence, Missouri during the prewar times. Other stopping places were equally well known and their locations can be identified. A number of soldiers marching with the Army of the West passed and/or camped at a number of these places and left diaries or journals which gave mileages for daily marches that are helpful in this respect, though it must be borne in mind that they often did not have odometers and were making estimates of the mileage actually covered, particularly the enlisted personnel.

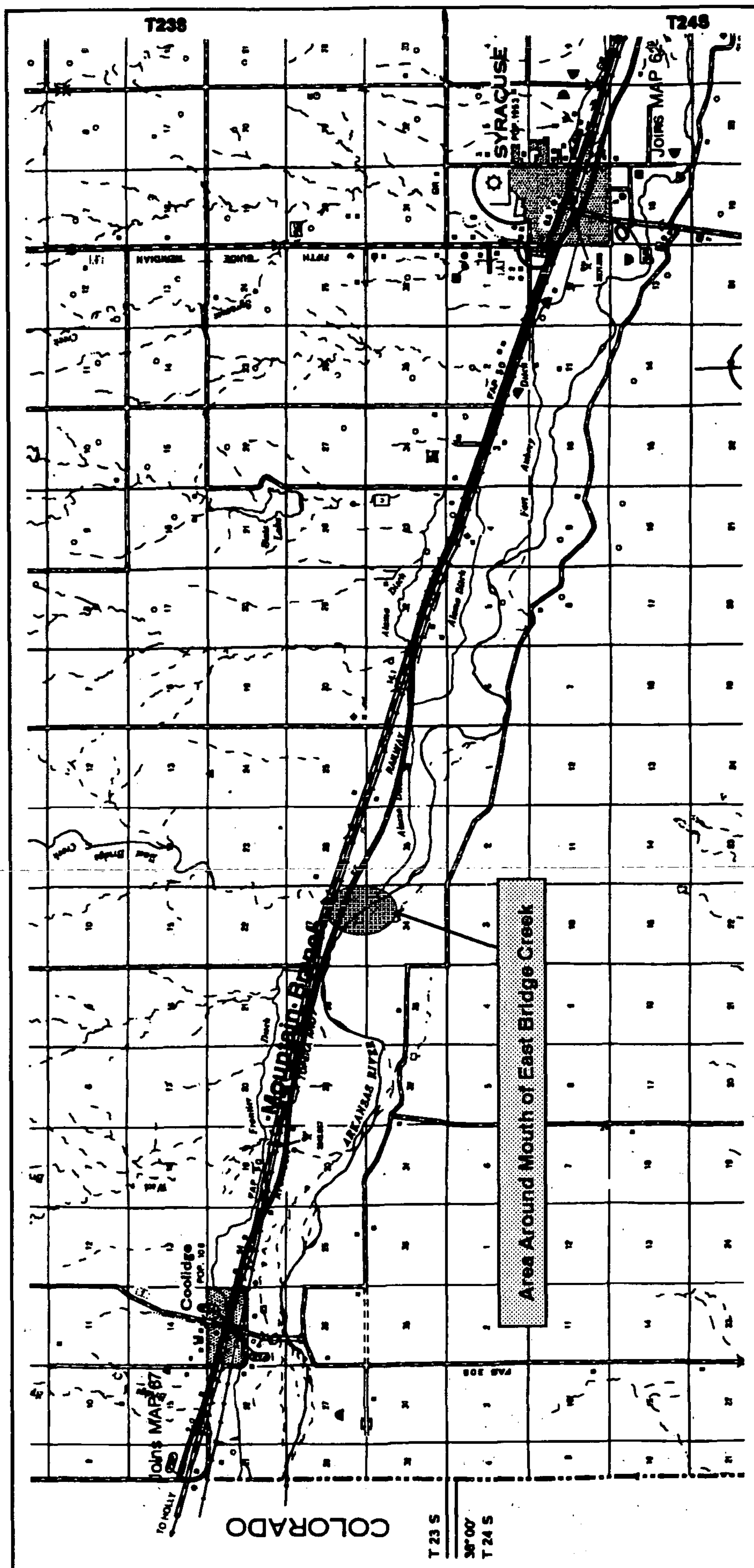
By plotting these marches and stopping places on a United States Geological Survey (U.S.G.S.) map, however, it is possible to make some sense of the distances and time involved in moving between the various campsites. Also of considerable help is an article written by Dr. George Bird Grinnell on Bent's Fort which appeared in Volume XV, *Kansas Historical Collections* in 1913. Dr. Grinnell, an acknowledged scholar of the early West and its native inhabitants, traveled on the plains during the early days and studied the Bents' several trading posts and the trails leading to and from them while many early frontiersmen and travelers were still alive who were familiar with their landmarks and campgrounds. His article included a designation of all of the streams, physical features, and major installations and campsites on the

Trail following the north side of the Arkansas from Fountain Creek to the present Colorado-Kansas border.<sup>4</sup>

According to Grinnell the upper end of the Big Timbers, as recorded by Capt. John W. Gunnison and Lt. E. G. Beckwith during their survey in 1853, was approximately thirteen miles below the mouth of the Purgatorie, and therefore about opposite the mouth of Caddo Creek. At approximately that point, and on the north side of the river, is the stone bluff known to the Cheyennes as "Red Shin's Standing-ground." The lower end of the Big Timbers, as noted by Gunnison and Beckwith, was a short distance above the mouth of Sand Creek (Big Sandy Creek). Sand Creek flows into the Arkansas from the north fifteen miles below Bent's New Fort, and the bottom on either side of the mouth of the creek formed a noted campground. Because there was not water flowing over the dry bed of Sand Creek at its confluence with the Arkansas and no trees along its banks, the stream itself was little more than a marker in the dry plains, indicating that travelers had completed a day's journey from their previous campsite. Grinnell states that most travelers probably actually camped a mile or two above or below the bed of the creek.

The next campground to the east of Sand Creek was in the Big Salt Bottom. This bottom was a long strip of level land lying between the bluffs of the high plains and the Arkansas. Ruxton described it as "a large plain covered with saltrose efflorescences." When Capt. Henry Smith Turner of the First Dragoons passed it en route to Bent's Old Fort in July 1846, it was obviously well known to those guiding the marching units of the Army of the West. Turner stated in his journal that on July 25 Col. Stephen Watts Kearny's command marched twenty-two miles from their previous camp thirteen miles above Chouteau's Island, and made camp two miles below "the Salt Bottom."<sup>5</sup> Applying this measurement to modern U.S.G.S. maps would place the new camp at or near the mouth of the stream now known as East Bridge Creek.

The following day, July 26, the command marched nineteen miles through the "Salt Bottom" and camped at the "upper end of it." Pools of salt water were observed in the bottom. Assuming reasonable accuracy of the mileage given (Turner was an officer traveling with Colonel Kearny and the command headquarters and thus probably had access to an odometer), the Big Salt Bottom itself was approximately seventeen miles long. Refer-



Section of Map No. 97 from Gregory Franzwa's *Maps of the Santa Fe Trail*, showing mouth of East Bridge Creek.



ence to the 30 X 60 minute U.S.G.S. quadrangles, scale 1:100,000, reveals that there is a long bottom running from about the mouth of Buffalo Creek on the west to the vicinity of present Coolidge, Kansas on the east, and that it measures approximately sixteen to seventeen miles in length, depending upon where one deems the entrance and exit to the bottom. Above and below the bottom the bluffs of the high plains move in almost to the river, marking its boundaries.

According to Grinnell the Big Salt Bottom campground, the best camping site with the larger bottom, was considered to be twenty miles below the mouth of Sand Creek and just above Wild Horse Creek. This would place it on the west side of present Holly, Colorado.<sup>6</sup> Apparently great quantities of red willow, the leaves of which the Indians mixed with their tobacco, grew in this area in the early days.

Abraham Robinson Johnston, adjutant of the First Dragoons and newly appointed as a captain, also traveled the Trail to Bent's Fort with Colonel Kearny's headquarters detachment in 1846 and kept a careful journal of the march. Johnston indicated that his unit traveled a distance of sixty-one miles from Chouteau's Island to Sand Creek. On July 24 they marched twenty miles and camped eleven miles beyond Chouteau's Island. The following day they marched twenty-one miles and camped in "a salt grass bottom," having passed three dry sandy creeks en route. On the twenty-seventh they marched twenty miles, and passed Sand Creek after ten miles, a total distance of sixty-one miles from Chouteau's Island.

Further reference to the U.S.G.S. quads indicates that the correct distance between Chouteau's Island and Sand Creek is about sixty-two to sixty-three miles. Moreover, the distance from Sand Creek to Wild Horse Creek is twenty miles, as stated by Grinnell. A campsite ten miles below Sand Creek would be at Buffalo Creek and the upper end of the Big Salt Bottom and at or near the same site described by Turner as his camp the same evening. Moreover, the mileages used by Turner and Johnston for the march from Chouteau's Island to Sand Creek vary no more than three miles, assuming the identical camp site for the night of July 26 (Turner sixty-four miles, Johnston sixty-one miles). While neither camped at the usual campground next to Wild Horse Creek, both would have made an identical march through the bottom, and both were nearly on target with modern U.S.G.S. maps. Their

measurements, likewise, substantially conform to the distances described by Grinnell.

If the Big Salt Bottom campground was established on the west side of Wild Horse Creek, as stated by George Bird Grinnell, then at what distance to the east was Pretty Encampment? Ruxton stated that on May 5 his party camped at Sand Creek, on the sixth in the "salt bottom," on the seventh at Pretty Encampment, on the eighth on "bare prairie," and on the ninth at Chouteau's Island, a distance of approximately sixty-three miles in four days, or an average of nearly sixteen miles per day. That was considered an average day's march for most trader's caravans of that era, although the military units often made better time by forced marches and use of faster animals. Ruxton described their movements as "leisurely," and they hunted as the wagons moved along the Trail. Assuming their camp was about two miles east of the mouth of Sand Creek, as suggested by Grinnell, a campsite in the salt bottom just to the west of Wild Horse Creek would be quite compatible with a march of sixteen miles, give or take a mile or so. Likewise it would seem to place them at the site of the Big Salt Bottom campground.

A march of fifteen or sixteen miles on May 7 would have taken Ruxton, Garrard, and the others to a point just east of East Bridge Creek. It appears from the contours on the U.S. Geological Survey maps that the mouth of this stream was probably farther east in that day. This camp would be about thirty-two miles west of Chouteau's Island, and an average two day's march from it.

Referring back to Captain Johnston, it will be noted that on July 24, 1846, his unit marched twenty miles, passing Chouteau's Island after nine miles, and went into camp eleven miles beyond. On the twenty-fifth they camped in "a fine bottom of grass." This would be thirty-two miles from Chouteau's Island and at or very near the identical spot at which Ruxton and Garrard appear to have camped the following year. Using Turner's measurements indicates his unit had traveled thirty-five miles, and they camped two miles below the "Salt Bottom." This would place Turner three miles beyond and west of the campsite used by Johnston, and two miles short of the Salt Bottom. There is a bottom adjacent to the Arkansas about the mouth of West Bridge Creek, which would be approximately two miles from the lower end of the Big Salt Bottom. It may be, however, that Turner and Johnston were camping at the same site, and there

was simply a modest variation in their respective estimates or measurements.

Lewis Garrard stated that Pretty encampment was "some eighty miles distant" from Bent's Old Fort.<sup>8</sup> The mouth of East Bridge Creek is about eighty-three or eighty-four miles from that post. It seems highly probable that this was the camping site used by Garrard, Ruxton, and the others in their party, and by the troops traveling with Capt. Abraham Robinson Johnston the previous year. Based upon this evidence, it would seem likely that the original site of the campground known as Pretty Encampment was at or very near the mouth of East Bridge Creek (the mouth of East Bridge Creek lies within the Southeast Quarter of Section 27 and the Northeast Quarter of Section 34, Township 23 South, Range 42 West of the 6th P.M., in Hamilton County, five miles east of Coolidge, Kansas), and on the other side thereof adjacent to the grove of cottonwood trees. The grove is long gone from the mouth of the creek. Today (as then) East Bridge Creek is but an intermittent stream with a surface flow of water only when it rains, but that is true of all the streams flowing into the Arkansas above the Great Bend at least until the Purgatorie. Even the Arkansas often has no surface flow in much of western Kansas above the Great Bend, due to irrigation.

There remains the question of why there was a stage station called "Pretty Encampment" on the run between Fort Lyon and Fort Dodge, which was located near present Coolidge, Kansas, twenty-eight miles below Sand Creek.<sup>9</sup> The reasons for building the station at this site were known only to the long-dead builders, who left no known record to explain their selection, and one can only speculate today. It was clearly not at the mouth of a stream (the closest being the arroyo known as "Spring Creek" to the west) and does not fit the description left by Garrard or Ruxton. But it was certainly close enough to the old campground, the only feature in the area with a name, to adopt that title. This seems the only logical reason for doing so.

While there are those who have suggested that Holly (and Wild Horse Creek) is the site of Pretty Encampment, there seems to be nothing in the early literature and scholarship to sustain this. Certainly it is not consistent with the writings cited, including those of Grinnell. Moreover, Holly is obviously not "some eighty miles" from Bent's Old Fort as stated by Garrard, being more like seventy-one or seventy-two miles from it. It is also

claimed by some that "Big Salt Bottom" campground was at the site of Amity (or Amity Siding), Colorado, and Pretty Encampment at Wild Horse Creek, but if that were true the day's march between the two would be not more than five miles, leaving approximately forty-two or forty-three miles for travel in the next two days en route to Chouteau's Island campground and requiring that trading caravans average at least twenty-one miles per day in order to travel that distance in two days. It is not logical to assume that anyone in that day would hitch up their wagon, bring them in line, then move out with any accompanying livestock for a day's march of no more than five miles, leaving them with a much greater distance to travel in the next two days. Nor would this "realignment" satisfy the requirement of "some eighty" miles distance from Bent's Old Fort. While Amity was certainly within the "salt bottom" as such, it clearly was not the site of the "Big Salt Bottom" campground, at least not the favored one. Likely it was never more than a railroad siding. Grinnell's information seems to have been quite accurate and entirely on the mileage mark. The Big Salt Bottom campground, therefore, was almost certainly next to Wild Horse Creek and adjacent to present Holly, Colorado. It was every bit as important and as famous or well known a campground as that at Pretty Encampment, or indeed any of the other camping places on the Bent's Fort road.

The debate over the exact location of Pretty Encampment may not as yet be entirely resolved to the satisfaction of all, but logic and arithmetic can surely lead only to the conclusion that it was in fact located within Hamilton County, Kansas, though not at the site of the later stage station.

#### NOTES

1. Lewis H. Garrard, *Wah-to-yah and the Taos Trail* (1848; reprint, Norman: University of Oklahoma Press, 1979), 38, 251.
2. George Frederick Ruxton, *Ruxton of the Rockies*, ed. by LeRoy R. Hafen (Norman: University of Oklahoma Press, 1950), 274.
3. George Bird Grinnell, "Bent's Old Fort and Its Builders," *Kansas Historical Collections*, XV, 82-91.
4. *Ibid.*, 91.
5. Henry Smith Turner, *The Original Journals of Henry Smith Turner* (Norman: University of Oklahoma Press, 1966), 63-66.
6. Grinnell, "Bent's Old Fort," 91.
7. Abraham Robinson Johnston, Marcellus Ball Edwards, and Philip Gooch Ferguson, *Marching with the Army of the West*, Vol. 4 of the *Southwest Historical Series*, ed. by Ralph P. Bieber (Philadelphia: Porcupine Press, 1974), 87-90.
8. Garrard, *Wah-to-yah*, 38.
9. Wm. S. Barnett to Maj. Gen. Winfield Scott Hancock, April 24, 1867.

## THE SIX PER CENT DUTY

by Harry C. Myers

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

It was near the end of the Mexican War when Brig. Gen. Sterling Price, commanding the Ninth Military Department in Santa Fe, New Mexico, issued Orders Number 10, on February 5, 1848. The order required the Santa Fe gambling establishments to purchase licenses and prohibited persons under the age of 21 and enlisted soldiers from gambling and betting. But the second paragraph of this order caught and held the attention of every trader who brought goods to Santa Fe.

Paragraph two established "an import duty of six percentum ad valorem, on all merchandize introduced into the Territory of New Mexico, from and after the date hereof, based on the original invoices duly authenticated before the officer hereinafter designated." Sutlers (licensed merchants to army units) were exempted from the tax on most items considered necessary for the troops. Charles Blumner, treasurer of the civil government was named ex officio collector and subcollectors were stationed at Taos, San Miguel, and Valencia. The reason for the tax was to pay the expenses of the civil government. General Price estimated the value of the 1848 imports at \$300,000, which would produce a tax value of \$18,000, sufficient to meet the salaries of civil officials and pay the administrative expenses.

The traders gritted their teeth and bore the expense until August 6, 1848, a few months after the end of the Mexican War had been announced. They met in Santa Fe on that date and drew up a petition to General Price, protesting that the tax had been invalid since May 26, 1848, when the treaty of Guadalupe Hidalgo was ratified (the treaty was actually ratified on May 30, 1848) and New Mexico became a possession of the United States. And because New Mexico was now a U.S. possession "under the protection of the Constitution, . . . the commerce was like that between two states. Over eighty traders signed the petition either directly or through their representatives. General Price promptly rejected the petition and the traders' argument, saying that all orders relative to the civil government were deemed to be permanent and not to be altered except by the department commander or higher authority. But Price also said the matter had been submitted to the president where "it more properly be-

longs."

Brevet Lt. Col. Benjamin L. Beall of the First Dragoons assumed command of the Ninth Department on August 16, 1848, after General Price departed for home. Beall canceled the tax on September 25, 1848. Brevet Lt. Col. John Washington soon assumed command of the department on October 11, and found a deficit of \$15,000 in the civil government coffers. Concerned, he wrote Secretary of War William Marcy to suggest that a tariff be collected or that Congress appropriate funds for the expenses. Fearing, however, the lengthy time for the mails and/or a possible delayed response, Col. Washington reinstated the tax.

When President James Polk's annual message to Congress, dated December 5, 1848, reached Santa Fe, Washington read of the intention to extend the revenue laws of the United States to the newly acquired territories at an early period. The implication was clear and, once again and finally, the tax was abolished.

The tax had actually produced a revenue of \$16,638.48 during its twelve-month life indicating a value of goods of \$277,308. Of the amount collected, \$2,244.94 was paid out in salaries and other expenses of the collector's office and \$16,073.32 had been disbursed by the treasurer. Only \$1,671.71 was refunded to the merchants, an average of \$20.00 each for the eighty signatories of the 1848 petition.

Although it was of great concern to the traders, the six percent duty is of minor importance in the history of New Mexico and the Santa Fe Trail. Its lasting legacy however is the list of traders signing the petition to Price. For a quick moment of history, we have a list of what are probably the major traders on the Santa Fe Trail.

The list of traders and petition appeared on page 2 of the August 15, 1848, issue of the *Santa Fe Republican*. Two other articles on the six per cent duty appeared in the September 23 issue (page 2) and the front page of the October 29, 1848, issue of the *Republican*. Robert Frazer's *Forts and Supplies* (Albuquerque: University of New Mexico Press, 1983), 36-37, gives an excellent overview of the tax and is the main source for this article. Tom Chávez, *Manual Alvarez* (Niwot: University Press of Colorado, 1990), 126-127, provides a discussion of why Alvarez was the only Hispanic signing the petition.



## DISCOVERED: RARE INDEPENDENCE-MADE OX YOKE

by Mark L. Gardner

[Mark L. Gardner is vice-president of SFTA. He is a frequent contributor to Wagon Tracks.]

IN January of this year, while helping to clean and reorganize the collections storage area of the Colorado Springs Pioneers Museum, Registrar Dave Ryan noticed something unusual about an ox yoke in the museum's collections. Stenciled boldly on the side of the yoke was the following information:

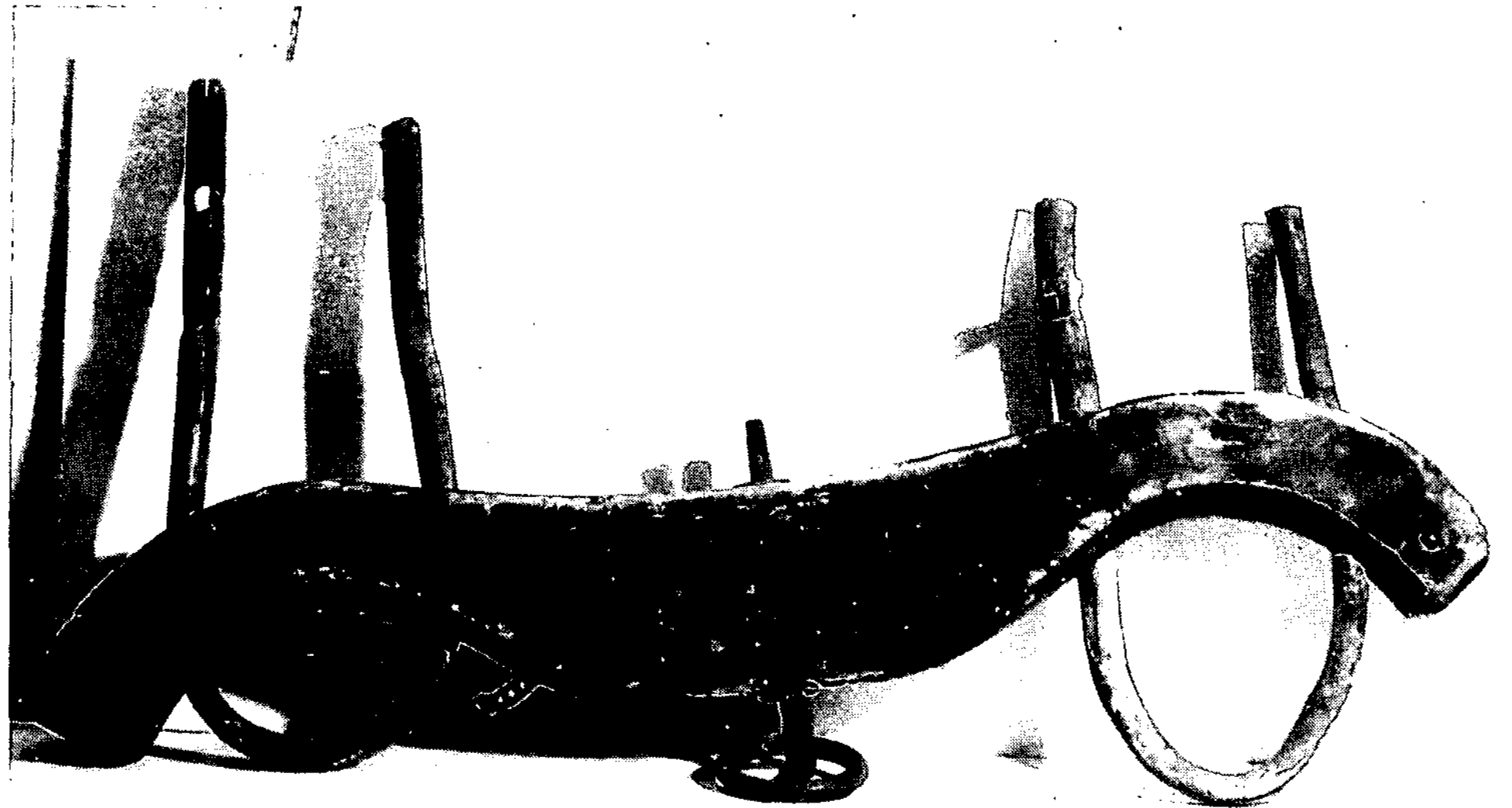
**W. L. McCOY & CO.  
MANUFACTURERS OF  
OX YOKES. BOWS. AXE HANDLES  
WAGON MATERIAL &c.  
INDEPENDENCE, MO<sup>1</sup>**

What Ryan had discovered was no ordinary yoke. Because of the stenciled information, it is now considered to be the only known yoke in existence that can be authenticated as having been manufactured in the famous Santa Fe Trail outfitting town of Independence, Missouri.

Museum catalog information states that it was used on the C. E. H. Aiken ranch twenty miles southwest of Colorado Springs as early as 1872.<sup>2</sup> It is likely that the yoke was manufactured much earlier, however, and eventually brought to Colorado by Aiken or someone else.

William ("Pat") O'Brien, National Park Service historian and authority on Independence and Jackson County, Missouri, believes 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. An 1846 letter from W. & J. McCoy, which included William's brother John, to the Missouri iron-producing firm of Massey & James, requested iron prices for "our Blksmiths." "A Mexican trader," the letter reads, "has just come in and has engaged from our Blksmiths 34 wagons & pays cash on their delivery."<sup>3</sup> William McCoy is also known to have acted as a business agent for noted Black wagon maker Hiram Young of Independence.<sup>4</sup> The exact dates of operation of the firm of W. L. McCoy & Co., and whether or not it was a part of the business activities of W. & J. McCoy, have not been determined.

The yoke itself measures four feet in length and over six and one-half inches in thickness at its widest point, placing it in the category of a standard size yoke.<sup>5</sup> The wood used for the yoke is very light and appears to be cottonwood. The iron hardware is all hand-



Ox yoke manufactured by W. L. McCoy & Co. of Independence, Missouri, now in the collections of the Colorado Springs Pioneers Museum, Colorado Springs, Colorado. The stenciled manufacturer's name and other information is in the center of the yoke. Note the split running from left portion of the yoke to the top center. This was crudely repaired, apparently at the time of the damage, by a flat length of hand-forged iron mounted across the split on both sides of the yoke. (Photo by author, courtesy Colorado Springs Pioneers Museum.)



Close-up of the manufacturer's markings that appear on the rare yoke. (Photo by author, courtesy Colorado Springs Pioneers Museum.)

forged, which supports an early manufacture date. An unusual aspect of the yoke is that it was originally painted

green, much of the paint still remaining. Many yokes in museum collections today show little evidence of hav-

ing been painted at the time of manufacture. There is ample documentation that wagons were brightly painted, however, and this must have carried over to at least some yokes as well.<sup>6</sup> German adventurer Julius Froebel was in Independence in 1852 and wrote that "the town is surrounded by wheelwrights' shops, large premises filled with new waggon, painted red, green, or blue."<sup>7</sup>

Considering that Independence manufacturers produced thousands of yokes during the heyday of the Santa Fe and Oregon trails, it is remarkable that the McCoy yoke is the only known documented example of their work. It is quite fitting, though, that it would be found in the West, the destination for countless representatives of westward expansion. It is hoped that this yoke can one day be placed on display so that others can examine it and experience what is truly a rare piece of Trail history.<sup>8</sup>

#### NOTES

1. A short word is obliterated at the very top of the stenciling. The last letter appears to be an "M," suggesting that the missing word was "FROM."
2. Registrar's Files, Colorado Springs Pioneers Museum, Colorado Springs, Colorado. The catalog number of the yoke is 189.
3. This letter, dated March 20, 1846, can be found in the James Collection, Western Historical Manuscript Collection, State Historical Society of Missouri, Columbia, Missouri.
4. See O'Brien's biographical sketch of Young in the Nov. 1989 issue of *Wagon Tracks*.
5. See Nick Eggenhofer, *Wagons, Mules and Men: How the Frontier Moved West* (New York: Hastings House, 1961), 110.
6. That other surviving yokes do not show evidence of being painted may be explained by the fact that their intended use necessitated exposure to the elements. Years of sun, rain, and snow could easily destroy a painted finish. It is also possible that a good number of yokes displayed in museums date to a later period when painting was perhaps no longer a part of the manufacturing process. Upon further investigation, however, other painted yokes may eventually be found.
7. Julius Froebel, *Seven Years' Travel in Central America, Northern Mexico, and the Far West of the United States* (London: Richard Bentley, 1859), 216.
8. The Colorado Springs Pioneers Museum would appreciate any information on the history of the Independence firm of W. L. McCoy & Co. Please write Dave Ryan, Registrar, Colorado Springs Pioneers Museum, 215 South Tejon, Colorado Springs, Colorado 80903.

#### CORRECTION

YOUR editor goofed again. In the Feb. 1992 issue, in Harry C. Myers's fine "Massacre on the Santa Fe Trail," page 19, fifth line in the last paragraph in column three, Benjamin Beall's regiment was identified as 2nd Dragoons. It was, in fact, the 1st Dragoons. Beall had earlier served in the 2nd Dragoons, 1836-1847, but was promoted to major of 1st Dragoons in 1847. Apologies to Beall and Myers.

## COUNCIL TROVE

### —DOCUMENTS—

#### Camp Nichols

Joan Kachel, a charter member of SFTA and the curator at No Man's Land Historical Museum in Goodwell, Oklahoma, located the following account about Camp Nichols that appeared in the *Cimarron News* (a weekly newspaper published at Kenton, Oklahoma), February 9, 1906. This was prior to Oklahoma statehood and the area of present Cimarron County was then included in Beaver County of Oklahoma Territory.

John Skelley was not identified, other than being from the town of Mineral. Some of his information about the history of Camp Nichols was in error (Camp Nichols was founded by Kit Carson in 1865 and abandoned later the same year), but his description of the site 40 years after it was occupied adds significantly to the meager amount of details about that Santa Fe Trail military post. He also noted the need for historic preservation. The newspaper article is reproduced here in its entirety:

#### THE SANTA FE TRAIL AND CAMP NICHOLS

The following communication from John Skelley of Mineral, to the Kansas City Star, is of interest to our readers:

A way out in the western part of Beaver County, Oklahoma, five miles from its western border, and along the old Santa Fe trail, at a place known as the Cedar Buttes, is a group of stone buildings probably twenty-five in number. The walls of them are partly fallen down and the corral is used occasionally to pen a band of sheep.

The group of buildings was built in the early part of the '60s and was known as Camp Nichols. The writer visited that place twenty-three years ago and found the buildings even then in a very dilapidated condition. They had not been occupied for years. Inquiry discovered no one who could give him any information of their history. Nor has he since been able to find any one who was an occupant of Camp Nichols.

But several years ago he was in conversation with an aged Mexican who told him that he had gone to the Missouri river from the Santa Fe, N. Mex. as a bull whacker for a freight outfit in 1865, the fort had been abandoned and the troops had gone.

A few years ago the writer was visited by the late Temple Houston of Woodward, Oklahoma and during the visit Mr. Houston was taken to see the old fort. He agreed to see if he could find out from the War department by whom it was built and the object of building it. On old maps of fifteen years ago Camp Nichols was marked in what use to

be distinguished as the Neutral Strip.

After Mr. Houston wrote the War department asking for information about Camp Nichols, the reply came that the War department had no record of any place of that kind having ever been garrisoned by the United States troops. They could not give him any information about it.

Mr. Houston having a map in his possession, printed some years back, with Camp Nichols marked upon it sent the map to the War department, explaining that he did not do so because he thought the War department was in error about it, but to show them what mistakes map makers will make. Evidently the War department got busy, for it was not long until Mr. Houston was furnished a complete history of Camp Nichols, which he duly forwarded to the writer. The history was as follows:

In the spring of 1861, Colonel Christopher (Kit) Carson, commanding the First regiment of New Mexico cavalry volunteers, then stationed at Fort Union N. Mex. was ordered to proceed with certain detachments of his troops along the Santa Fe trail and to establish a fort at either Cold Springs or Cedar Buttes, for the purpose of guarding freight or emigrant trains against hostile Indian attacks.

These orders were promptly carried out by Colonel Carson, and by Sept. 1864, Camp Nichols was built and duly garrisoned. There were portions of the First New Mexican Cavalry and portions of the First New Mexican Infantry stationed there at the time of its occupation, the infantry troops being composed mostly of Mexicans who had enlisted as volunteers there were also several companies of the First California cavalry stationed there for a short time. This is probably correct. There is one lonely grave several hundred yards south of the fort. It is walled up with stone two feet high and is overgrown with weeds and brambles. There is a large cross three feet high and cut of a solid piece of sandstone and bearing

A. Baranca  
Private First New Mexico  
Cavalry Volunteers  
Died 1865

The first New Mexico volunteer cavalry was Kit Carson's regiment. This fort was evidently abandoned in the spring of 1866 and there must have come sudden orders to abandon it, for from the looks of things there were several buildings in the course of erection, but only half completed. The corral is about 300 feet square. The walls are built of solid stone, and there had been a ditch dug twelve feet wide on three sides of the corral with the dirt from the ditch thrown up against the outside walls. There is a flagstone walk twenty feet wide running through the center of the corral and at the northeast corner is a star shaped wall filled on the inside with earth sloping from the top



of the wall to the floor of the corral. Evidently it was placed there to hold a cannon, as it faces a rocky ridge some three-quarters of a mile away. C. Carson certainly picked the spot for his fort with an eye for its defensive qualities, for with the exception of the ridge mentioned no enemy could get any where near it, much less capture it without artillery. But a few of the "red boys" with the old time Long Tom Buffalo rifles could make it hot for the soldiers in the fort if they should come on to the ridge. Therefore Carson placed his redoubts in such a position that he could shell the ridge in case he had to. The fort stands upon a point between two canyons, each canyon having five springs of water right under the walls of the fort. There was an old bakery here with an arch made of adobes, but the heavy rains of last year caved it in. Also the old blacksmith shop is still standing with the embers still in the forge and a small lot of coal scattered around, coal that was dug out of the ground within a couple of miles of the fort, as there are veins of good coal cropping out on the surface near there.

The old Santa Fe trail divides about five miles east of Camp Nichols, one prong coming down to the fort and the other keeping out on the divide three miles south. Both come together again at the Santa Fe crossing of the Corrompa (or the Beaver) thence they proceed southwest to the Santa Fe. No wonder that the hostile tribes of Indians fought hard to keep possession of this country. Far from the divide road can be seen as fine country as ever the sun shone on: fertile plains covered with a carpet of buffalo and gramma grasses stretch away to the south and east as far as the eye can reach. They are absolutely uninhabited save by range cattle and roving bands of sheep. This is a country that the homesteader has not yet found. When he once begins to come, however, multitudes will follow him, as there is no fairer land in Oklahoma.

To the west you can see the Sierra Grande mountains fifty miles away. To the southwest, twenty-five miles are the Rabbit Ear mountains at the foot of which sits the enterprising little town of Clayton, New Mex. on the C & S RR, the nearest railroad point to the fort. To the north of old Camp Nichols is the beautiful valley of the Cimarron twelve miles away. This valley is inhabited by an energetic lot of ranchmen whose principal occupation is stock raising. Camp Nichols is on a prong of the South Carrizo creek, a tributary to the Cimarron River, and just to the northeast of the old fort the valley of the Carrizo opens out into a basin about five miles across and sometimes called Carson basin. Here in this basin twenty years ago a company of Kansas boomers laid out a town and called it Mineral City. They erected a fine large two-story building out of the abundant and beautiful stone that abounds in this locality. They hauled their

lumber from Trinidad, Colorado, a distance of 126 miles. They undertook to develop the coal in this country, in fact did open up some fair coal. There was no market for it. No railroad has come here yet. They abandoned their town site and the fine building is now occupied as a house of a ranchman. There is a store at the old townsite and a post office called Mineral but should be changed to Carson.

A United States court commissioner is located at Mineral but the country is sparsely settled and the wonderful emigration that Beaver county has had in the last two years has not reached old Camp Nichols. The west one-third of Beaver county is practically unheard of yet, but it is the finest portion of Oklahoma. The only communication with the outside world is by a hack drawn by a pair of little Spanish mules. It makes six trips from Clayton N. Mex. a week. All this country needs is energetic enterprising homesteaders to come here and take up the thousands of sections of free government land and make it their homes.

Some time ago the Kansas people were agitating the question of marking the old Santa Fe trail and the people of Oklahoma should also take up the matter and mark the forty miles which runs through Beaver County. Steps should also be taken to preserve Old Camp Nichols.

In some spots the old trail is about all filled up and grass is growing over it. In other places the wind has blown the loose soil out until the trail resembles a huge ditch, and in fact is often taken for a ditch by people who have never heard of it. There is not now nor has there been for years, any travel over it except perhaps an occasional mess wagon belonging to some cow outfit. The poll roofs on the houses of Old Camp Nichols have been all taken away; some of them used for branding fires, others used to keep the wandering Mexican sheep herder's camp fire burning. The old Santa Fe trail is but a memory and along its course many a brave boy laid down his weary burden and times like the days of the old Santa Fe trail and Camp Nichols will never be seen again.

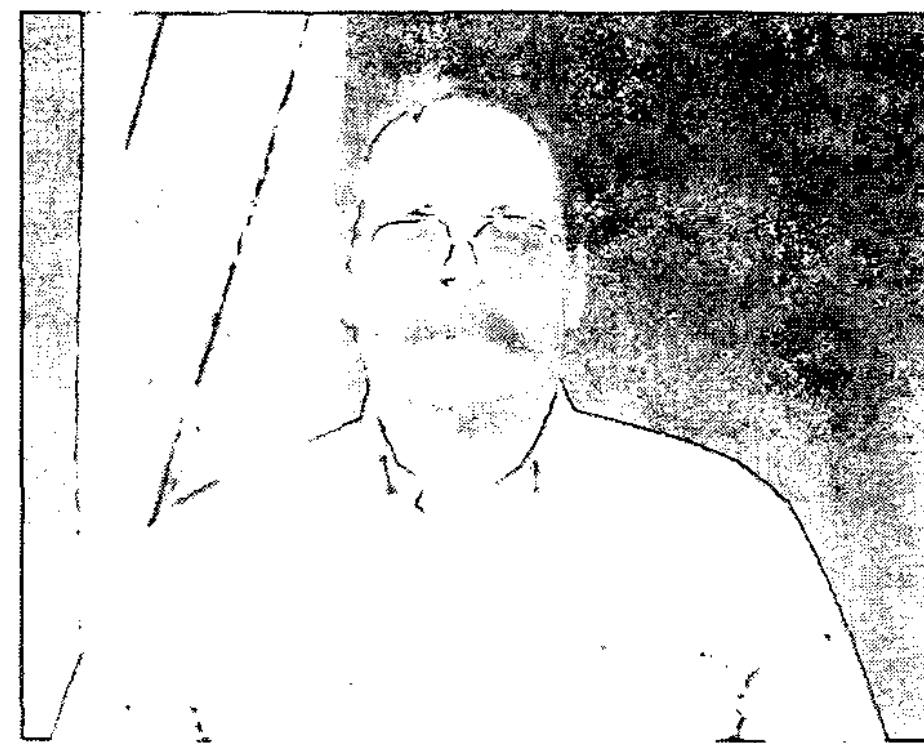
## CAMP TALES

### —CHAPTER REPORTS—

#### Cimarron Cutoff

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

David A. Sandoval, professor of Chicano studies and history at the University of Southern Colorado, Pueblo, was guest speaker at the quarterly meeting of the chapter in Springfield, CO, on April 21, 1992. His topic was "Mexican Merchants on the Santa Fe Trail." Sandoval is well known in southern Colo-



David Sandoval.

rado and elsewhere for his historic presentations, including the first symposium at Trinidad, the second symposium at Hutchinson, Santa Fe Trail Festivals at Trinidad, and the Mexican Fiesta at Bent's Old Fort. His published articles on the Mexicans on the Trail include "Who is Riding the Burro Now?," *Santa Fe Trail: New Perspectives* (1987); "Montezuma's Merchants: Mexican Traders on the Santa Fe Trail," *Adventure on the Santa Fe Trail* (1988); and "Gnats, Goods and Greasers: Mexican Merchants on the Santa Fe Trail," *The Mexican Road: Trade, Travel and Confrontation on the Santa Fe Trail* (1989).

Sandoval showed slides of merchants and others he has researched, including Miguel Otero of Colorado and New Mexico, Zebulon Pike, William Bent, and scenes of Santa Fe. He said from 1840 to 1845 Mexicans dominated the Santa Fe trade. For his presentation at the chapter meeting, he received a grant from the Colorado Endowment for the Humanities, for which he is a resource speaker.

More than 30 members and guests attended the meeting, including five from the Wagonbed Spring Chapter. A Mexican buffet preceded the program and a business meeting followed the program. Chapter President David Hutchison presided. Wagonbed Springs Chapter President Edward Dowell reported on activities of his chapter. Plans were discussed for a tour of the Clayton, NM, area for the July chapter meeting, with the date to be set later.

#### Texas Panhandle

President Charles H. Pitts  
7101 Wolflin #103  
Amarillo, TX 79106

No report.

#### Wagonbed Spring

President Edward Dowell  
521 W. Janice  
Ulysses, KS 67880

Lawrence Smith, Elkhart, was guest speaker at the quarterly meeting on  
(continued on page 21)

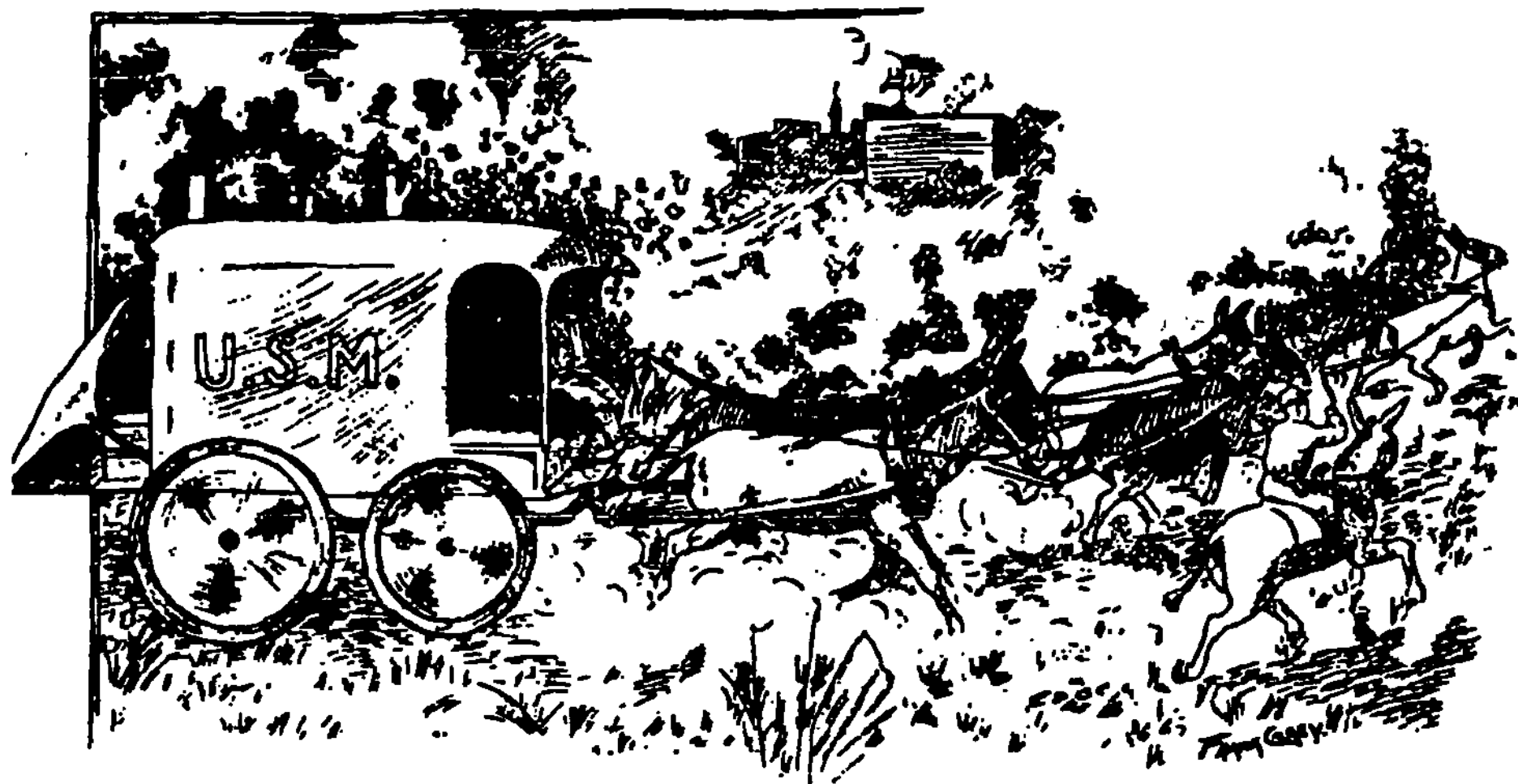
## BRICE REMINISCENCES

(continued from page 1)

month of my salary, if I did not carry out my contract. Starting from Col. Hall's residence Monday morning, with six mules hitched to an ambulance marked on each side in large letters, "U.S.M.," Conductor Michael Smith riding a saddle mule alongside the team with a blacksnake whip in hand, two pistols hanging from a belt around his body. I held the lines, sitting on the seat of the vehicle, driving direct to the Post Office, receiving a through and way mail sack, calling at the Company's office for passengers and express. Stage fare for passenger and forty pounds of baggage to Santa Fe, one hundred and twenty-five dollars; way fare, twenty-five cents per mile.

It took two days to reach Council Grove, Kansas—one hundred miles, supplying mail to all Post Offices on the route. Starting from Independence, going by way of Pitchers Mill, crossing the Blue River. Roads were so bad that the team could make but little headway. It was night when we reached Mr. McCoy's farm, where the team got mired and lay down in the middle of the road, and would not get up until we unharnessed them. Conductor Smith went to see Mr. McCoy, who immediately sent a man and a yoke of cattle to haul the mail wagon to a house one-quarter of a mile from there we were stalled, and where we stopped all night, getting supper, breakfast and feed for the mules. Starting early next morning after the harness that was lying in the mud, leading the mules, bringing a pick and hatchet to clean off the frozen mud before we could get them on the animals. Calling at Westport Post Office for exchange of mails, continuing our route, Olathe, Kansas, Gardner, Baldwin City, 110-Mile Creek, Burlingame, Big John Springs, Council Grove, where we exchanged the ambulance for a heavy two-horse covered wagon with a boot attached, to carry our provisions and cooking utensils, also an assistant helper for the long route to Fort Union, New Mexico—loading the wagon bed with corn in two-bushel sacks, sufficient rations for the mules until we reached Fort Union, 575 miles.

It took seventeen days to make the distance, sleeping on the ground in all kinds of weather—passengers took kindly to the situation, using the corn sacks for a mattress to sleep on. Fastening all the rails of wood we could to the axles of the wagon to cook our meals, if buffalo chips could not be



LEAVING INDEPENDENCE, MO., FOR SANTA FE

used. Six large mules hitched to the heavy wagon, two extras and a Bell pony fastened to the off-side of the team. One man rode a saddle mule alongside the team to keep its movements as the Conductor directed. We had a lariat and picket pin for each animal, securing them at night from returning to the quarters they had left. Going by way of Diamond Springs, Lost Springs, Cottonwood Creek, Turkey Creek, Little Arkansas, Cow Creek, Arkansas River, Walnut Creek, Pawnee Rocks, Ash Creek, Pawnee Fork, Coon Creek and Caches Foot of the dry route, Comarone Crossing of the Arkansas River, from the latter point it was three hundred miles to Fort Union, without a Post Office or habitation through a savage territory, infested with Kiowa and Comanche Indians. Ford the river and continuing the route by way of the Battle Ground Bone Yard, Sand Creek, Lower Cimarone Springs, Middle Cimarone Springs, Willow Bar, Upper Cimarone Springs, Cold Springs, McNeses Creek, Cedar Creek, Whitslone Creek, Rabbit Ear Creek, Round Mound, Rock Creek, Point of Rocks, Rio Colorado, Ocate, Santa Clara Springs, Apache Canon, Bourgon Valley, Fort Union.

We made three drives a day and always stopping at noon to water the mules and let them browse around for half an hour. When creeks were frozen we would have to cut the ice before we could get the mules to cross; one man always rode alongside the team to see that each animal did his portion of the work. It would be far advanced in the night sometimes when our day's journey was completed. We cooked twice a day, using an oilcloth spread on the ground for a table cloth, starting early every morning to get water for breakfast. In summer we could see buffalo as far as our eyes could reach; when they were quiet and lying down, it was our sign that there were no Indians in

the vicinity. There was a great rush of travel in the fall of 1858 on account of reports of rich gold discoveries in Pikes Peak. The gold seekers traveled the Santa Fe Trail until they reached the fork of the road to bring them to the promised land, which junction is about fifteen miles west of where Dodge City is now located.

I have seen gangs of women pushing go carts accompanied by men. I often met a lone man with all his belongings tied up in a handkerchief, hanging on the rifle he was carrying on his shoulder. Camped at noon, greasing the mail wagon at The Dead Man's Hollow, about 150 miles east of Fort Union. We were surprised by a band of Kiowa Indians, threatening our lives, if we did not give them all our provisions. They were very saucy, 150 strong and only three in our party. We concluded they were bad Indians and were as compliant as circumstances would permit. Traveling all night to get as far from them as we possibly could. About two o'clock in the morning we heard a call, believing it to be the Indians following us, we prepared to defend ourselves the best way we could. Overtaken by an Indian wanting to know if we saw any Indians; we told him where we met the band he was inquiring for. Turning his pony and gong in the direction we told him. We kept on traveling as long as our animals were able to stand it, to get as far as possible from those blood thirsty demons.

In winter the prairie would be burned for hundreds of miles and looked as black as if an artist had used his brush. When snow covered the ground, prairie and trail looked alike: we would point our wagon tongue in the direction we were going to guide us on the right trail. Reaching Fort Union, we exchanged our heavy wagon for an ambulance similar to the one we started with from Independence, leaving one man to have everything ready



when we returned from Santa Fe with the Eastern mail; continuing the route by way of Las Vegas Toclota, San Jose, Pecos River, Rick Correll, Santa Fe. Citizens would gather on the plaza to welcome the Eastern mail, almost a month old, from New York and furnish us with tickets to a fandango.

The principal merchants in Santa Fe in those days were Messrs. Elburg and Amburg, Messrs. Beck and Johnson, and Mr. Spickelburg. The Refunda is the only hotel I recollect. After a week's rest we would start back for Independence with the Eastern mail. Covering the points and Post Offices already mention, to Fort Union; everything being ready to continue our trip, we hitched to our heavy covered wagon with the same number of mules and equipment we had leaving Council Grove. There was no Post Office until we reached Cow Creek, Kansas. Four hundred and twenty-five miles freighters, emigrants and all travelers between those points used the weekly mail wagon as a distributing office. Receiving and delivering letters addressed to persons on the trail, mailing all letters received at the first Post Office we reached. From April to late in the fall we would be in sight of a wagon train loaded with supplies going West, or coming East loaded with wool and other products of the West. Reaching Council Grove, we exchanged the heavy wagon for the ambulance we had brought from Independence, when we started on our Western trip, leaving one man to have everything in readiness to start when we returned from Independence with the mail for Santa Fe; calling at all Post Offices for exchange of mails; arriving at our destination forty-eight days from the time we left, making schedule time from

Independence to Santa Fe and return.

In 1859 the Kiowa Indians went on the war path. Bill Allison, of Independence, Missouri, owned a ranch at Walnut Creek and kept a store, where freighters and emigrants could purchase whatever they required. He started early in the spring with his mule train to bring back the goods he ordered to replenish his store, but died suddenly at Wayne City after loading his train; Mr. Peacock, of Independence, Missouri, became manager of the ranch, but the Indians did not seem to like the new manager and showed a disposition to be quarrelsome, shooting a goat belonging to the ranch. About this time troops passed enroute for Fort Riley, Major Sedgwick in command; Mr. Peacock called on him for protection. He sent Lieut. George D. Baird with his Company back to the ranch to find out the cause of the trouble. While talking over the matter with Pawnee, a sub-chief of the Kiowa tribe, one of the soldiers holding the lariat fastened around his pony's neck, he pulled his butcher knife from the scabbard, cutting the lasso and jumping on his pony, forcing him to run as fast as he could go. The Lieutenant mounted his horse following and shooting over him several times to let him know the result if he would not halt, the officer shot and the Indian fell dead from his pony. The Lieutenant then informed the band of Indians he belong to, telling them the reason for shooting the Indian.

The weekly mail from Independence in charge of Michael Smith, his brother and Bill Cole, helpers, met the troops at Cow Creek. Major Sedgwick detailed forty men to escort the mail over what was considered the dangerous ground from Cow Creek to Pawnee Fork, 55

miles, making the distance without seeing Indians. After the mail party took supper, they started to make the usual night drive; they were overtaken by Indians in their usual greeting, "How How." Conductor Smith told Bill Cole to give them some crackers—we always carried a barrel of them in the hind boot of our wagon, the kind of bread we used on the plains in those days. While Cole was giving them the crackers, they commenced shooting arrows into the conductor's body, killing his brother, who was holding the lines, with a rifle, falling back a corpse in the wagon. Cole jumped into the wagon, picked up the rifle and fired at random, as he told me afterwards, causing the teams to swing off the road alongside a deep ravine, getting out in front of the wagon, crawling along the ravine in the dark where he could see the light of the soldiers camp fire that he left only half an hour before. Making his way into the darkness, the escort telling them the fate of his comrades. The Indians did not scalp the Smith brothers, but took the boots off their feet, and taking nine mules, harness and Bell pony, cutting open the mail sacks, and scattering the contents on the prairie. Soldiers buried the bodies, gathered up all the mail they could find and gave it to the first mail party they met. Michael Smith was the first conductor I crossed the plains with, and I was booked for one of his helpers the trip he got killed. I was sick and Dr. Henry advised me not to undertake the trip.

Next weekly mail after the murder of the Smith Brothers, Peter Kelly was conductor; I was one of his helpers. Reaching the big bend of the Arkansas River we met Lieutenant Long, a cavalry officer, and forty men, detailed by Major Sedgwick to escort the mail to the Cimarrone Crossing of the Arkansas River, 110 miles further west. Before we reached the point where the escort would leave us and return to join their command, we found three dead bodies, two men and one woman, scalped and stripped of all their clothing; they seemed to be emigrants murdered where they were camped, wagon and yokes were there, but no cattle in sight. Feathers flying all over the prairie, bed ticks carried off. The body of one of the men and the woman were close together; a little white dog sitting barking between them; a half burned stick of wood lying on the man's breast showed it was on fire when placed there, as the flesh was burned brown. The supposition at the time was the little dog kept the wolves away from the bodies he seemed to be watching over, as the third corpse lay fifty yards from the other, one of his limbs torn from



BURYING THE EMIGRANT FAMILY

the body by those animals. The Lieutenant took the sheets from his bed and had them wrapped around the dead bodies. We could see Indians in the sand hills, south of the river watching us while we were burying them. The Lieutenant wrote a card, addressed "To All Travelers," telling them to keep close together; that he buried two men and a woman, murdered by Indians, sending some of his men to a junction of roads where emigrants and gold seekers left the Santa Fe Trail for Pikes Peak, with instructions to place it where all travelers could see it, signed "Lieut. Ellie Long, U.S. Cavalry." We returned with the troops. One of the troopers took the little dog along in front of him on the saddle, but the little fellow broke away from his captor the first camp we came to, and could not be captured, he ran back twenty miles. We found him dead under the bank of the river, six weeks afterwards, fifty yards from his master's grave. We remained with the military escort until we met an ox train loaded with supplies for Fort Union, returning and remaining with the ox train until we got out of danger. Then, leaving the trail, we made what lost time we could and delivered the mail at Santa Fe.

On our return trip, coming East, we traveled from Fort Union with Captain McComb, who had a company of U.S. Infantry, for the purpose of making the boundary line between Colorado and Kansas. Our fifth day with the military escort, two ox wagons belonging to Major Russell came along, in charge of Dick Berry, bringing teamsters back to Missouri, that worked for the Company all summer. Believing that we could deliver the mail at Independence eight days sooner, by traveling with the ox wagons, we left the military escort and went with them. Traveling all day without seeing Indians, we thought we were out of their range, but our hopes were of short duration. Making the usual night drive, they attacked us, firing several volleys at us, but did not hurt anybody. Arranging the wagons the best way we could, tying a rope around the horns of the leaders of the ox wagons and fastening a lariat about the necks of the mules. Men walking between the wagons with all the fire arms and ammunition we could muster. Two men holding the lariats ready when attacked to bring the animals into our moving fort and strengthen our lines. Mr. Berry threw out of his wagon several sacks of bacon and flour to lighten them and make it easier on his teams. He also turned out a yoke of cattle that was not able to travel with the others. After traveling four or five miles and Indians not making a sec-

ond attack the mail conductor and wagon master started on mule back to reach Capt. McComb, before he would leave camp in the morning.

Following the wagon tracks of his escort, they found him six or seven miles off the regular mail route. Informing him that we were attacked by Indians. He called on his command for volunteers, who responded readily, mounting wagon mules, using gunny sacks or anything that would serve for a saddle. Our animals, traveling day and night, were about given out, and no signs of conductor or wagon masters' return. We concluded to rest them and camped at a point we call "The Red Holes." The ground, being elevated, gave us an unobstructed view of valley to the west. We were camped but a short time, when we saw objects that we thought were Indians, but they were so far off that we could not tell what they were, and decided to secure our stock, getting them between the wagons and tying our mules with their lariats. The closer we got to the supposed Indians, the more glad we were to see it was the troops, with conductor and wagon master, to bring us to Capt. McComb's camp. Mr. Kelly's pistol dropped out of its scabbard when he and Berry started in the night to find Capt. McComb, and he concluded to try and find it. Mr. Berry going along with him over the road they traveled in the night. He found the pistol, returning to overtake us before we would reach camp, they were surprised to see a large force of those savages following us. Whipping and spurring their mules reaching camp only by the skin of their teeth, as they were pursued to within a rifle's shot of Capt. McComb's camp. I believe they would have overtaken us sooner only they were looking for a secure hiding place to deposit the bacon and flour that Mr. Berry had thrown out of his wagon, from the wolves and coyotes so numerous on the plains in those days. We remained with Capt. McComb until he completed the boundary line. I went from camp with the troops that were going to finish the work; I was looking at them when they put a round bar of iron in the center of a mound, built of rock, to establish the line. I believe I could go to the latter point today, if it were necessary. After finishing the work, the Captain headed for Missouri we remained with him until we got to the settlement, the oxen traveling right along with the mules. Thanking him for his kindness and protection, we started to gain as much lost time as we could to deliver the mail at Independence.

*(continued next issue)*

## CAMP TALES

*(continued from page 18)*

April 9, 1992, at Hugoton, KS. He showed slides of flowers, animals, and birds which he had taken on the Cimarron National Grassland in Morton County, through which the Cimarron Route of the Trail passed.

President Edward Dowell conducted the business meeting. He said he hoped the land area around Wagonbed Spring would be enlarged, but no action had been taken on it. Ed Lewis reported that the historical marker sign with a partial box roof will be placed soon.

Wendell Hubbard showed aerial maps of the Wagonbed Spring Historic Site which were taken by the Soil Conservation Service in 1937 and 1939. He has marked different historic spots on the map and will print them.

A dinner preceded the business meeting and program, with 32 members and guests in attendance. The next meeting will be at Ulysses, July 9, 1992.

### Heart of the Flint Hills

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

The chapter's annual Trail Ride will follow the Trail from Fort Larned to Council Grove, June 6-13. The chapter meeting on April 14 was devoted to planning for that event. The chapter recently accepted title to the Wilmington stone schoolhouse which was built on the route of the old Trail in 1870. Plans are to preserve and restore the building. Restoration work on the historic barn along the Trail east of Council Grove is proceeding with the aid of grants. The next quarterly meeting will be held July 14, and the chapter annual meeting will be September 27.

### End of the Trail

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

Marc Simmons spoke to a crowd of some 300 people at the February 23 chapter meeting at the community room of the public library in Santa Fe. His topic was "Kit Carson on the Santa Fe Trail." Jon Hunner, retiring chapter president, presented a list of projects for the chapter to consider. The new president, Carlton Damonte, took over the chair and acknowledged the work of the outgoing officers who founded the chapter in 1989. The next meeting was planned for April 25.

### Corazon de los Caminos

President LeRoy LeDoux  
PO Box 94



### Wagon Mound, NM 87752

On February 16, 1992, the chapter met at New Mexico Highlands University Library in Las Vegas. Laura Baser led a guided tour of the library collections. Mike Olsen described the route by which Trail travelers reached the plaza in Las Vegas (a planned tour of the route was revoked because of the cold wind).

On March 15 the chapter met at the Brown Hotel in Springer, and Jerry Smith gave a guided tour of the historic hotel which has been restored. A nominating committee was appointed to select candidates for a new board of directors.

On April 26 thirty-four members and guests met at Wagon Mound to climb to the top of the famous landmark, and 25 made it to the top. Della Rich slipped and fell on the way down, breaking a bone in her foot. A meal was enjoyed at Levi's Cafe, and the business meeting was held at the Santa Clara Hotel. Elected to two-year terms on the board of directors were Faye Gaines, Point of Rocks; Eileen Montoya and Dr. Milton Swenson, Ocate; Andy Williams, Springer; LeRoy LeDoux, Wagon Mound; and Wink Winkle and Mike Olsen, Las Vegas. The board elected the following officers: President LeRoy LeDoux; Vice-President Andy Williams; and Secretary/Treasurer Wink Winkle. The retiring directors were thanked for their service: Anita Wiggins, Rusty Mondragon, Richard Williams, Francisco Apodaca, Mike Montoya, Jack Coté, and Mike Duran. The chapter bylaws were amended to require that members of the chapter must also be members of SFTA.

The next three meetings were set for May 17 at Dorsey Mansion (21 miles east and 12 miles north of Springer), June 21 at the Kit Carson Museum at Rayado, and July 19 at the ranch of Pete and Faye Gaines at Point of Rocks for a barbecue and NPS certification ceremony for the Point of Rocks. For further information, please call President LeDoux at (505) 666-2262.

### Wet/Dry Routes

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

On May 3 over 300 people gathered under the shady cottonwood trees of Camp Pawnee near Larned to enjoy a chuckwagon barbecue dinner. While people ate they were serenaded with musical selections performed by Clara Goodrich and friends. Other attractions included Greg VanCoevern giving buggy rides, Bruce Kenyon demonstrating blacksmithing, Arthur Saylor

and Norman Bastion demonstrating stone cutting and carving, and Bea Saylor demonstrating rug making. Clarence Wadkins gave a living-history demonstration of a buffalo soldier (black cavalry trooper), and a mountain man camp was set up by Ron and Donna VanHorn and Roy and Diana Connelly.

Certificates of appreciation for help with the marking of the Wet and Dry routes were presented to Larry Mix, Carl Immenschuh, and Joanne VanCoevern. Money earned from the barbecue will be used to complete the marking of the routes. Earlier awards were presented to Randy Morell, Morell Funeral Home; Larry Carr, Carr Auction and Real Estate; and Ralph Baird, Ralph Baird Ford, for their help in getting the markers installed.

The summer chapter meeting will be on Sunday, July 19, 2:00 p.m. at the Santa Fe Trail Center near Larned. David Clapsaddle will speak on the various routes that comprise the Wet and Dry routes of the Trail. He will then lead a tour of the pre-1859 Dry Route, which will include approximately five stops. Plans are underway for a club-sponsored tour of the entire Wet Route on October 10 as noted elsewhere in this issue.

### Mountain Branch

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

No report.

### 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

No report.

## HELP WANTED

I am seeking information on Capt. B. W. Smithson's and Capt. D. D. Stockton's Company K, 3rd Regiment Missouri Mounted Volunteers from June to September 1847 as they patrolled the Santa Fe Trail. My great-great-grandfather, Alexander Morgan, died on patrol of the Trail with this company on 23 August 1847 at Rabbit Ear Creek Camp. His son, Patrick, also with the same company, died one week later at Las Vegas, NM, on 31 August 1847. Cause of both deaths unknown. I would appreciate hearing from anyone who has information on Company K, 3rd Regiment Missouri Mounted

Volunteers. Thank you.

Terry J. Rawe  
420 Butchart Dr  
Edmonton, Alberta  
CANADA T6R 1R1

## 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.

### BENEFACTOR MEMBERSHIPS

Ray Dewey, Dewey Trading Co., 53 Old Santa Fe Trail, Santa Fe NM 87501

### INSTITUTIONAL MEMBERSHIPS

Lyndon Carnegie Library, 127 E 6th, Lyndon KS 66451

### FAMILY MEMBERSHIPS

Gerald & Maxyne Barker, RR 1 Box 42, Oxford KS 67119

Ralph & Gail Bellar, 1607 Walnut, Harper KS 67058

Leo & Pauline Bonfadini, 830 Smith Ave, Trinidad CO 81082

Robert & Lillian Budell, 31762 Village School Rd, Westlake Village CA 91361

Scott & Karen Davis, RR 3 Box 58, Council Grove KS 66846

Lucille & Henry Deupree, RR 7 Box 129-H, Santa Fe NM 87505

Dr. B. R. & Patricia Dryden, 901 Club View Dr, Dodge City KS 67801

Louis J. Franc, 1016 Timberwood Ln, Pica-yune MS 39466

G. E. & Faye Gaines, HCR 60 Box 27, Springer NM 87747

Ronald J. & Margaret Garcia, 8149 E Colette Pl, Tucson AZ 85710

William A. and Marjory M. Greene, 1043 Encantado Dr, Santa Fe NM 87501

Ken & Carolyn Groninga, RR 2 Box 541, Iowa Falls IA 50126

Ann Keehn & Robert Fortin, 139 Bartlett Ave, Belmont MA 02178

Paul & Melissa Kelly, 83 Apache Ridge Rd, Santa Fe NM 87505

W. M. & Sita Laetsch, 1554 LeRoy Ave, Berkeley CA 94708

M/M Jack Leffert, PO Box 260, Walton IN 46994

Diana & Phil Loevinguth, 8311 Reeds Lane, Overland Park KS 66207

Ginna & Lloyd Lynd, 38 Coventry Ct, Prairie Village KS 66208

Jack & Judith McFadden, 1416 Lawrence Ave, Lawrence KS 66049

Kenneth & Sharon Miles, RR 2 Box 200A, Burlingame KS 66413

Jean LaReau Miller, 1524 NW 45th, Oklahoma City OK 73118

Hugh & Dorothea Morris, 3 La Traviata, Santa Fe NM 87501

Carl & Mary Nelson, PO Box 868, Springer NM 87747

Richard, Carol & Nathan Nutting, 940 Pulpit

Rock Circle So, Colorado Springs CO 80918  
 Edwin & Dian Olson, 1214-B Moro St, Manhattan KS 66502  
 Jim & Dorothy Pappas, 2904 Plaza Blanca, Santa Fe NM 87505  
 Ray & Margery Pearsall, 1400 Central, Dodge City KS 67801  
 Bob Perkins & family, 2633 Deerfoot Trail, Austin TX 78704  
 Mike & Mary Ellen Redman, 704 La Joya, Espanola NM 87532  
 Herbert & Beverly Richtermeyer, RR 2 Box 10-25, Malta Bend MO 65339  
 Jon & Pat Robison, 228 Custer, Fort Dodge KS 67843  
 Jim & Janet Rogers, 4201 N 38th Rd, Arlington VA 22207  
 Thomas & Rachelle Schierman, RR 4 Box 48L, Paola KS 66071  
 Don & Roberta Strong, 2913 Candelita Ct NE, Albuquerque NM 87112  
 Drs. Milton & Anne Swenson, PO Box 247, Ocate NM 87734  
 Fred & Caroline Thompson, 943 Old Bridge Ct, Santa Fe NM 87501  
 Vincent & Patricia Traffas & Family, 518 B St, Smith Center KS 66967  
 M/M Wm. Wauber & Ann, #7 Ortiz Ln, Santa Fe NM 87505  
 Janice & Richard Webster, 4615 Hagerman Ave, Cascade CO 80809  
 Joyce & Jason White, 1024 S Forest, Independence MO 64050  
 Roy & Kathryn Wilde, 3101 Old Pecos Trail #814, Santa Fe NM 87505  
 Harvey R. & Julia K. Wilke, 700 Canoncito Dr, Roswell NM 88201  
 Phyllis & Andy Williams, PO Box 605, Springer NM 87747  
 Byrch Williams & Kate Kierst, 410 S 4th St., Raton NM 87740  
 Fran & Matt Wilson, PO Box 235, Elephant Butte NM 87935  
 Dr. & Mrs. B. F. Winkel, 19 Luna Dr, Las Vegas NM 87701  
 Earl & Deanne Wright, 2015 Sunnymead Rd, Manhattan KS 66502

### INDIVIDUAL MEMBERSHIPS

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 Robert D. Avery, RR 5 Box 96A, Lawrence KS 66046  
 Jeffrey R. Bromberg, 93 #9 Green, St. Charles MO 63301  
 Rusty Brunson, 231 W Manhattan, Santa Fe NM 87501  
 Larry L. Buchanan, PO Box 278, Ellinwood KS 67526  
 William C. Canup, 7204 Ridgewood Ave, Chevy Chase MD 20815  
 Nancy Christofferson, PO Box 12, La Veta CO 81055  
 Richard Coen, PO Box 734, Elkhart KS 67950  
 Elaine Coleman, 899 E Zia Rd, Santa Fe NM 87505  
 Cris Collier, PO Box 400, Great Bend KS 67530  
 Jerry Cooke, 4 Sandia Lane, Santa Fe NM 87505  
 Bob Day, 4400 Green Rd, Lyons MI 48851

Mrs. Neal DeWitt, RR 2 Box 117, Burlingame KS 66413  
 Willard G. Egan, 607 E 21st St, San Bernardino CA 92404  
 Michael Fitzpatrick, 4507 Spencer St #309, Torrance CA 90503  
 Sylvia Forbes, PO Box 522, Fayette MO 65248  
 Gary L. French, RR 1, Melvern KS 66510  
 George D. French, PO Box 102, Melvern KS 66510  
 James Fritchen, 346 Turner St, Columbus WI 53925  
 Ava L. Fullerton, PO Box 2603, Santa Fe NM 87504  
 Fred C. Germann, RR 1 Box 27, Dwight KS 66849  
 Barbara Goede, 2731 Via Caballero del Sur, Santa Fe NM 87505  
 Katy Grether, 55 Lenox Rd, Kensington CA 94707  
 Janet Hammeke, RR 3 Box 304, Great Bend KS 67530  
 Don Hochheiser, 2833 Dashwood St, Lakewood CA 90712  
 Stanley M. Hordes, 1375 Santa Rosa Dr, Santa Fe NM 87501  
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 Dennis M. Johnson, 5191 Mt. Pleasant Center Dr, Greenwood IN 46142  
 Virginia Johnson, RR 1 Box 121, Overbrook KS 66524  
 E. Donald Kaye, 255 Loma Entrada, Santa Fe NM 87501  
 Cynthia M. Keezer, 2662 Linda Lane, Poplar Bluff MO 63901  
 Marjorie E. Kemp, 2916 Stanford Ave, Iowa City IA 52245  
 Walter Kendall, 1055 W Elm, Palatine IL 60067  
 Maureen Kennedy, 10004 E 36th, Independence MO 64052  
 Mark A. Kinkelaar, 7906 Lakeview Ave, Lenexa KS 66219  
 Scott Kloster, 219 East St, Smith Center KS 66967  
 Lawrence Krouse, PO Box 19, Westmoreland KS 66549  
 Jim Kunze, 4160 Morley Dr, Colorado Springs CO 80916  
 Roberta V. Leeds, RR 4 Box 62, Santa Fe NM 87501  
 Richard F. Lind, PO Box 463, Cimarron NM 87714  
 Cynthia Luvem, 314 4th St, Ellinwood KS 67526  
 Leroy Lyon, 2015 Lakin, Great Bend KS 67530  
 Dr. George B. Maichel, 300 Cedar, Overbrook KS 66524  
 Douglas R. Manley, PO Box 331, La Junta CO 81050  
 Marion L. McCadden, 259 S Teller St, Lakewood CO 80226  
 Linda McCaffery, PO Box 104, Ellinwood KS 67526  
 Bob Meade, 509 Houck, Pawnee Rock KS 67567  
 Mary V. Myers, 23 Maryhill Dr, St. Louis MO 63124  
 Connie Romero Pace, PO Box 1255, Damariscotta ME 04543

Richard D. Parrack, 222 N Hillcrest Rd, Belton MO 64012  
 John R. Payne, 2413 Brookside Ct, Lawrence KS 66047  
 Andrew R. Pfeifferberger, 760 S Steele St, Denver CO 80209  
 Don Pundsack, PO Box 653, Great Bend KS 67530  
 Terry J. Rawe, 420 Butchart Dr, Edmonton, Alberta, Canada  
 Carl L. Rich, 122215 W 2nd Pl #8-203, Lakewood CO 80228  
 Rosene Riffin, RR 2 Box 128, Burlingame KS 66413  
 Les Ringer, PO Drawer R, Santa Fe NM 87504  
 Jerry Russell, PO Box 7401, Little Rock AR 72217  
 Carol E. Ryan, 403 E Linden, Aguilar CO 81020  
 Nancy Salisbury, RR 2 Box 109, Vici OK 73859  
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 Marjorie L. Spurlin, 906 S Strong, Gallup NM 87301  
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 John E. Uhlenhopp, 2873 Plaza Blanca, Santa Fe NM 87505  
 Elgie Unruh, PO Box 7, Pawnee Rock KS 67567  
 Julia H. Wagner, 7599 W Pleasant Hill Rd, Salina KS 67401  
 Jack Wempe, Little River KS 67457  
 William A. Wilde, 175 S Franklin St, Denver CO 80209  
 John Williams, PO Box 184, Ocate NM 87734  
 Jay C. Willson, 1226 Bishop's Lodge Rd, Santa Fe NM 87501  
 Steven J. Witte, 1471 29th Lane, Pueblo CO 81006  
 Charlotte Young, 1704 K-96 Hwy, Great Bend KS 67530  
 Marcia Zimmerman, 71 N Stewart, Freeport IL 61032

### TRAIL CALENDAR

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

**May 28-30, 1992:** Trail Rendezvous '92, Larned area.



**May 29, 1992:** Dedication of markers, 1:30 p.m., Wet/Dry Routes Chapter, Sibley Ridge, one mile east of Garfield.

**June 4-7, 1992:** Santa Fe Trail Daze Celebration, Boise City, OK; includes pageant, parade, world championship post hole digging contest, and free tour of the Black Mesa area (reservations required). Contact CofC, PO Box 1027, Boise City, OK 73933 (405) 544-3344.

**June 6, 1992:** Kaw Mission Councils program, "Dramatic Interpretation of Seth Hays," by David Clapsaddle. Contact Ron Parks at (316) 767-5410.

**June 7-12, 1992:** Heart of the Flint Hills Chapter Annual Trail Ride, Pawnee River to Council Grove. Reservations required by May 31; send to Joleen Day, RR 3 Box 49, Council Grove, KS 66846.

**June 13-14, 1992:** Rice Frontier Days, Rice-Tremonti Home, 66th & Blue Ridge Blvd., Raytown, MO.

**June 20, 1992:** Kaw Mission Councils program, "Hieberts Dulcimers Etc.," by Eddie and Robert Hiebert. Contact Ron Parks at (316) 767-5410.

**June 20, 1992:** Fort Union National Monument, special guided tours of Trail ruts and sites in the Fort Union-Watrous area. Reservations required, (505) 425-8025.

**June 21, 1992:** Corazon de los Caminos Chapter meeting at Kit Carson Museum at Rayado, 2:00 p.m.

**June 21-28, 1992:** Lexington Bit & Bridle Club Annual Santa Fe Wagon Train Ride. Contact Sandra Hayes, RR 1 Box 197, Higginsville, MO 64037.

**June 29, 1992:** NRA Mountain Men Rendezvous, Whittington Center south of Raton, NM.

**July 3-5, 1992:** Fur Trade Encampment, Bent's Old Fort NHS.

**July 4, 1992:** Old Time Independence Day celebration, Fort Larned NHS.

**July 9, 1992:** Wagonbed Spring Chapter meeting at Ulysses, KS, 7:00 p.m.

**July 11, 1992:** Kaw Mission Councils program, "Old-Time Blacksmith Work," by Jim Bevan. Contact Ron Parks at (316) 767-5410.

**July 14, 1992:** Heart of the Flint Hills Chapter quarterly meeting.

**July 18, 1992:** Kaw Mission Councils program, "The Scout and the Schoolmas-

ter," by Mike and Belinda Adams. Contact Ron Parks at (316) 767-5410.

**July 19, 1992:** Wet/Dry Routes Chapter meeting at Santa Fe Trail Center, Larned, 2:00 p.m. Guests welcome.

**July 19, 1992:** Corazon de los Caminos Chapter meeting at Point of Rocks, barbecue and certification ceremony planned. Contact LeRoy LeDoux, PO Box 94, Wagon Mound, NM 87752 (505) 666-2262.

**July 20-29, 1992:** Bus tour of Santa Fe Trail, guided by Ray Breun & Marshall Crosby. Contact AAA Travel Agency/Group Tours, 12901 N Forty Dr., St. Louis, MO 63141.

**July 25, 1992:** Kaw Mission Councils program, "Songs of the Santa Fe Trail Period," by Clara Goodrich. Contact Ron Parks at (316) 767-5410.

**July 25-26, 1992:** Fort Union National Monument, "Cultural Encounters on the Santa Fe Trail," including speakers, demonstrations, and living-history programs. Lunch available.

**Aug. 1, 1992:** Kaw Mission Councils program, "Native American Tribal Art Forms," by Dennis Rogers. Contact Ron Parks at (316) 767-5410.

**Aug. 8, 1992:** Kaw Mission Councils program, "Fashions of the 1860s," by Washington County Historical Fashions group. Contact Ron Parks at (316) 767-5410.

**Aug. 8, 1992:** Kid's Quarters, Bent's Old Fort NHS.

**Aug. 8-16, 1992:** Bustour of Santa Fe Trail, guided by Leo & Bonita Oliva. Contact Masterpiece Tours, PO Box 5033, Topeka, KS 66605 (800) 358-3079, ext. 242, or (913) 233-6053.

**Aug. 12-15, 1992:** OCTA Convention, Rock Springs, Wyoming. Contact OCTA, PO Box 1019, Independence, MO 64501-0519.

**Aug. 15, 1992:** Kaw Mission Councils program, "Trail Tales from the Heart of the Flint Hills," by Don Cress. Contact Ron Parks at (316) 767-5410.

**Aug. 21-23, 1992:** Coronado Trail Association Conference, Las Vegas, NM. Contact Shirley Flint, PO Box 216, Villanueva, NM 87583 (505) 421-2515.

**Aug. 22, 1992:** Kaw Mission Councils program, "Traditional Songs of Kansas," by

Jim Krause. Contact Ron Parks at (316) 767-5410.

**Aug. 22, 1992:** Fort Union National Monument, candlelight tours. Reservations required, (505) 425-8025.

**Aug. 29, 1992:** Kaw Mission Councils program, "A Bloomer Girl on the Santa Fe Trail," by Kathy Brown. Contact Ron Parks at (316) 767-5410.

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

**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.

**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. 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.

**Sept. 1993:** Santa Fe Trail Symposium, Bent's Old Fort and La Junta, CO.

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



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