

Wagon Tracks

Volume 5

Issue 1 *Wagon Tracks Volume 5, Issue 1 (November 1990)*

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Santa Fe Trail Association

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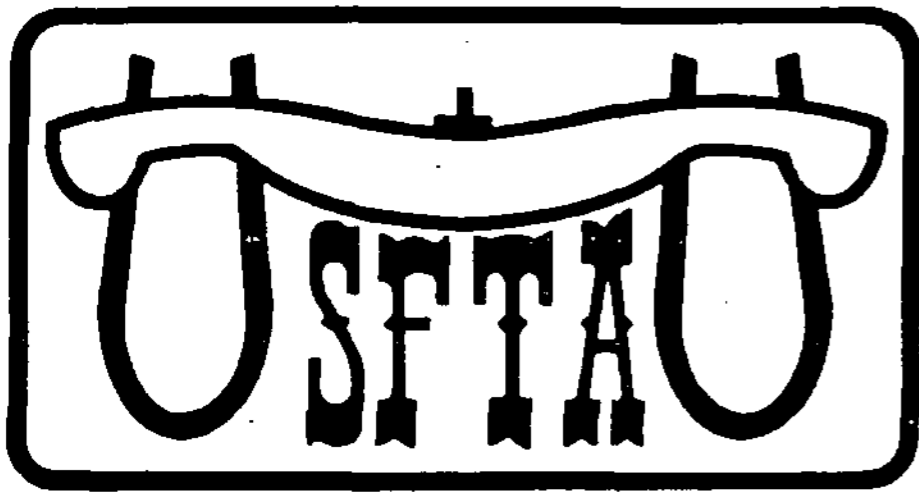


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WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 5

NOVEMBER 1990

NUMBER 1

SFNHT PLAN

by David M. Gaines

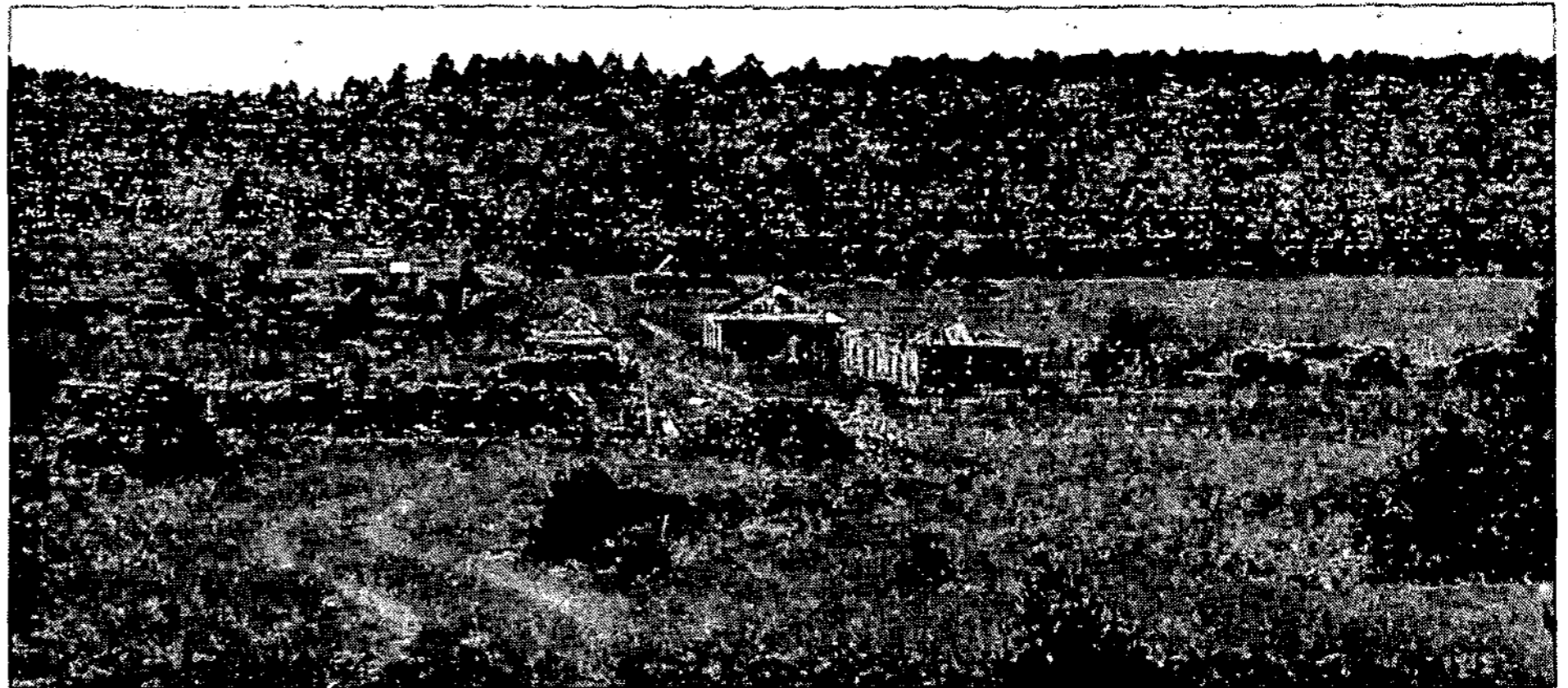
[David M. Gaines is Chief, Branch of Long Distance Trails, National Park Service, Southwest Region.]

It is hard to believe it has been three years since the National Park Service (NPS) Planning Team set out on the Santa Fe Trail to hold initial meetings, collect information, and seek ideas about how the new national historic Trail should be planned. From that initial immersion, which not surprisingly saw more questions than answers, and through subsequent research, correspondence, and discussions, together we have all helped to spin the fine threads and weave the fabric that is the Trail's comprehensive plan.

The planning team appreciates the many positive comments received since the plan was distributed in August, and we are glad to have had the opportunity to put it together, but you, the Trail supporters, have molded and shaped it. Whether it was correcting facts, changing map locations, addressing landowner concerns, or recommending and improving protection or interpretation strategies, it was your input that has given the plan its distinct character.

There is much work to be done by us all in implementing the plan and achieving its goals. We are in a critical period now. We are out of the planning phase but not quite ready or able to take big steps toward implementation. Both the NPS and you need some time to work out the finer points of implementation, or, in other words, who's going to do precisely what, when, where, and with whom. At the same time, we all want to maintain momentum by making some measurable progress now and showing that things are happening on the ground which will point to bigger progress in the future. So, let me update you on what the National Park Service is up to. This is the time for us to pull together and encourage one another. If the plan is the foundation, then we are building the sub-floor now, and getting ready for framing.

(continued on page 16)



Remains of Loma Parda, on conference tour, August 12, 1990.

FROM ZIA TO WAGON WHEEL CONFERENCE

FROM Zia to Wagon Wheel," an outstanding conference on New Mexicans and the Santa Fe Trail, was enjoyed by approximately eighty people, August 11-12, 1990, at Highlands University, Las Vegas, NM. The program, co-sponsored by Highlands University and Fort Union National Monument (with additional help from SFTA, New Mexico Endowment for the Humanities, Las Vegas-San Miguel Chamber of Commerce, and Corazon de los Caminos Chapter of SFTA), was organized by Professor Mike Olsen of the university and Superintendent Harry Myers of Fort Union.

On Saturday excellent papers were presented: "A New Perspective," Thomas Chavez; "The Trade Before 1821," Joseph Sanchez; "The Mexican Period," Adrian Bustamante; "New Mexico and New Mexicans after 1850," Maurilio Vigil; "Fort Union and the Trade," T. J. Sperry; "Preservation of a Trail Era Community—the Mora Valley Today," Michael Montoya; and "New Mexico and the Santa Fe Trade, an Overview," David Sandoval. These papers may be published so everyone interested in the Hispanic side of Trail history can benefit from the information presented.

On Sunday tours were available. A large number of conference participants took advantage of the opportunity to visit Loma Parda, an isolated,

(continued on page 10)

FORT HAYS-FORT DODGE ROUTE ADDED TO SFNHT

KANSAS Congressman Pat Roberts has a special interest in the Santa Fe National Historic Trail, for a large portion of it runs across his district. Roberts, along with a number of Trail historians, was disappointed when the NPS management plan for the SFNHT omitted important branches of the actual historic network, including the 75-mile Fort Hays-Fort Dodge Trail. This branch carried most Santa Fe Trail traffic from the railhead at Hays City, 1867-1868, and served as a major military route until 1872. It was recently marked by a group from Larned as reported in WT.

Roberts introduced a provision to the recently-passed Interior Appropriations bill that directs the NPS to include the Fort Hays-Fort Dodge Trail as part of the SFNHT and administer it as such. Roberts had promised his constituents in 1988, when he spoke at the rededication of the marker at Duncan's Crossing on the branch, that it would be included in the SFNHT as proposed by historians on the planning team. Of the recent legislation, he said: "This is an important victory for Kansas and the local historians who worked hard to make sure this trail has proper recognition." Cong. Roberts was re-elected to another term on November 6. Perhaps more congressmen will take similar action to see that other important branches of the Trail which were omitted by the NPS plan are given "proper recognition."

PRESIDENT'S COLUMN

AS mentioned in the last issue of *Wagon Tracks* the board of directors of SFTA adopted policies relating to financial support and markers at its meeting on May 31. While the board approved the financial support policy drafted by the special committee charged with that duty, it also followed the committee's recommendation that the Association not award any grants "until such time as the Board of Directors shall determine the financial condition warrants it, and a specific amount shall have been budgeted for that purpose. . . ."

Thus, while the Association has machinery to solicit, evaluate, and award monetary grants, it will not consider any grant applications for the time being. When the program is finally set in motion, notice and requirements will be published in *Wagon Tracks*. The committee on financial support was chaired by William Y. Chalfant, Hutchinson, KS, and consisted of William G. Buckles, CO; Ruth Olson, KS; and Joy Poole and Marc Simmons, NM.

From the very beginning the SFTA has had a desire to assist in and financially support the marking of sites and segments related to the route and its history. During its meeting in Santa Fe the board felt that, particularly with the transfer of funds from the old Santa Fe Trail Highway Association which required that those funds be spread evenly along the length of the route, an equitable system for supporting SFTA-sponsored markers needed to be developed.

The policy committee on markers presented a comprehensive manuscript to the board a few weeks before the meeting. After considerable discussion and some amendments, the policy was adopted to go into effect upon the publication of application procedures and the production process. A brochure containing these requirements is now being prepared and its availability will be announced in a future issue of *Wagon Tracks*.

Two markers were authorized by the board prior to the adoption of the requirements and funds have been appropriated for the production and erection of more. Until the procedural brochure is published, however, no applications for marker assistance will be considered.

Members of the marker committee are Larry O. Jochims, Topeka, KS, chairman; Michael Duncan and James Sherer, KS; Gregory Franzwa, MO; and Jon Hunner, NM. The policy adopted requires the appointment of a marker research committee, a marker commit-

tee, and a marker writer. Announcement of those committee assignments will be made soon.

—Joseph W. Snell

NANCY BUCKLES

SFTA member Nancy Buckles of Pueblo, CO, wife of SFTA board member William G. Buckles, died on October 5, 1990, of complications brought on by a sudden bout with pneumonia. Born Nancy Bain on September 29, 1935, at Thermopolis, Wyoming, she is survived by her husband, three children, and a sister. A memorial service was held at El Pueblo Museum in Pueblo, and her ashes were returned to Wyoming.

She was an anthropologist and had worked for several universities and in several countries. Her sister, Dorothy Foley said: "She was the first woman to crack exclusive male memberships of some archaeological projects, a fact of which her family is very proud."

For the past two years she had worked with her husband, a professor of anthropology at the University of Southern Colorado, digging for clues to the original location of El Pueblo trading post. Nancy was the recipient of several honors for her work over the years. Memorial contributions may be made to the University of Southern Colorado Foundation to support the El Pueblo research.

BOGGSVILLE UPDATE

ACCORDING to the *Boggsville Times*, newsletter of the Boggsville Revitalization Committee (BRC), work continues on the restoration of the historic site near Las Animas, CO. The master plan for the 110-acre site has been completed by the Center for Community Development and Design of the University of Colorado. Further archaeological investigation is planned to help locate the sites of additional historic structures. The research committee has completed a historic preservation guide to aid the BRC in preventing damage to the historic resources.

The BRC has received funds to begin restoration of the Boggs house. New fencing has been erected around the entire site, and work has begun on the Boggsville Trail System for a walking tour. A self-guided tour of the historic community is available for visitors.

Boggsville was selected by the NPS to become one of the first certified Trail sites. Work continues on all phases of the project, and additional funds are needed. For further information, contact the BRC, P. O. Box 68, Las Animas, CO 81054.

CORONADO TRAIL ASSOCIATION

CORONADO traveled north from New Spain into the present American Southwest and as far as Kansas 450 years ago. The possibility of including his route in the national trails system was initiated several years ago, and now a Coronado Trail Association is being organized to assist with those efforts.

Betty Romero, director of the Coronado Quivira Museum in Lyons, KS, and Dr. Donald Blakeslee, chairman of the department of anthropology at Wichita State University, are leading the organization efforts. One of the major goals of the association will be to assist the National Park Service in locating the exact route of Coronado's expedition.

Public meetings regarding the Coronado Trail have been held at Tucson, AZ, Albuquerque, NM, Amarillo, TX, Guymon, OK, and Hutchinson, KS. Because of differing theories about the route Coronado traveled, it may be difficult to arrive at a consensus. The developing association is planning a symposium at Lyons, KS, April 19-21, 1991, to gather scholars and everyone interested in Coronado's expedition. Additional information about the symposium will appear in the next issue of *WT*. For information about the symposium and membership in the new association, contact Betty Romero, Coronado Quivira Museum, 105 West Lyon, Lyons, KS 67554 (316) 257-3941.

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Membership Categories

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

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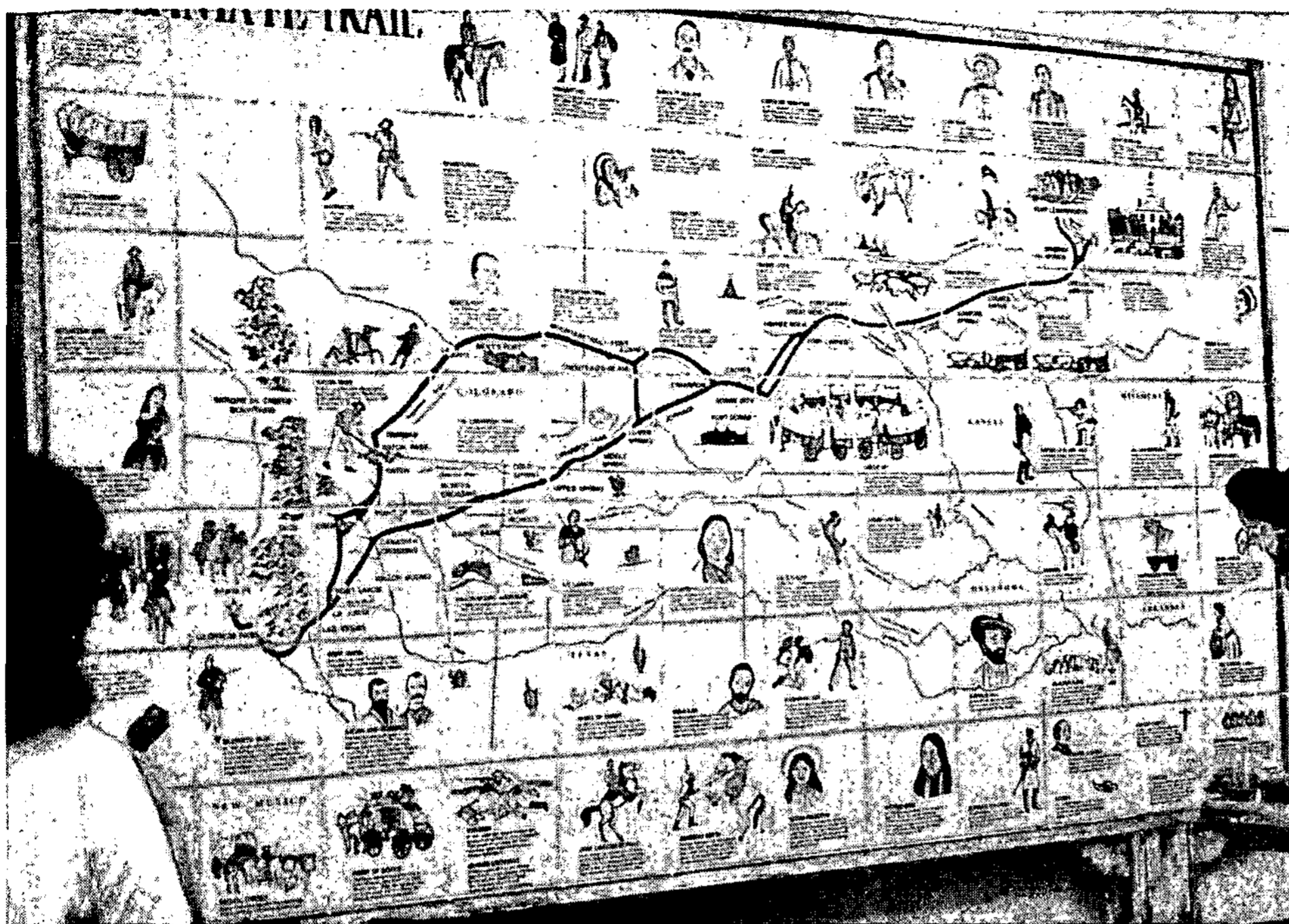
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Trail mural unveiled at Santa Fe, August 10, 1990.

MURAL DEDICATED

THE Santa Fe Trail mural in Santa Fe, noted in the last WT, was dedicated on August 10. Located on the west wall of the Zagan at 139 West San Francisco St., the mural on 84 tiles showing a map and scenes of the Trail is just a block west of the Santa Fe plaza. Thanks again to Laughlin and John Barker for providing this beautiful monument to the Trail. A high quality poster of the mural is available; see ad in this issue.

LOMA PARDA FOR SALE

LOMA Parda, a ghost town on the banks of the Mora River a few miles from Fort Union, New Mexico, is for sale. It is part of an 830-acre tract offered by rancher Wayne Moore. Asking price is \$1.2 million. Loma Parda, a site visited by Trail conference participants in August, was a Mexican farming community that had a reputation of being a wild town during the days when Fort Union soldiers went there for gambling, booze, and sex.

At one time the commanding officer of Fort Union tried to purchase the entire town so he could destroy it. The townspeople refused to sell. Time has done what the army wanted to do, and now the ruins are for sale. Today only the family of Ben C. de Baca lives there on land that is not part of the tract for sale. The residents and the owner hope the buyer of the site will protect and preserve what was once a thriving frontier community.

ACTOR PORTRAYS UNCLE DICK WOOTTON

THE "Rogue of Raton Pass" is the title of the performance by Derek Scott of Raton, NM, when he presents his version of the character known as "Uncle Dick." Richens Lacy Wootton (1813-1893) is best known for his famous toll road for Santa Fe Trail traffic going over Raton Pass, but he was a remarkable frontiersman who had freighted on the Trail, trapped furs in the Rocky Mountains and Pacific Northwest, scouted for the military, and operated a mercantile business.

Scott is a professional actor and singer who became fascinated with Wootton when he performed the character in a musical based on Wootton's life. He is currently seeking bookings for his performance. For further information, contact Derek Scott, 101 N. Third St., Raton, NM 87740 (505) 445-3631.

OKLAHOMA TOUR SUCCESS

THE first annual Oklahoma Santa Fe Trail tour, sponsored by the Cimarron County Historical Society on September 29, 1990, was a popular success despite the rains which prevented visits to the eastern parts of the scheduled route. A total of 96 participants from at least six states traveled in 23 vehicles, leaving from Boise City. During the morning visits were made to Autograph Rock and Signature Rock at Cold Spring, with talks by Phyllis Randolph and Dan Sharp.

After a lunch prepared by the senior citizens, the tour went to Upper Cimarron or Flag Spring where Bob Kohler spoke about the history of the area. Refreshments were served at Wheelless by the local fire department, organized by Shirley Hutchison. The next stop was Camp Nichols, where David Hutchison and Bob Kohler presented the history of the site. Most of the group went on into New Mexico to visit McNees Crossing and hear David Hutchison and Leo Gamble before returning to Boise City.

The Cimarron County Historical Society plans to host another tour next year. Anyone interested in joining the society is welcome to attend meetings on the second Tuesday evening of each month (dues are \$5.00 per year). The members of the society are active in the Cimarron Cutoff Chapter of SFTA and are to be commended for their efforts to protect and promote the Oklahoma portion of the Santa Fe Trail.

ARMSTRONG BIBLIOGRAPHY

AARON and Ethyl Armstrong of Roswell, NM, may be retired but they don't seem to slow down. They have traveled the Santa Fe Trail several times and presented slide programs to many groups. They also are book collectors and readers, always promoting the history and literature of the Southwest. Recently, after helping with three fund-raising book sales for their local library, adult center, and historical museum, they attended an Elderhostel at Lake Powell, AZ.

The Armstrongs have prepared an annotated reading list, "Discover New Mexico," which anyone interested in the history of the state will find helpful. Copies may be obtained by sending \$2.00 (includes bibliography and postage) to the Roswell Public Library, 301 N. Pennsylvania Ave., Roswell, NM 88201.

CAMINO REAL MARKED

THE project to mark the Camino Real or Chihuahua Trail in New Mexico was recently completed with the erection of 33 markers to commemorate the historic route which connected Santa Fe with Mexico City during and after the Spanish colonial era. Each sign cost nearly \$1,600. The search for trail remains and historic sites along the route continues in New Mexico and Mexico. The trail was important to the Santa Fe Trail which connected with it at Santa Fe. Many commodities taken from Missouri to Santa Fe were freighted on into northern Mexico on the "royal road."

DIGGING SANTA FE PLAZA

ARCHAEOLOGISTS, headed by David Snow, spent part of the past summer digging in and around the plaza in Santa Fe, searching for the earliest history of the site. No trace of a prehistoric pueblo was found, and evidence indicates that the original plaza did not extend as far west as the present one. In fact, the original plaza may have centered on the block directly east of the present plaza.

Evidence was turned up to indicate there may have been a blacksmith operation during Santa Fe Trail days on what is now the plaza, a blacksmith who apparently fitted shoes on oxen among other activities. While the plaza dig was underway the telephone company, trenching in Burro Alley a few hundred feet west of the plaza, ran into remains of items that most likely came over the Santa Fe Trail (including a piece of china). As work continued on the east side of the plaza, artifacts from the 17th and 18th centuries were found. A final report on the investigations has not been received, but the Santa Fe trade is apparently in evidence underground at the historic plaza.

OVAL SIGN SOLD

ANOTHER Santa Fe Trail oval sign recently came to light when it was sold at auction in Dodge City. The owner, Pete Carmichael, listed it on the sale bill of a public auction and expressed his opinion that it would probably bring \$250 to \$300. The origin of this sign is unknown, and no information has been received about the identity of the purchaser who paid \$520 for it.

NEW TRAIL BUSINESS

SANTA Fe Trail Detours is the name of a new business started by Dale and Teresa Kesterson of Las Animas, CO. They combined their talents of photography with a love for the Trail to produce notecards adorned with a color photograph of a Trail scene. Each of the cards, which is blank inside for your message, has text on the back telling about the Santa Fe Trail. The color photo is mounted so the card may be used as a mat to place the picture in a 5 x 7 frame. The Kesterons have also added cards with scenes of depots, courthouses, schoolhouses, and others. Quantity discounts are available to museum shops and other stores. For more information or to order cards, contact Dale and Teresa Kesterson, 358 Carson Ave., Las Animas, CO 81054 (719) 456-0504.

ARROW ROCK CONTINUES FALSE TRAIL CLAIMS

THE Historic Arrow Rock Council, Arrow Rock, MO, continues to make claims, contrary to historical evidence, that the town, founded in 1829, was the eastern terminus of the Santa Fe Trail that began at Franklin, MO, in 1821-1822. Perhaps enough public derision of this claim will have an effect similar to the change that took place at Council Grove, KS, where, after much opposition was expressed, the earlier claim to be the site of the "Birthplace of the Santa Fe Trail" has been replaced by the accurate designation of "Rendezvous on the Santa Fe Trail."

The spring at Arrow Rock, now known as Santa Fe Spring, was used by early traders. Some trade items destined for Santa Fe probably began the wagon trip from Arrow Rock after it was founded, although Independence was becoming the main outfitting point by that time. Arrow Rock has a Trail connection and a new visitors' center is being built there by the State of Missouri to interpret the Santa Fe Trail, but it was not where the "Trail began" nor the "eastern terminus."

Despite the evidence gathered by the National Park Service and included in its management and use plan for the Trail, the claims continue. In April 1990 a news release from the Historic Arrow Rock Council contained the following slogan on the bottom of the printed stationery, "Where the Santa Fe Trail Began." A September 1, 1990, news release contains the statement, "Designated as the eastern terminus of the Santa Fe Trail. . . ." Such claims, contrary to accepted historical fact, only reduce the credibility of the community and its legitimate claims to fame. Also they are offensive to other communities and every serious student of the historic Trail. It will be nice to have this situation corrected before the SFTA biennial symposium gathers at Arrow Rock in September 1991.

AMBASSADOR LES VILDA AN HONEST MAN

EVERYONE knows how Abraham Lincoln walked several miles to return a few cents because he was an honest man. SFTA Ambassador Les Vilda, Wilber, NE, has much in common with Honest Abe.

Recently Vilda sent via the U.S. Mail a package of his 1991 Trail calendars to the National Frontier Trails Center, Independence, MO, to be sold at the shop there. When the package was returned because of insufficient address, Vilda checked immediately to

see where he had gone wrong. He had not gone wrong, the address was 100% correct, and the mail carrier had clearly goofed. If the postal service cannot deliver a package addressed correctly the first time, Vilda wondered what the chances were of it happening again.

He made sure it didn't happen again. He loaded the calendars in his car, drove from Wilber to Independence, and delivered the goods directly to the Trails Center. Henceforth, Ambassador Vilda should be known as Honest Les. Now if we can just convince him to run for president.

TRAIL PUBLICITY

SFTA Publicity coordinator Mike Pitel reports that the Santa Fe Trail continues to receive attention in national and regional publications. Many of these identify the SFTA and give an address for membership. All this attention cannot help but increase interest in and visits to the historic Trail.

A lengthy article with photos appeared in the Sunday *New York Times* in August (circulation 1.65 million). One of the photos in that issue, as have several other recently published photos of the site, identifies the path up to the ruts west of Dodge City on Highway 50 as the Santa Fe Trail ruts instead of the actual ruts which cannot be seen in the photograph (it would be interesting to know how many visitors to that site make the same mistake).

The September issue of *Sunset* magazine carried an article about the Santa Fe Trail bicycle tour, and the tour received local coverage in many newspapers. The Fall 1990 issue of *Friendly Exchange*, the Farmers Insurance Company publication sent to 4.1 million policy holders, carried notice of the Santa Fe Trail brochure available from the New Mexico tourism dept. An article in a recent issue of *Wild West* about the murder of Charles Bent in Taos in 1847 included other Trail-era personalities.

The latest issue of *Road Rider*, a magazine for motorcyclists, contains an article on "Touring the Santa Fe Trail," with illustrations and maps. At the end of the article is a piece that focuses on Council Grove, KS. *Midwest Living Magazine* (circulation of 425,000) of Des Moines, Iowa, is planning a Trail article for the Spring 1991 issue. All SFTA members will be watching for the March 1991 issue of *National Geographic* which will include a lengthy article on the Trail written by Rowe Findlay and photographed by Bruce Dale. *National Geographic* has a circulation of 10.6 million.

1990 BICYCLE TREK

by Daniel Ogata

[Daniel Ogata, Grinnell, Iowa, is a member of SFTA and rode the first portion of the 1990 Santa Fe Trail Bike Trek.]

One of the bonuses of retracing the Santa Fe Trail on a bicycle is that you get some of the feeling of roughing it just like the pioneer teamsters did. Enjoying the scenery at a much slower pace is another bonus.

The Santa Fe Trail Bike Trek was the brainchild of Willard Chilcott of Santa Fe, who is a bike enthusiast and member of SFTA. Forty cyclists from across the country as far as Vermont and California responded to the challenge. The tour was organized into three weekly phases, with cyclists covering 50 to 60 miles each day, averaging more than 300 miles per week. For those going all the way, it was a 1040-mile trek ending in New Franklin, MO, near the site of Old Franklin where the official Santa Fe Trail began. Prior arrangements were made with communities along the route for camping facilities, meals, and entertainment.

On the morning of Sept. 23, 1990, after a hefty breakfast at the La Fonda Hotel and a media event at the plaza, the cyclists embarked on a historic journey, undaunted by the day's chilling wind and intermittent showers. Leaving Santa Fe, the cyclists skirted around the southern end of the Sangre de Cristo Mountains, pedaling past the Civil War battlefield at Glorieta Pass, past the Pecos National Monument, and onward to Las Vegas, NM, via I-25. If you have any interest in Victorian architecture, Las Vegas is the town for you.

The second day dawned clear and beautiful, an absolutely gorgeous day for biking. Destination for the day was the well-known landmark of Wagon Mound (actually the town at its base), 60 miles away, with historic Fort Union National Monument as our stopping point for lunch. Wagon Mound received its name because the mountain's shape resembles a covered wagon being pulled by oxen. Most of the cyclists pitched tents on the football field of Wagon Mound High School, literally in the shadow of the imposing peak. The evening meal of delectable enchiladas was prepared by the high school's class of 1991. At nightfall the campers were serenaded by howling coyotes. They were alerted about a mother bear with cub which had been seen in the vicinity on previous evenings.

Making a gradual ascent the following day to Springer and from there to

Philmont Scout Ranch was a delight. The roadside was matted with white morning glories and herds of pronghorn antelope grazed near the route. The stillness was profound enough to make a traveler pause and enjoy. The route took cyclists through the site of old Rayado, once the home of Kit Carson, and part of the famous Maxwell Grant.

The sight of Philmont Ranch gave the impression of an oasis in the middle of a parched land. A late afternoon thunderstorm dumped sufficient hail that it was still visible at road edges the next morning. Cycling in a hail storm is an experience every biker ought to have at least once, but once is enough. The group stayed overnight at the Scout Ranch in "tent city" among the apple trees, partaking of the evening meal in the palatial hacienda built by the Phillips family of oil fame. They later deeded the ranch to the Boy Scouts of America, and it hosts thousands of BSA campers each year.

In Cimarron, four miles north, the bikers rode past the St. James Hotel where bullets from the wild and woolly days of the frontier still decorate the ceiling. The St. James saloon was reportedly a gathering place for many notable frontiersmen, a few of whom may actually have been there. From Cimarron the riders traveled northeast on Highway 64, with the tip of Wagon Mound still visible some 60 miles away. Lunch was provided at the National Rifle Association's Whittington Center, where Trail ruts made by wagon wheels are still visible.

The Trail riders were given police escort through the historic city of Raton. Then came the roughest test of all—Raton Pass—a formidable 8,000-foot mountain looming above the cyclists. It was with considerable effort that the cyclists crossed Raton Pass. For some the "sag wagon" was a welcome relief, but once over the crest the downhill velocity in some instances reached in excess of 40 miles per hour. And it was downhill all the way to Trinidad, CO, where the cyclists were given a well-deserved one-day hiatus for relaxation and sightseeing.

On day 5 we departed from Trinidad, snaking through the hamlets of El Moro and Hoehne, then to Highway 350 which took us to La Junta. This 80-mile stretch of land was probably the most desolate stretch of road (no gas stations for pit stops) and the terrain still looked much as it did to the frontier Trail travelers. There were the remains of at least three ghost towns. In one stretch of about three miles there were tarantulas scurrying across the highway, adding a bit of excitement

to an otherwise lackluster journey. One cyclist captured a spider and put in it in his water bottle to take home to a grandson. Some Souvenir!

La Junta, CO, made available the Koshare Indian Museum for cyclists to bivouac, as the gray, overcast day ended in rain. Meals were served at nearby Otero College. Just outside La Junta is Bent's Old Fort National Historic Site, a replica of the original. Of special interest was the quarters used by Susan Magoffin, one of the early white women to travel the Santa Fe Trail and who kept a fascinating diary of her trip.

Just when I thought I was getting used to the daily routine, I had to leave the caravan at Lamar, CO, while other cyclists continued on to New Franklin. It would be interesting to hear of their experiences. The winds on the plains of Kansas were reportedly rough. Do you suppose the Santa Fe Trail cast a spell on me? Let's just say I'm already planning the next bicycle trek.

THE FORT

SAM Arnold, SFTA member and international authority on foods of the early West and Southwest, invites SFTA members who are visiting in the Denver area to come to his famous restaurant, The Fort, a replica of Bent's Old Fort which has received many awards and honors. Sam is author of the popular cookbook, *Fryingpans West*, and has a new book out, *Eating Up the Santa Fe Trail* (see review in this issue).

Dining at The Fort is an adventure, an education, and a trip back in time; it's intriguing, memorable, and relaxing. Most of all, it is fun. The menu is unique, including Rocky Mountain Oysters, buffalo, elk, and quail, as well as seafood, chicken, lamb, and beef, all prepared in special ways to tempt your palate. The Fort serves over 40,000 buffalo dinners a year, more than any other restaurant in the world. Open for dinner every night, The Fort is located on West Hampden Ave. (Highway 285) at the Highway 8 exit, just south of Morrison, CO. For reservations, phone (303) 697-4771.

SFTA members who dine at The Fort are encouraged to memorize the "Mountain Man's Toast:"

Here's to the child's what's come afore.

An' here's to the pilgrims what comes arter.

May yer trails be free of Grizzlies,

Yer packs filled with plews,

And fat buffler in yer pot!

WAUGH!

Recite it without error for your waiter and see what happens.

EDUCATIONAL VIDEO ON THE SANTA FE TRAIL

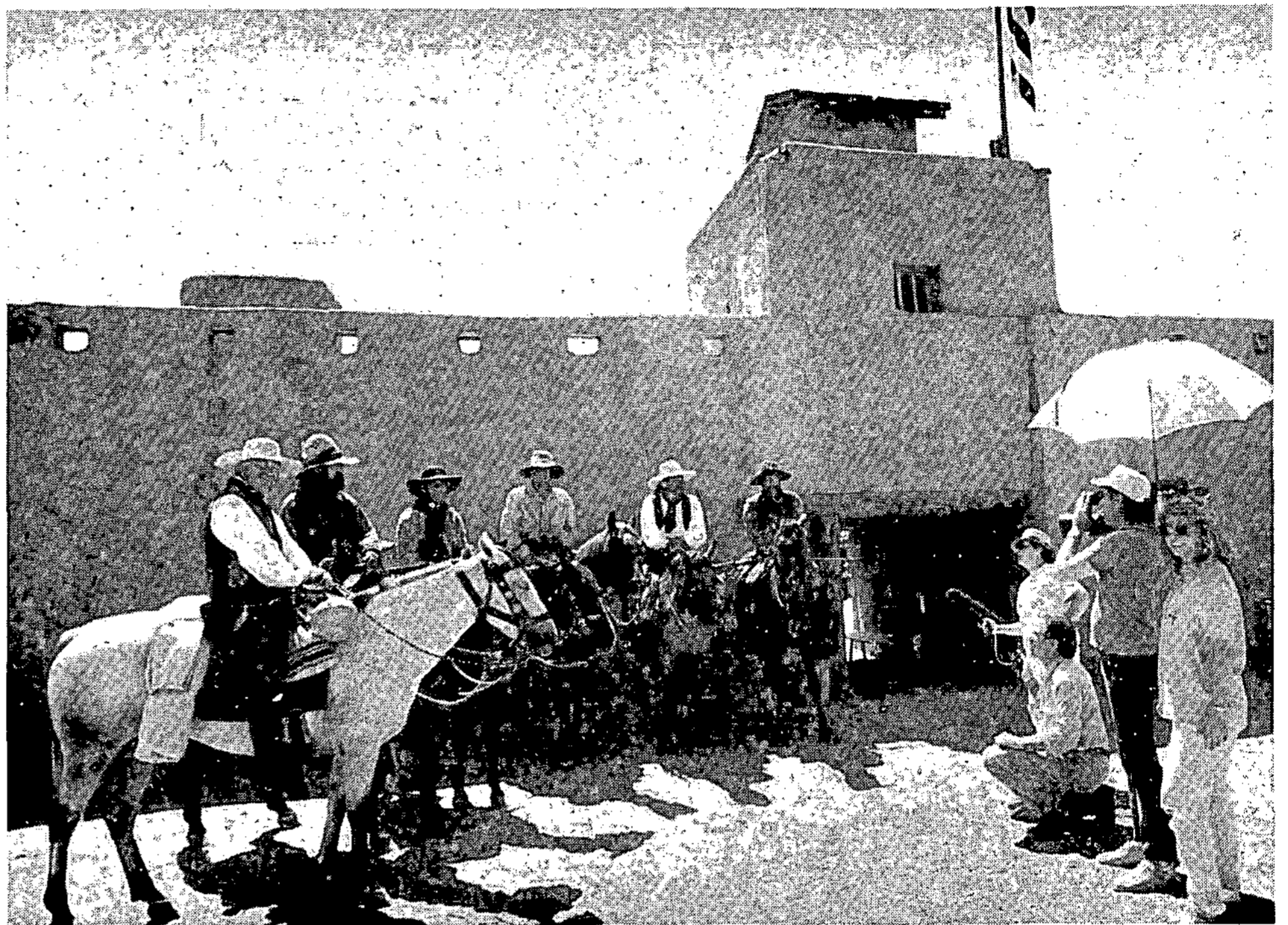
AN educational video on the Santa Fe Trail is now in production at Washington, DC-based FOF Productions. The 55-minute program will be marketed by a major Chicago-based distributor of educational media (watch for an announcement in WT when it is available). The program is narrated on-camera by NBC News Correspondent Peter Hackes and will feature commentary by Stewart Udall and three historians.

An FOF Productions crew began shooting in September at the Bent's Fort Fur Trade Encampment. Highlights included the Arkansas River fording by a pack train led by Dick Patton of Galisteo, NM and David Bailey of the Koshare Museum in La Junta. Participating trappers, traders, teamsters, blacksmiths, and laborers all brought the period to life in authentic vignettes. Alexandra Aldred, David Zimmerman, and Greg Holt of the Bent's Fort staff performed cooking and crafts activities for the camera. Teamsters, traders, and apprentices unpacked a freight wagon from a Santa Fe-bound caravan. U.S. Dragoons showed off equestrian drills and a lone Indian reenactor in from of his tipi made beautiful moonlight campfire footage.

After three days at Bent's Fort, the crew traveled east, gathering footage at Indian Mound near the site of Chouteau's Island, Cimarron Crossing, Charlie Bentrup's ruts, Fort Larned, Pawnee Fork, the Santa Fe Trail Center, Pawnee Rock, Great Bend, Cow Creek, the Maxwell Game Refuge, Lost Spring, Council Grove, and Fort Osage. At Fort Larned, Rangers George Elmore and Maurice Ross spent several hours performing operations of daily fort life for the camera, including bread baking, gun cleaning, and flag raising.

The first draft script for the educational production was completed in August and circulated among seven consultants for review. Consultants are former SFTA President Marc Simmons, SFTA Sec-Treas Ruth Olson, SFTA Directors Joy Poole and William Buckles, Thomas Chávez of the Museum of New Mexico, Patricia Limmerick of the University of Colorado, and WT Editor Leo Oliva.

FOF has gathered additional visuals at the Kansas State Historical Society, the Colorado Historical Society, and Denver Public Library's Western History Dept. The company is using extensively from collections of western art, such as the Alfred Jacob Miller collec-



Shooting for the educational video on the Santa Fe Trail began at the Bent's Fort Fur Trade Encampment in September. After fording the Arkansas River for the camera, a pack train led by Dick Patton and David Bailey posed with the FOF Productions crew. At Bent's Fort with the crew was Dr. Sandra Doe, an English professor and SFTA member from Denver, who is a writer on the project. The FOF crew included Rod Wolford, producer, Les Crandell, camera operator, and Marily Larson, producer.

tion in Baltimore.

More shooting on the Trail with Peter Hackes will take place in coming months before the program is edited. The company hopes to produce a related program on the Trail for public television. FOF Productions is an institutional member of SFTA.

AMERICAN DISCOVERY TRAIL TO FOLLOW SFT

THE American Hiking Society and *Backpacker* magazine have joined forces along with corporate sponsors to establish the American Discovery Trail (ADT), the first east-west coast-to-coast hiking trail in the U.S. Committees have been formed in each of the states the route will go through to assist with marking the proposed trail.

Present plans call for the ADT to follow near the Santa Fe Trail between Trinidad, CO, and western Missouri. SFTA members have been involved in planning. The Coleman Co. of Wichita, KS, is one of the corporate sponsors and is assisting with laying out the trail. A team is following the proposed route, working on a guidebook for the ADT. Volunteers are needed to help with this project and to check on the accuracy of the guide. For further information, contact the ADT Project Office, 135 N. 6th St., Emmaus, PA 18098 (215) 967-8638.

MORE TRAIL MANIA

Almost everyone knows, or at least has heard, that SFTA Ambassador Paul "Dirty Shirt" Bentrup claims to be, among many other things, an old sheepherder. He does take care of sheep along the Trail near his rural Deerfield ranch and farm. Some time back when Bentrup was dipping sheep his neighbors dumped some purple dye in his dip as a joke. Soon he had several purple lambs gamboling near the Trail and modern highway.

Passersby became fascinated with his dyed lambs, wanted to buy them, and soon Paul was busy dying lambs a variety of colors and doing a land-office business in dyed lambs. Today Dirty Shirt Bentrup is undoubtedly the biggest lamb dyer along the entire Santa Fe Trail. All this is in keeping with Ambassador Bentrup's philosophy of life: "When in Rome, be a Roman candle."

ALDRED NAMED CHIEF RANGER AT BENT'S FORT

ALEXANDRA Aldred has been named chief ranger at Bent's Old Fort NHS, replacing Bill Gwaltney. Aldred has worked at Bent's Old Fort for 22 years, much of that involving interpretation. She now adds resource management to her responsibilities at the site.

WAGON MOUND

by Marie Belt

[This is sixteenth in a series on museums and historic sites along the Trail. Marie Belt is a native of Wagon Mound, NM, and presently resides in California. She is compiling a history of the community, and the following is a brief sketch of this important landmark on the Trail.]

WAGON Mound was one of the most noted landmarks along the Cimarron Branch of the Santa Fe Trail, and the nearby Santa Clara Spring was an important source of water and site of a campground for Trail travelers. The landmark, named because the view from the north resembles a covered wagon being pulled by oxen, is the result of a massive volcanic eruption. Wagon Mound and the Las Mesas de Conjelson to the east are part of what geologists term the Ocate volcanic field. The field is believed to be at least eight million years old. Wagon Mound itself is cooled lava that filled an east-trending fissure about 5.9 million years ago.

The famous mesa and others in the area appear much today as they did in Trail days. The large mound to the west is named Santa Clara, as is the nearby spring, although Trail travelers apparently called it Pilot Knob (a reference point to aim for after crossing the Canadian River). There has been a mystique and a folklore about these mounds. It is reported that a hidden crystal cave is located under Santa Clara. Petroglyphs once existed there. A marking of "C C" was thought to be made by Kit Carson. Soldiers from Fort Union reportedly hid their booze and booty in the area. Ancient myths say that Wagon Mound has a spirit and is a sleeping giant that will someday rise up.

Wagon Mound was used as a lookout point by Indians. It was also a place of Indian attacks on Trail travelers. Today it is indispensable to pilots for aero-sighting. It has been used for respites, weddings, hiding outlaws, geological studies, movie making, and even searching for UFOs (nothing was spotted, however).

It is possible to climb Wagon Mound. The best path is on the north side, but there are two old paths on the south. One is a chute-like natural formation, and the other appears to have been hewn by humans, probably Indians. The view from the top is spectacular.

During Trail days the Utes and Jicarilla Apaches ranged over the area including Wagon Mound. They occasionally raided wagon trains. In 1850 an express mail train was attacked at



Wagon Mound, New Mexico.

Wagon Mound, ten men were killed, property was taken and destroyed, and the mail was strewn about.

By the late 1850s cattle and sheep ranchers were attracted to the area. The village of Wagon Mound (which began as the community of Santa Clara with Hispanic settlers, and was even known as Pinkerton for a time) is situated near the base of the mound beside the old Santa Fe Trail, and the Santa Fe Railroad tracks run through the town. The site has been designated a National Register Historic Landmark. The town once had a population of nearly 2,000 people and boasted saloons, liveries, blacksmiths, dance-halls, hotels, churches, cafes, mercantile stores, newspapers, an opera house, and a Masonic lodge. It was a shipping center for cattle, sheep, wool, and other agricultural products such as beans, fruit, vegetables, and cotton. Among the important people born and raised in the village are Fray Angelico Chávez, retired Franciscan and esteemed author, and Eduardo Chavez, world-renowned artist and educator.

Wagon Mound celebrates with an annual Bean Day Festival in September, and welcomes travelers year around. A visitors' center has a splendid painting of Wagon Mound by artist Nick Eggenhoffer. Between Wagon Mound and Fort Union National Monument are excellent specimen ruts of the Trail. Modern travelers who follow the Santa Fe Trail should stop and look at this historic landmark and community located half-way between Raton and Santa Fe on I-25 (exit 387) not far from Fort Union.

MORE RUTS ON DRY ROUTE

TWO additional sets of ruts on the Dry Route have been discovered. The first set, seven in number and dramatic in proportion (approximately waist deep), are located 19 miles southwest of Fort Larned or six miles northeast of Big Coon Creek Crossing. The second set, not as spectacular, are nevertheless quite visible a mile plus south of Of-ferle, KS.

MORE ON DRY ROUTE

by David Clapsaddle

FURTHER research has added significant information to my article on the Dry Route of the Trail published in the November 1990 WT. The most important new information is related to forks in the road, a site located a few miles west of the lower crossing of Pawnee Fork (now known as the Wet Route crossing). From there, prior to the establishment of the mail station and Camp Alert (which became Fort Larned) in the fall of 1859, a few miles west of the crossing the Santa Fe Trail split into two separate routes, the Wet and the Dry.

Distances from Pawnee Fork to the forks in the Trail, as recorded by contemporaries, vary from source to source. Capt. Randolph Marcy estimated the distance at three and one-half miles as did Lt. William Whipple. Travel itineraries to the gold fields of Colorado, so prevalent in 1859, variously listed the distance at four, five, and six miles. Whipple described the forks in the road as being "in a ravine." Highway construction and agricultural activity long ago destroyed the historical integrity of this area. No trace of the ravine remains.

Following the establishment of the mail station at Pawnee Fork in 1859, the eastern terminus of the Wet and Dry routes was changed to a location about a mile southwest of Ash Creek Crossing, five miles northeast of Pawnee Fork Crossing, and the upper (Dry Route) crossing of Pawnee Fork was apparently developed. This new location of the forks near the Ash Creek Crossing is plainly indicated on the Military Campaign Map, State of Kansas, 1872.

Sources, in addition to the above map, include Louise Barry, *The Beginning of the West* (1972), 1092; Gunn, *Handbook of Kansas and the Gold Mines* (1859); Randolph B. Marcy, *The Prairie Traveler* (1859); Pease and Cole, *Complete Guide to the Gold Districts of Kansas and Nebraska* (1859); and the *Westport Border Star*, Jan. 28, 1859.

CAMP TALES

—CHAPTER REPORTS—

Cimarron Cutoff

Joe Hartman, Forest Ranger, was guest speaker at the October 30, 1990, quarterly meeting at the museum at Elkhart. A dinner served by Morton County members preceded the program. Vice-President Mary B. Gamble presided at the business meeting in the absence of President David Hutchison. Edgar White introduced the speaker.

Hartman, ranger on Cimarron National Grassland, said the Grassland contains the largest segment of the Santa Fe Trail located on public land, a total of 23 miles. The Grassland covers 108,000 acres. The Forest Service plans to mark the Trail with limestone markers and to increase the number of picnic and camping areas on the federal land.

He shows slides of the Point of Rocks area north of Elkhart and sites along the Mountain Branch of the Trail on Comanche National Grassland in Las Animas County, CO. Hartman said the future plans include adding a Santa Fe Trail wing onto the Morton County Museum.

At the business meeting Stephen Hayward reported on the brochure project for the four counties. He will continue working on the project. He also told about a national hiking trail and hopes to steer the route across Black Mesa, OK, and southern Kansas along the Trail.

Members voted to change the quarterly meeting dates to the third Mondays in the months of January, April, July, and October.

Fern and Roy Bessire of Ulysses were guests. Mrs. Bessire, president of the Wagonbed Spring Chapter, gave a report on the progress at the site of the spring in Grant County, KS. She is currently compiling the text for an historical sign to be placed at the site.

Paul Bentrup announced that a meeting of the SFNHT Advisory Council will be held in La Junta on Nov. 15. Dan Sharp, chapter member, is on the Council.

Thirty members and guests were present. The next meeting will be January 21 at Boise City, OK.

Texas Panhandle

The Texas Panhandle Chapter wishes to devote its report to pay tribute to Jim Jeffress who died Sept. 9, 1990, at Amarillo. He was 79 years old and a special man to his family and numerous friends in West Texas.

Jim developed a life-long interest in history and archaeology. In 1968 he was a charter member of the newly-organized Panhandle Archeological Society in Amarillo. He attend numerous field schools sponsored by the Texas Archaeological Society. He was also a member of the Sons of the American Revolution and the Texas Panhandle Chapter SFTA.

Jeffress was a baker by trade, but his outside interests brought him into the classroom often enough that he eventually earned three bachelor degrees in anthropology, archaeology, and history. In his later years Jim was custodian at River Road elementary school in Amarillo where he was able to fascinate young people with his knowledge of history and archaeology.

Jim enjoyed life and had a sense of humor. When his sister Mary was unable to catch a fish on one occasion when they were young, Jim found a dead fish and threw it to Mary, who caught it, so she could go home and honestly say she had caught a fish. His culinary instinct exposed itself when visiting forts around the Southwest. While examining the bakeries and commissaries, he was often heard muttering, "I wonder how they baked their bread here." He had a generous and thoughtful side, too. He showed this recently when he was in a well-known Denver bookstore and spied several copies of *Josiah Gregg and His Visions of the West* which carried a considerable price tag. Jim promptly scooped them up for his friends in the SFTA. He will long be remembered and sorely missed by his family and friends.

Wagonbed Spring

A video tape made by Sy and Lois Hileman on a tour of Trail sites in the Oklahoma panhandle on Sept. 29, sponsored by the Cimarron County Historical Society at Boise City, was the program at the quarterly chapter meeting in Ulysses on October 18. About 100 persons participated in the tour, including several from the chapter.

In the business meeting following dinner, correspondence from Larry Jochims of the Kansas State Historical Society and SFTA President Joseph Snell concerning the text for an informational sign to be placed at the Spring was discussed. A telephone call from John Conoboy, National Park Service, on the same subject was included in the discussion. After revision of the text, work on the sign will proceed.

Mary Gamble presented a folder of valuable research material and legal

papers concerning Lower Spring which she compiled for the chapter archives. Paul Bentrup arranged for the chapter to have a copy of the promotional film made last year, which may be borrowed by an interested group. He also reported on developments at the Civil War battle site of Glorieta Pass and the upcoming article on the Trail in the March 1991 issue of *National Geographic*.

Each county along the Cimarron Branch has agreed to prepare a brochure of its local Trail sites and lore, to be incorporated into folders for distribution to tourists. The ways and means committee appointed for Grant and Stevens counties includes Homer Evans, Marjorie Persinger, Ed Lewis, and Wendell Hubbard.

Following the inspection visits at the Spring by NPS, KSHS, and SFTA personnel, which were reported in the last issue of WT, the chapter received a directive from David Gaines, NPS, incorporating all their opinions. Since no further delay was indicated, Ed Lewis and Sy Hileman installed the solar-operated pump, and water flowed again at the site on Sept. 6. The solar panels will be removed and stored through the winter.

The next regular meeting will be at Hugoton on Jan. 10, 1991.

Heart of the Flint Hills

The Heart of the Flint Hills Chapter annual meeting was held October 14 at the Charles Macy Ranch near Alta Vista, KS, in Wabaunsee County. The event began with a five-mile trail ride along Mill Creek with 40 members and guests participating. By 5:30 everyone had returned to the campground and enjoyed a cookout.

At 7:00 p.m. the meeting began. Joyce Noonan gave a report on the 4th annual Trail ride for the first week of June that began at the Little River Crossing and traveled 106 miles to Council Grove. It was reported that the chapter had sold nearly 250 Santa Fe Trail pins since January. Don Cress reported that progress on restoring the Stone Barn was progressing slowly because the feasibility study is not done.

Rex Plo reported that plans are being formulated for the 1991 Trail Ride that will start June 9 near Gardner, KS, and proceed west to Council Grove. Members of the 1991 Trail Ride committee are Plo, Joyce Noonan, Brenda Newell, Frank Burkdoll, and Don Johnson. Four directors were elected: Brett Williamson for Osage County, Morris DuBois of Lyon County, Charles Macy for Wabaunsee County, and Dudley Donahue for Marion County. The next directors meeting and elec-

tion of officers will be Jan. 8, 1991.

End of the Trail

No report.

Corazon de los Caminos

The members of the Corazon de los Caminos Chapter had a busy and rewarding summer. On June 23 they met at Fort Union National Monument in conjunction of FUNM's symposium, "The Santa Fe Trail: Freightling for Uncle Sam." Besides some good papers, members enjoyed a hearty lunch of bean stew with traditional New Mexico "trimmings."

On August 11-12 the chapter sponsored its own conference, "From Zia to Wagon Wheel: New Mexicans and the Santa Fe Trade." Seven Trail scholars presented a chronological look at the activities of native New Mexicans on the Trail. The second day included tours at San Miguel, Mora, Loma Parda, and Fort Union. The chapter was pleased with the turnout of SFTA members from New Mexico, Colorado, Oklahoma, and Kansas. The SFTA and the New Mexico Endowment for the Humanities contributed to the conference.

On August 25 the chapter held its final summer meeting in Mora, in connection with a program sponsored by the Mora Historical Foundation. Following a traditional meal at Maria Theresa's in Mora, there was a tour of Mora Plaza and the St. Vrain Mill.

Wet/Dry Routes

Although not yet an official chapter, a meeting was held in Offerle, KS, Oct. 13, to continue plans with the formation of a chapter devoted to the section of the Trail where the Wet and Dry routes ran through Pawnee, Edwards, and Ford counties in Kansas. The routes covered the area from east of Fort Larned to near Fort Dodge. A committee was appointed to draft by-laws.

Officers elected are President Joanne VanCoevern, Vice-President Tim Burghart, Sec-Treas Rachel Leith, and Program Chairman David Clapsaddle. Clapsaddle presented the program about his research on the Wet Route of the Trail. To close the meeting, Clara Goodrich led the group in singing a song, "The Battle of Little Coon Creek."

The next meeting is scheduled for Sat., Feb. 2, 1991, at the Santa Fe Trail Center west of Larned. The Center will be open at 6:00 for tours and the meeting will begin at 7:00. Dr. Clapsaddle will present a history of the Santa Fe Trail.

Anyone wanting information on membership or upcoming events should contact Pres. Joanne VanCoev-

ern, 4773 N. Wasserman Way, Salina, KS 67401 (913) 825-8349.



HOOF PRINTS

—TRAIL TIDBITS—

Congress approved a bill which grants federal protection to a 682-acre area surrounding the site of the Civil War battle of Glorieta Pass and permits the Dept. of Interior to acquire the area, with permission of the owners. The battlefield is to be added to Pecos National Historical Park.

Washington, DC, is a crowded place in August, but it is still a small world. While Leo Oliva was there, walking to the National Archives one morning, he ran into Bill Gwaltney, former chief ranger at Bent's Old Fort NHS and now chief of interpretation for the capitol complex in DC. They visited until Bill's ride came, and he said to extend his good wishes to everyone in SFTA.

According to the *Rice-Tremontl Frontier Gazette*, Michael Tatham has been conducting research to verify that the Santa Fe and Oregon trails did pass by the Rice plantation. He is satisfied that they did. The Friends of the Rice-Tremontl Home Association are still seeking funds to secure and preserve the historic property. For more information, contact them at 7113 Harecliff Dr., Kansas City, MO 64133.

If your community has a cemetery in need of repair, David Herold would like to have a chance to bid on the work. He specializes in cleaning and restoring monuments. Contact him at Cemetery Restorations, 5345 Forney Rd., Dallas, TX 75227 (214) 388-5045.

Adrian Bustamante of Santa Fe, SFTA board member and coordinator for the 1989 symposium, has been elected president of the governor's official New Mexico Quincentenary Committee.

Keith Hollinshead, tourism consultant in Colorado, has prepared a proposal for the development of tourism along the Mountain Branch of the Trail in southeast Colorado for consideration by the Trinidad Regional Economic and Natural Resource Development Board. Among the proposals is

a possible visitors' center at Raton Pass.

Mike Pitel, SFTA publicity coordinator, has been appointed to the New Mexico governor's Santa Fe Trail Committee, charged with working out cooperative agreements among the Trail states with the National Park Service.

A class of fifth-graders from Santa Fe recently spent two days on a wagon train field trip to get a feeling for life on the Santa Fe Trail. The students pulled small wagons with their camping supplies for over a mile to their campsite and took only items that were available in Trail days. They concluded that pioneer life wasn't easy.

SFTA member Pauline Fowler, Independence, MO, wrote a column for the latest issue of the Oregon-California Trails Association newsletter, *News from the Plains*, about why Cave Springs in Raytown, MO, was not included among the historic sites in the National Park Service management plan. An authority on Trail history in the area, Mrs. Fowler concluded the plan was correct because no evidence has yet been found to prove that Cave Spring was a stopping place for Trail travelers. Should such evidence be forthcoming, the site can be added later.

Several descendants of Gen. Stephen Watts Kearny now reside in Albuquerque, NM, and some of them came to the defense of their ancestor's good name when Santa Fe newspaper columnist Larry Calloway challenged the "bloodless conquest" during the Mexican War. They may not have changed his mind, but the information was before the public. The descendants also made it clear that the family name is pronounced *KARnee*.

SFTA Ambassador Ralph Hathaway, Chase, KS, has learned that he and his famous Trail ruts, as photographed by Bruce Dale, are presently scheduled to be included in the *National Geographic* article to be in the March 1991 issue. Leo and Bonita Oliva recently had the great pleasure, thanks to the generosity of pilot John Dart, of flying several passes over Ralph's Ruts to take photographs.

SFTA Sec-Treas Ruth Olson was recently elected second vice-president of the Kansas State Historical Society and will move up to president in two years.

CONFERENCE

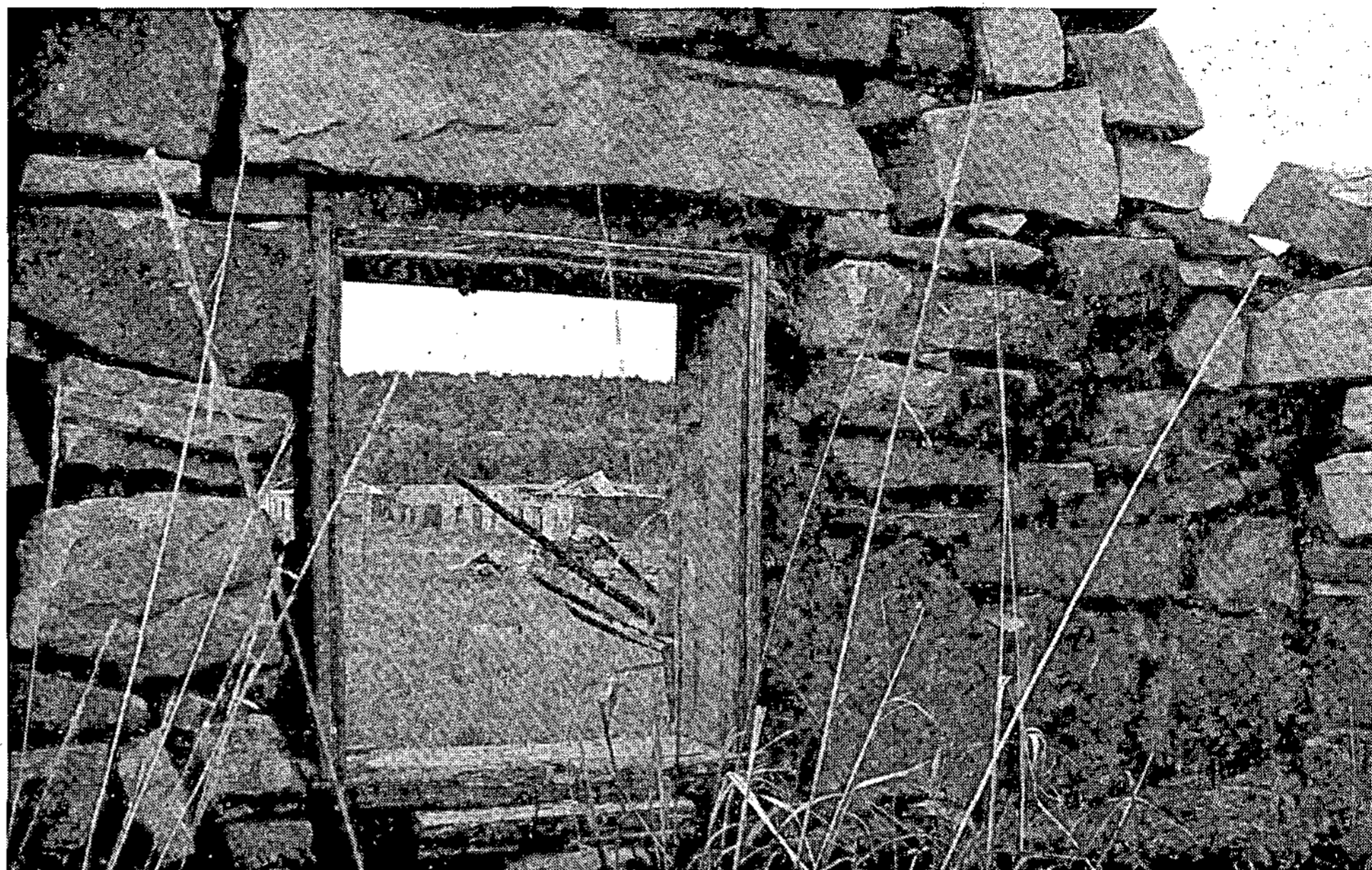
(continued from page 1)

privately-owned site. It was originally a Mexican farming community. During the occupation of Fort Union it was a thriving town, providing diversions for the soldiers. For a few years its reputation was bigger than the village. Now one family lives there.

At San Miguel, the first Mexican community reached by the westbound traders in New Mexico during early Trail years, Elisia and Kathy Bustamante led the group along the Santa Fe Trail to the old custom house and the crossing of the Pecos River. They then followed a circuitous route through the historic village, identifying buildings and historic sites contemporary to the Trail.

Michael Montoya guided a group to several mills and other sites in the Mora Valley. The tour began at the picturesque La Cueva Mill (constructed predominately of adobe), proceeded to the Gordon-Fuss Mill (a wooden structure), then to the stone St. Vrain Mill (soon to be restored), and concluded at the Cleveland Roller Mill which was built after the Trail era but whose parts were manufactured in Enterprise, KS.

Fort Union National Monument offered tours throughout the day, which incidentally provided the conference with the typical late afternoon thunder shower. Everyone connected with this fine conference deserves a special thanks for providing another Trail program in the year when SFTA does not host a symposium. Planners Olsen and Myers hope that another place, perhaps Fort Larned NHS and the Santa Fe Trail Center, will organize a similar program in 1992 devoted to Indians and the Santa Fe Trail, to be followed by a conference at another Trail community in 1994 devoted to Anglo-American traders.



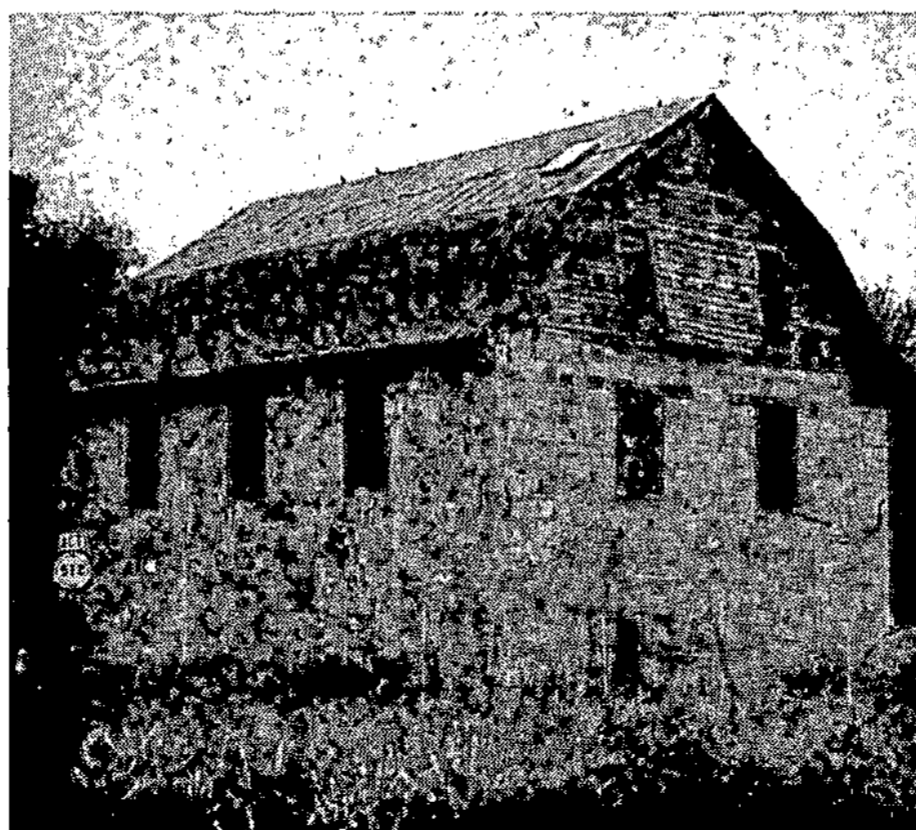
The ghost town of Loma Parda.



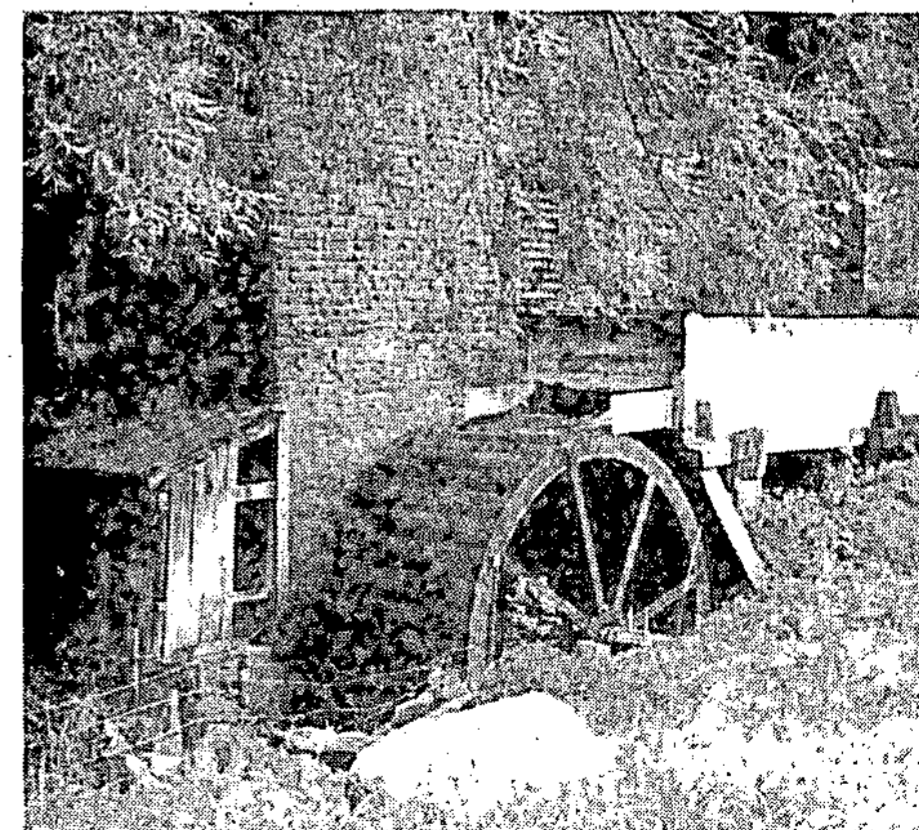
Where the Trail crossed the Pecos River at San Miguel.



Historic church at San Miguel.



St. Vrain Mill at Mora.



La Cueva Mill.



FREIGHTING FOR UNCLE SAM

by Darlis A. Miller

[Darlis A. Miller is professor of history at New Mexico State University, Las Cruces, and the author of the highly acclaimed Soldiers and Settlers: Military Supply in the Southwest, 1861- 1885 (1989). This paper was presented at Fort Union National Monument in June 1990.]

Freighting for Uncle Sam shows the interaction between the frontier army and civilians in the Southwest and along the Santa Fe Trail. This topic shows how crucial civilians were to the success of the frontier army. My research has concentrated on the period of the Civil War to the coming of the railroads, and my presentation pertains to those years.

Freighting for Uncle Sam was already big business by the time of the Civil War. The army simply could not function without the many civilian firms that hauled military supplies across the plains. Contractors would continue to reap profits freighting for the army even as railroads built west and entered New Mexico in the late 1870s. During all these years, however, supply officers voiced complaints about the contract trains.

Captain Frederick F. Whitehead, chief commissary of subsistence for the District of New Mexico, wrote in July 1879: "as in years past the contract transportation in this District, during the fiscal year ending June 30, 1879, has uniformly failed to come up to the requirements of the contracts. During the past year several posts in this District ran short in subsistence supplies owing to unusual delays in transportation. On one occasion a six months supply of many articles of subsistence stores arrived at Fort Bayard, New Mexico 136 days behind time; on another occasion bacon arrived at Fort Bliss, Texas 87 days overdue."

Some officers wanted the army to operate its own transportation. None spoke more compellingly than Colonel Joseph A. Porter, quartermaster at Fort Leavenworth, who in 1865 wrote to Quartermaster General Montgomery C. Meigs that "the system of contracting freight is erroneous. The delays, damages, etc. arising from the careless mode of shipment and want of proper care, will be in a great measure avoided by using nothing but government trains."

But of course the army already had tried running its own wagon trains and

found this system too costly and nearly unmanageable. During the War with Mexico, General Stephen Watts Kearny's Army of the West had been supplied by army-operated wagon trains. Historian Pick Walker has stated in his fine book, *The Wagonmasters*, that inexperience marked the whole operation. Teamsters were disorderly, insubordinate, and inexperienced. No escorts had been provided, so Indians drove off oxen, robbed trains, destroyed wagons, and killed men.

After the war, reflecting on this "unfortunate wartime experience," the army decided to experiment with contract freighting to move supplies more than 700 miles between Fort Leavenworth and New Mexico. In May 1848 the first contract was given to James Brown of Independence, Missouri, to transport an unspecified amount of supplies from Fort Leavenworth to Santa Fe, although government wagons continued to haul some freight as well. But since economy was the watchword of the army, additional contracts were soon signed with civilian freighters. Walker estimates that in the early 1850s, private contractors hauled goods over the plains for about two-thirds the price that it would have cost had government trains been utilized.

By the fall of 1850, the army had established eleven military posts in the military department of New Mexico; nine were located in towns. The policy of garrisoning towns was meant to preserve lives and property and to stimulate the economy. The government soon decided, however, that garrisoning towns was not only expensive but it did not provide the desired protection.

The army's economy years were initiated in 1851 when Colonel Edwin V. Sumner arrived in New Mexico to assume command. He had orders to reduce cost for maintaining the military establishment. Sumner and his superiors believed posts ought to be removed from villages and established closer to Indians country. On the very day he arrived in Santa Fe, he issued orders transferring his headquarters and general supply depot to a site near the junction of the Mountain and Cimarron branches of the Santa Fe Trail. He later explained (in a much quoted passage): "My first step was to break

up the post of Santa Fe, that sink of vice and extravagance." Soon enlisted men were hard at work constructing Fort Union.

Sumner's successor, General John Garland, complained that several forts established by Sumner had been improperly located. Consequently in 1853 Garland transferred commissary and quartermaster stores from Fort Union to Albuquerque, saying that Fort Union was entirely out of position for a depot. Still, Garland found Albuquerque intolerable as headquarters. He called Albuquerque "the dirtiest hole in New Mexico," and had stockpiled supplies there strictly out of military necessity. So Garland returned Army headquarters to Santa Fe.

Even after Garland reduced the military role of Fort Union, most of the stores freighted from the States continued to be transshipped at Fort Union, requiring the maintenance of government trains at both Fort Union and Albuquerque. Until the 1860s, the movement of goods from the general depot and between posts was usually handled by government wagon trains.

The most famous of the firms hauling freight for the army over the Santa Fe trail prior to the Civil War was that of Russell, Majors and Waddell, who in 1855 obtained a monopoly of army freighting west of the Missouri River. Monopoly in government contracting was the exception rather than the rule, however, and in later years numerous freighting firms would share the government's patronage.

Both before and after the Civil War, the army tried to purchase forage and food items in New Mexico to save the cost of transporting these goods across the plains. Still, the military department of New Mexico continued to rely heavily upon Fort Leavenworth for a large portion of the soldier's rations and other supplies. In 1861, however, civil war disrupted military operations throughout the West. Even though most of the fighting and carnage took place east of the Mississippi, western states and territories also were sucked into the maelstrom. The Southern Confederacy, in its drive to establish a coast-to-coast republic, meant to take New Mexico by force.

New Mexicans were unprepared for the disruption caused by the outbreak of the Civil War, but in the months that followed they contributed both man-

power and supplies to the Union war effort. While government agents scoured the countryside for food items, Union officials in Santa Fe coordinated plans to move the department's major supply depot from Albuquerque to Fort Union. During the summer of 1861, New Mexico's quartermaster was hard pressed to find wagons and work animals to transport supplies from Albuquerque to Fort Union and other posts. Eventually he was forced to hire mule trains from private citizens, but even these were unavailable until the merchant caravans arrived from the states.

During the summer and fall, the freighting firm of Irwin, Jackman and Company, headquartered at Leavenworth City, transported government stores from Fort Leavenworth to the new depot at Fort Union. The firm's first train of twenty-five ox-drawn wagons left Fort Leavenworth on May 24, 1861, and arrived at Fort Union about two months later. In following weeks the firm sent fourteen trains to Fort Union over the Santa Fe Trail, most averaging twenty-five wagons and each train carrying more than 140,000 pounds of government stores. The government paid the firm between \$1.30 and \$1.50 per 100 pounds per 100 miles, depending on the season of the year.

Meanwhile, an awesome confusion prevailed at Fort Union. Packages from Fort Leavenworth had been mixed with those sent from Albuquerque, making it impossible to know what supplies were on hand. Government packages were stacked in the depot storehouse, some in piles adjoining the storehouse, others were piled in different rooms at the corrals. It was to be only a matter of time before thieves took advantage of this confusion. By late December, the quartermaster reported that clothing had been stolen from packages piled in the new fieldwork.

Conditions in New Mexico became critical when General Henry Hopkins Sibley arrived in mid-December 1861 at the head of three regiments of Texas-Confederate soldiers. Their advance up the Rio Grande rekindled efforts by Union officials to recruit volunteers, organize the militia, and collect supplies from the surrounding countryside.

With Sibley moving north, Chief Quartermaster John C. McFerran's major concern was to concentrate supplies at Albuquerque and Fort Craig for use of Union troops. But McFerran lacked transportation, and shipments for Albuquerque were left standing in Fort Union storehouses for lack of wagons and draft animals. On Febru-

ary 10, 1862, McFerran complained that "not a mule wagon or team can be purchased or hired within 100 miles" of Fort Union.

Despite these obstacles, McFerran continued purchasing and forwarding supplies. He was still ordering grain south to Albuquerque as late as February 26, five days after Confederate forces defeated Union troops at Valverde ford, six miles above Fort Craig.

On February 28, after receiving news of the battle, McFerran began recalling supply trains sent to Albuquerque. He said there was no cause for alarm; with energy and promptness all public property could be saved. But he was mistaken. The Texas advance up the Rio Grande was too rapid and Union mule trains too few to remove all government supplies to safety. What remained at places like Polvadera, Belen, Albuquerque, and Santa Fe was destroyed.

The Texans continued their advance up the Rio Grande and on March 28 met defeat on the Santa Fe Trail at Glorieta Pass. But even after Sibley decided to evacuate New Mexico, the Union army faced grave problems of supply. McFerran informed Quartermaster General Meigs in April that the department was in deplorable condition: "Most of our supplies have been consumed, captured, or destroyed." Grain was exhausted in the area of troop movements, and little forage could be obtained for animals. Since most military transportation was broken down and unfit for service, the army seized private trains to reestablish posts and depots.

Within three months of McFerran's report, however, New Mexico would have an abundance of military stores. Three government ox trains and one belonging to Irwin, Jackman and company arrived from Fort Leavenworth in mid-June, each containing 25 wagons. The four trains together carried more than 500,000 pounds of subsistence, clothing, and camp equipment. In following months Irwin, Jackman and Company dispatched 18 additional wagon trains to Fort Union, and the government sent two. For the remainder of the war years, Union officials in New Mexico relied heavily on local contractors to provide subsistence and forage; and for three of these years, the Irwin company dominated army freighting.

Reducing transportation costs was the goal of every supply officer, for the expense of transporting supplies to western garrisons often increased the original purchase price five- or six-fold. General William T. Sherman in 1869 emphasized the high cost of

maintaining troops in New Mexico, stating it was two or three times as great as on the Kansas and Nebraska frontier. Cheap transportation would have to await the coming of railroads, but some reductions were possible by encouraging competition among contractors and by changing routes and modes of supply.

Still, transportation costs remained high in the final days of the Civil War. During the summer of 1864 freighter Andrew Steward of Ohio was paid \$1.97 per 100 pounds per 100 miles for transporting army supplies to Fort Union. But Indian warfare that year disrupted travel. Colonel McFerran, who crossed the plains in midsummer, reported that wagon trains were camped all along the route unable to proceed because of lack of protection or loss of stock to Indians raiders. "Every tribe that frequents the plains is engaged in daily depredations," he reported, and warned that unless prompt action were taken military supplies would be cut off. The increased danger may account for the higher rates paid the following summer to freighter William S. Shewsbury of Council Grove, Kansas, who received \$2.05 per 100 pounds per 100 miles for transporting supplies to Fort Union between May and September 1865.

Shewsbury also benefited from military measures instituted to protect overland travel. In March 1865 General James H. Carleton, commander of the Department of New Mexico, initiated a system for escorting wagon trains, offering military escorts on the first and fifteenth of each month for merchant trains traveling between Fort Union and Fort Larned, Kansas. The army also increased the number of troops stationed on the Santa Fe Trail. The following year the cost of freighting government stores fell dramatically, partly because the Kansas Pacific Railway was advancing west, reducing both time and expense of overland freighting. Between May 1 and September 30, 1866, George W. Howe, of Atchison, Kansas, transported supplies to Fort Union for \$1.38 per 100 pounds per 100 miles (down from \$2.05).

In his 1865 report to Secretary of War Edwin M. Stanton, Quartermaster General Meigs gave some indication of the magnitude of overland freighting. He reported that in July travelers on the stage from Denver to Fort Leavenworth, a distance of 683 miles, had never been out of sight of wagon trains, "belonging either to emigrants or merchants who transport supplies for the [government and interior settle-

ments].” Meigs reported that for the fiscal year ending June 30, 1865, contractors carrying supplies to Fort Union and the interior posts of New Mexico had received about \$1½ million dollars—this was a third of the total cost of maintaining troops in the territory. Meigs confidently predicted that military expenses would decline with the westward extension of railroads.

Supply officers frequently pointed to another means for reducing expenses—better packaging of commissary supplies to reduce losses incurred in shipping. Chief Quartermaster Herbert M. Enos testified in 1865 that during the previous eight years 75 percent of hams sent to New Mexico in gunny sacks had been condemned. He claimed that the only good hams received had been sent in boxes. Two years later Chief Commissary Charles McClure recommended packing bread in boxes rather than in barrels to avoid losses.

Other losses occurred through theft. On the long march from Kansas, teamsters pilfered almost everything—for their own use and to sell later at a profit. Army Inspector Andrew W. Evans claimed that canned fruits invariably were opened on the road because freighters found this a cheap means of feeding their hired help. “Nothing will stop this practice of breaking bulk,” Evans suggested, “but making it too expensive for them.” General Carleton had recommended in 1865 that freighters be charged three times the cost of the missing article. In later years contractors would pay three times the original cost of the stolen item plus three times the cost of transporting it to New Mexico. Even so, stealing could not be eliminated.

Freighting rates continued to fall as railroads advanced west. On April 4, 1867, John E. Reeside of Montgomery County, Maryland, received a contract to haul freight from Fort Riley, Kansas, or another designated post on the railroad to Fort Union, New Mexico, for \$1.28 per 100 pounds per 100 miles between April and September, when most of the freighting would occur, and \$2.34 during the other months. Rates varied only slightly the following year.

From the mid-1860s to the end of the decade, the army awarded most contracts for transporting supplies from Fort Union to the interior posts to local residents. The contract awarded Epifanio Aguirre on June 1, 1864, called for him to freight 5,000,000 pounds within the department at \$2 per 100 pounds per 100 miles during peak freighting months and \$2.25 the other months. The *Santa Fe New Mexican*

called Aguirre “the first large Mexican contractor” in the territory. He is a good example of the Hispanic capitalist who tapped into the military’s reservoir of federal dollars.

Epifanio’s father, Pedro Aguirre, had freighted in Chihuahua before moving his family to Las Cruces, New Mexico, in 1852. Eventually Epifanio and his three brothers became partners in their father’s business, freighting on the Santa Fe Trail and in Chihuahua. Epifanio completed his contract by the end of January 1865, and in later months he carried additional freight for the army. For his services he was paid a total of \$138,177. There is no way of knowing how much Aguirre cleared on his contracts. The local press reported a sizable loss in December when Navajos stole eighteen of his mules valued at \$3,500. Epifanio’s bid for freighting army supplies between June and November 1865 was rejected in favor of one submitted by William H. Moore, sutler at Fort Union, who agreed to transport stores from Fort Union to Forts Sumner and Bascom at \$2 per 100 pounds per 100 miles and from Fort Union to the other posts at \$2.50. In later years the Aguirre brothers transferred their business interest to Arizona and Sonora, Mexico.

Vicente Romero of La Cueva, New Mexico, was another Hispanic resident who freighted for the army. During the spring of 1866 the quartermaster’s department hired six of Romero’s teams and wagons to transport enlisted men and baggage to Fort Leavenworth. Romero was asking \$8 a day for each wagon. Two years later Romero served as surety on the bid George Berg submitted for transporting army supplies between April 1868 and March 1869. Berg, who farmed near Fort Union, was not an experienced freighter, and his low bid of \$1.03 per 100 pounds per 100 miles raised doubts about his ability to do the work. Because his two bondsmen were known as reliable men with combined assets of \$100,000, Berg was awarded the contract. Together the three men owned at least one hundred teams.

By the time the contract expired, Berg’s inadequacy as a businessman was apparent to military officers. In April 1869 a board of officers recommended that Berg forfeit \$2,220 for unexplained delays in delivering supplies to Fort Craig. According to the contract, time of delivery by ox teams was not to exceed fourteen days per 100 miles, and a penalty was stipulated of \$5 per day for each team exceeding this limit. Three of Berg’s teams arrived at Craig 46 days late and six had been 51 days late. This was

only one of several delays that had occurred while Berg was contractor.

The army usually did not assess penalties for delays caused by acts of nature. Consequently contractors gathered as much evidence as possible to justify their tardiness. The testimony that Alexander Grzelachowski submitted in 1869 reveals some of the arrangements contractors made in completing their contracts. Polish-born Grzelachowski had arrived in New Mexico as a young priest with Bishop Lamy in 1851. He later relinquished his priestly duties and entered the business world. Toward the end of 1868, while operating a mercantile store in Las Vegas, Grzelachowski submitted the lowest bid (\$1.23) for transporting supplies from Fort Union to the interior posts for the year ending March 31, 1870.

Once the transportation contract was his, Grzelachowski subcontracted most of the work. He arranged with Juan A. Sarracino of Valencia County to haul supplies from Fort Union to Fort Wingate, a distance of 270 miles, for \$1 per 100 pounds per 100 miles. He subcontracted with C. Ramirez y Chavez to transport supplies 345 miles to Fort Selden. When Ramirez y Chavez was thirteen days late in delivering his cargo, Grzelachowski had to submit affidavits to avoid paying a penalty. Testimony showed that after the subcontractor left Fort Union with three loaded wagons, he ran into a snowstorm that halted travel for two days. Rains and additional snowstorms caused further delays. When the wagons reached the Rio Grande, high water prevented them from crossing. The owner of a boat refused to carry them across because of strong winds, so they remained on the bank four or five days. At Lemitar the oxen gave out, and Ramirez y Chavez turned over the freight to another Hispano, who delivered it to Fort Selden. According to Grzelachowski’s contract ox teams were required to make the trip to Selden in forty-nine days; his teams had been sixty-two days on the road. Because the delays had been unavoidable, Grzelachowski probably was not assessed a penalty.

Supply routes and policies changed rapidly with extension of the railroad. By the end of October 1870 when General John Pope, commanding the Department of the Missouri, penned his annual report, the Kansas Pacific Railroad was completed to Denver. Kit Carson, on its main line in eastern Colorado, was only 280 miles from Fort Union and would serve as the primary transshipment point for New Mexico posts until 1873. Pope envi-

sioned great savings for the government, and among his many recommendations was one to break up the depot at Fort Union. It would be cheaper and easier to haul supplies from Kit Carson direct to each post than to have supplies delivered at Union Depot and reshipped from there.

In line with Pope's thinking, Lieutenant Colonel Langdon C. Easton, chief quartermaster for the Department of the Missouri, had issued instructions early in October to supply posts in New Mexico directly from the railroad and not from Union Depot. The wagon transportation contract awarded in the spring reflected this change. Contractor Eugene B. Allen of Leavenworth City agreed to transport government supplies from points of the Kansas Pacific Railway to posts in New Mexico, as well as carry supplies from Fort Union to any other post in the interior. By 1876 an official in the Department of the Missouri would observe: "Fort Union is now nearly valueless as a depot of supply for the District of New Mexico, almost all the stores for the District being shipped hence direct to the New Mexican posts."

The military installation at Fort Union slowly deteriorated as both its military and supply functions declined. Major James G. C. Lee reported in 1881 that only one company of infantry garrisoned the post, hardly sufficient to care for buildings and property. The unoccupied rear two sets of barracks with cavalry stables and sheds were fast going to ruin. Two of the depot's mammoth storehouses, he observed could be taken down, and there would still remain room for "more property than is likely to be ever stored there again."

Between 1871 and 1879, the year the Atchison, Topeka and Santa Fe steamed into Las Vegas, the majority of contracts for freighting stores to the New Mexico posts were held by Kansas freighters—Eugene B. Allen, Henry C. Lovell, and Edward Fenlon. F.F. Struby, who held contracts in 1878, listed his residence as Garland, Colorado. Contractors usually employed forwarding and commission houses to oversee their business at the new railroad shipping points. The two largest firms handling freight for New Mexico were Otero, Sellar and Company and Chick, Browne and Company. The rival companies moved from place to place as railroads extended their tracks. Miguel A. Otero, former New Mexico territorial delegate to Congress, and John P. Sellar began business in 1867 at Fort Harker, Kansas, then terminus of the Kansas Pacific. The firm moved in rapid succession to

Ellsworth, Hays City, and Sheridan in Kansas, and finally to Kit Carson, Colorado. These end-of-tracks railroad towns were filled with gambling houses, dance halls, saloons, and bordellos, catering to a large unattached male work force. In Kit Carson the Otero and Chick companies employed about one hundred young male clerks.

In 1871 Eugene B. Allen employed Otero, Sellar and Company to assemble and distribute freight from Kit Carson; the following year Allen hired Chick, Browne and Company. Both commission houses moved to Granada, Colorado, in the fall of 1873, about the time the Atchison, Topeka and Santa Fe reached that point in the Arkansas Valley. These commission houses usually maintained their own agents at interior posts like Forts Union and Craig to take care of daily problems in moving government freight—including hiring local freighters to haul supplies between military posts.

A handful of Las Vegas merchants in later years managed much of the army's freighting. Marcus Brunswick, long-time Las Vegas resident, served as agent for freight contractor Edward Fenlon for a two-year period ending June 30, 1882. The following year, 1882-83, Brunswick himself held the contract for supplying Fort Stanton from Las Vegas—his rates were \$2.50 per 100 pounds for the entire distance of 182 miles. At this time Brunswick was one of the largest military contractors in New Mexico, holding contracts in 1882 to furnish grain to at least seven different posts.

Brunswick's sureties on the Fort Stanton freight contract were Trinidad and Eugenio Romero, members of one of the most prominent Las Vegas pioneer families. Both Romeros became heavily involved in New Mexico politics. Trinidad, for example, was elected New Mexico's delegate to Congress in 1876. The brothers learned the freighting business from their father Miguel, who in 1851 started freighting between St. Louis and Las Vegas. In 1874 the Romero brothers, then partners in the mercantile firm of T. Romero and Brother, served as agents for freight contractor Eugene B. Allen.

The Romero brothers also furnished a train of twenty-four six-mule teams in 1874 to accompany the command of Major William R. Price, 8th Cavalry, on the Red River Campaign of 1874-75. This was the campaign that ended Indian warfare on the southern plains. And success came despite the fact that transportation contractors repeatedly failed to move supplies on time. The Romero train, however, "rendered

faithful service," according to one officer who was present.

During the fiscal year ending June 30, 1877, the quartermaster department reverted to its former practice of transporting all supplies for New Mexico to Fort Union and from there re-shipping them to the interior posts. Trinidad Romero was awarded the contracts for freighting between Union and the other posts. Though Romero had satisfactorily completed his earlier contracts, the army found the old system objectionable and resumed direct shipments at the end of the contract. With an eye to the future the Romero family soon gave up government freighting to concentrate on merchandising. In 1878 Miguel Romero and sons founded the Romero Mercantile Company, opening a large two-story store on the plaza in Las Vegas.

The Romeros had anticipated the commercial boom that the Atchison, Topeka and Santa Fe Railroad triggered in Las Vegas in 1879. The railroad and its attendant businesses would pour nearly a million dollars annually into the Las Vegas region. New business houses opened in both the old town and in the new East Las Vegas that sprang up along the railroad tracks. Otero, Sellar and Company relocated near the railroad depot in East Las Vegas soon after the tracks were laid. In 1881 the firm was taken over by Jacob Gross and associates under the name of Gross, Blackwell and Company.

Jacob Gross had started as bookkeeper with Otero, Sellar and Company in 1867 and had followed the firm on its successive moves. Government freighting had continued to be a large part of the company's business. In 1876 the Denver and Rio Grande, building south from Pueblo, reached El Moro, Colorado, five miles north of Trinidad, and the firm relocated there. Gross received the contract that year in his own name to haul government supplies from El Moro to Fort Union, a distance of about 100 miles, for \$1 per 100 pounds for the entire distance. Two years later, 1878, Gross held the contract to haul government supplies 328 miles to Fort Stanton from El Moro for \$2.85 the entire distance.

Provisions of this contract illustrate conditions under which contractors carried out their obligations during the 1870s. Gross not only was required to transport government supplies from El Moro to Fort Stanton but also to carry goods to any place located not more than 250 miles from the line of the route. He was required to have an agent at El Moro, Fort Union, and Fort Stanton, or at any other place on the

route designated by the army. He would receive from five to twenty-five days' notice of the quantity and kind of stores to be transported at any one time.

Gross agreed to provide mule or horse trains (rather than ox trains) whenever the department or district quartermaster judged it necessary for shipping subsistence stores or in other emergencies. For this special transportation Gross would receive 25 percent above the regular contract rate. Delivery time was not to exceed eight days per 100 miles for horses and mules or twelve days per 100 miles for ox trains. For delays chargeable to the contractor, Gross would pay \$1 per day for every thousand pounds of stores. When trains were detained more than two days by order of an officer, Gross would receive a similar amount. Upon the arrival of the contractor's train at its destination, a board of officers would convene to investigate any deficiencies or damages in the stores transported.

During the 1870s ox trains probably transported more government freight than either mule or horse trains. Oxen were cheaper than mules or horses, pulled better in mud and sand, and did not require grain. The district's chief commissary officer in 1875 estimated that ox teams brought 90 percent of subsistence stores to New Mexico.

Even though extension of railroads shortened wagon hauls, delays in receiving supplies at interior posts seemingly were as frequent in the late 1870s as they had been a decade earlier. Bad roads and weather caused most of the trouble, especially for wagons traversing Raton Pass on the New Mexico-Colorado border. During the early years of freighting to Santa Fe, the route through the Raton Mountains was so steep and rough in places that wagons had to be lowered down by rope. Uncle Dick Wootton made improvements and opened a toll road through the pass in 1866. Although less perilous than before, the pass still remained an obstacle to wagons.

Military correspondence barely suggests the human suffering that occurred when wagons were delayed in the mountains. In notifying headquarters of probable delays because of storms and bad roads in 1877, Captain Frederick Whitehead reported simply: "I am advised that the train which left El Moro on April 18 had not passed the Raton Mountains on May 3rd."

There is more information about the ox train that Otero, Sellar and Company dispatched from El Moro in February 1878. The train was carrying

subsistence and quartermaster stores for Fort Stanton, and it was required to make the trip in 27 days. Silvester Chaves and another man with the train later testified that snowstorms had delayed them 22 days in Raton Pass and 8 days at Anton Chico, about 25 miles south of Las Vegas. They were detained three more days near Patos Springs in Lincoln County when they lost their oxen. Snowbound, the freighters had broken into government cargo. From deficiencies later charged to contractor Eugene B. Allen, it appears that the men helped themselves to warm clothing—boots, trousers, and shirts—and consumed a fair amount of flour, bacon, ham, and prunes. The train was en route 83 days. A board of officers accepted Chaves's testimony but recommended that Allen be charged for 23 days' delay. The fee for delays, added to triple the cost of the missing stores, amounted to a hefty \$1,665.

Soon steel rails would crisscross New Mexico, shortening the wagon haul to even isolated posts like Fort Stanton. Military officers were among the nation's most enthusiastic promoters of railroads. Commanding General William T. Sherman in his 1880 annual report attributed the progress of settlement west of the Mississippi to the soldier, the pioneer and "to that new and greatest of civilizers, the railroad."

In 1878 the Atchison, Topeka, and Santa Fe began construction across Raton Pass. It surmounted the summit in December and reached Las Vegas in July 1879. The entire town turned out on the 4th of July, along with a brass band and reception committee, to greet the arrival of the first regular passenger train.

For the army, the arrival of the railroad in New Mexico heralded important changes in the system of supply: transportation costs declined, wagon hauls grew shorter, and cheaper Kansas grain supplanted the local product. An immediate concern of the district quartermaster, however, was keeping pace with construction crews as they extended rails down the Rio Grande Valley. Supplies shipped from the East were invoiced to the end of the railroad tracks. Since that point constantly shifted during the two years of construction, the quartermaster's department employed civilian agents to receive and forward supplies at key points on the line.

Railroad transportation also allowed faster and more frequent shipment of army subsistence stores, reducing much of the spoilage, loss, and deterioration associated with long wagon hauls. By 1885 nearly all posts within

the District of New Mexico were located within twelve miles of a railroad station. The longest wagon haul was 118 miles to Fort Stanton, which received freight from Lava, New Mexico, on the Atchison, Topeka, and Santa Fe.

Even with railroad transportation, however, washouts, snow blockades, and mechanical mishaps sometimes delayed supplies in reaching their destination. The flood of 1884, the worst in anybody's memory, seriously disrupted railroad travel between Albuquerque and Las Cruces. The spring thaw following unprecedented winter snows in southern Colorado caused the Rio Grande to rampage down the valley, destroying hundreds of homes, injuring crops, and tearing out bridges and railroad tracks. At one point the commanding officer at Fort Craig reported that San Marcial, the railroad station five miles from the post, was almost completely under water.

With the coming of the railroads, the army began importing cheaper forage and subsistence stores from the East. An era was passing. By 1885 the commissary department was importing almost all subsistence stores, purchasing in New Mexico only beef and small amounts of salt and potatoes. The same trend was evident in the quartermaster's department. On September 2 of that year the commanding officer of New Mexico received this message from department headquarters: "Contracts for hay and grain for posts generally in New Mexico have been awarded to non-residents of that territory for the reason that the bids were lower."

In summary, before the arrival of railroads, overland freighting was a major industry, and the federal government was one of its biggest customers. Indeed, freighting became a mixed enterprise, one in which the government combined with private investors to advance settlement and economic development. But the building of steel rails across the continent caused the demise of large freighting firms and radically changed the method of supplying the Southwest garrisons. Railroads allowed the importation of less expensive forage and subsistence stores. Supplies were shipped more frequently and arrived in better condition than before. Expensive freighting hauls were all but eliminated. Unchanged, however, was the entrepreneur's desire to profit from the army's presence. Even though local suppliers found less opportunity to sell to the army with the coming of railroads, government contracting would remain a cornerstone of the region's economy in the twentieth century.

SFNHT PLAN

(continued from page 1)

In late September and early October, I met with state agency officials in the five Trail state capitals to begin negotiation of agreements to establish state and federal roles in Trail management. The meetings were well attended, and the discussions were very positive and productive. Each state will have its own way of arranging for such an agreement, and we will work with each other over the next several months to secure the agreements. Another important agreement will focus on the relationship between the SFTA and the NPS. A revised draft agreement was offered by us to the SFTA board of directors at its May meeting, and we hope to conclude the agreement by the end of this year. These agreements form the partnerships necessary to reach our objectives.

One of the quickest ways we hope to promote public recognition of the Trail and help develop more support is to get the tour route marker signs up along the designated highways. By having a consistently marked route across the five Trail states, we will have created the image of an integrated Trail system. Obviously, we have to fill in the "tour" with places to see and things to do on the actual historic Trail, and this is where your initiatives to get local sites or segments certified will be vital in the months ahead. Unfortunately, we have reached an impasse now with the Federal Highway Administration. It does not like the wagon and oxen symbol. The matter will be presented to the Trail Advisory Council when it meets in La Junta, Colorado, on November 15-16. We are encouraged by state highway department officials and others who support the proposed auto tour route markers. We hope to reach agreements soon.

On the whole, we are pleased with the positive responses on the draft demonstration certification agreements with several selected sites. The landowners and site managers for Autograph Rock, OK, Boggsville, CO, Santa Fe Trail Center, Larned, KS, and Charlie's Ruts, KS, have all been supportive, and certification details should be finished by the time you read this. The directors of the Fort Union Ranch in New Mexico have opted not to seek certification, and have invited us to pursue discussion of an easement purchase as proposed in the comprehensive plan. The South Kansas City Segment (Lou Schumacher's) is coming along nicely, with strong city support for a Trail green way that can connect with an existing

city trail network, but certification will be some time off, pending Lou's generous donation of the corridor to Kansas City and agreement on city management plans. The demonstration agreements will serve as models for future requests for official Trail certification. Before Christmas, forms and explanatory materials will be available for use in applying for certification. So after January 1, 1991, we should be geared up and ready to help you in this regard.

The interpretive prospectus, a conceptual guide to the development of educational media (exhibits, publications, audiovisual material, etc.), is coming along well and should be completed by Spring 1991. From it, we will be able to envision possibilities for NPS media assistance at your sites and facilities and get a sense of the planning and design factors, funding factors, and time factors involved in developing first-rate media for the Trail. It will also address technical assistance that the NPS can provide, including workshops on interpretive skills. No matter what the means of communication, one of the key factors in maintaining the public perception and image of a coherent Trail system is to have a well-designed family of media to draw upon, with emphasis on the "family." This is the first national historic Trail to undergo such media planning. It's exciting to explore uncharted waters but we are anxious to avoid possible mine fields.

We are working with SFTA to develop an important publication on preservation guidelines. It will be a layman's guide to historic preservation and will help site managers to preserve the Trail's cultural resources.

A Trail brochure, including a basic map and general information about the Trail's history and current status, is in draft form and will be available early next year. It is interim in nature and will be supplanted in a year or so with a full-color version. This should help with visibility needs.

A brochure on landowner/visitor use is in draft stage and will be ready in early 1991. It will cover user ethics for Trail visitors and issues like resource protection, owners' rights, and safety.

We are optimistic that we will get funding this year to do a basic slide/video introductory program that will provide a Trail overview and focus on its multi-cultural heritage. Such a program could be made available for showing at facilities all along the Trail within a year. Long-term, we hope to do a quality orientation film suitable for theater type presentation.

We have had discussions with the

National Park Foundation regarding trademark registration of the Trail logo for commercial licensing purposes in exchange for their establishing a SF-NHT fund. The Foundation, while a private, non-profit entity, is specially charged by Congress to raise funds for NPS programs. The concept, if pursued, would allow us to approve of specific logo licensing proposals while royalty or other revenues would accrue to the fund subject to the Foundation's management fee. The Trail's Advisory Council will be consulted about this proposal in La Junta, as well as about the notion of creating a "Friends of the Trail" group that would help raise funds for the Trail.

A contract was let in August to Susan Calafate Boyle of Colorado to undertake a research study of the Hispanic role in Trail history. Our regional historian, Neil Mangum, is also working on an agreement with the New Mexico State Historic Preservation Office, by which it would help execute the Historic Context Study. That study will help to nominate Trail sites and segments to the National Register of Historic Places, and will be done in cooperation with the State Historic Preservation Officers (SHPOs) of the other Trail states.

After the agreements between the states and NPS are completed, we will invite folks from the state tourism offices to meet and develop cooperative strategies for promoting the Trail. Now, the NPS is not in the economic development business; other agencies do that. Coordinated marketing can greatly contribute to that public image of a well-managed Trail system, and that image is what we want to take pride in and work to protect. So, what's in it for the NPS? Tourism promotion can stimulate public visitation to the Trail, and we want that in many instances. We are supposed to be providing public benefits through outdoor recreation and educational opportunities. But also, having access to such a coordinated interstate effort will help us all get our educational messages across to the public, particularly information about resource stewardship and ethical visitor behavior, and about otherwise fostering respect and appreciation for cooperating landowners and other Trail managers. As well, coordinated marketing can help us to de-emphasize public visitation to sites where resources and our cooperative relationships may be adversely affected.

These are the major things we are working on. What can you do now to help? I would suggest that you read up on the Trail plan, if you haven't al-

ready, and get a good conceptual grounding in what we can do together. Popular institutional jokes notwithstanding, we really do want to help you. That is part of our job as Trail "administrator" but as highfalutin as that word may sound, the day-to-day hands-on management of the SFNHT rests with you, be you a landowner, a group, or a government agency. We will work with you in partnership to develop a grass-roots-managed Trail system that is nationally and internationally recognized as a first-rate resource worthy of national historic trail status.

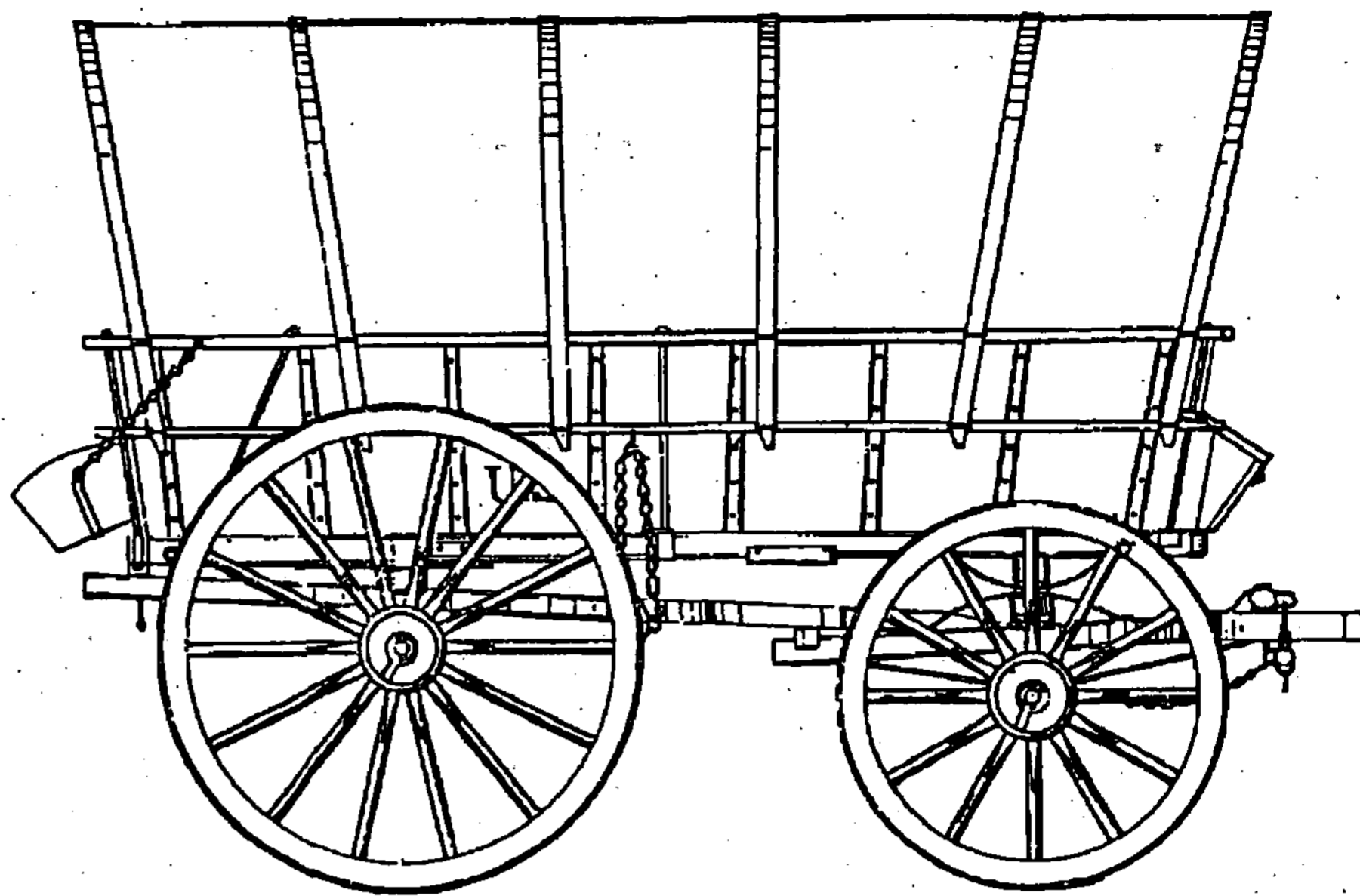
To the general public, the Trail experience will be largely perceived as a consistent and well-managed and well-operated system but without an overt NPS presence (except, of course, at NPS areas.) The kinds of things we will do will ordinarily take place behind the scenes, but I see the SFNHT as a unit of the NPS with the same objectives being pursued as those for a Yellowstone or a Statue of Liberty. The only difference will be a radical change in the concept of institutions and the acceptance of what I call the "inside-out park." It's a park where there is no fixed boundary and no single entry portal; where the diverse resources are not in one institutional ownership, where the resource stewards and ambassadors of goodwill and hospitality don't wear uniforms, but ordinary clothes; and where visitors come not only to take pictures of and immerse themselves in resource values, but also to take away memories of friendly people from diverse backgrounds and cultures doing an uncommonly good job of being themselves, caring for their pieces of our collective heritage, and unselfishly sharing with others. It's a park because while there is no physical boundary, there is a parameter of quality and consistency that sets its places apart from the everyday experience and holds them together.

Will the Santa Fe National Historic Trail be to the national trail system what the *Field of Dreams* was to baseball? Most definitely . . . wasn't *Field of Dreams* a true story? But let's not get carried away just yet. One thing for sure, though, if we all work together to build it, "people will come."

[Even though someone has reportedly been selling them for as much as \$15.00 each, copies of the Santa Fe National Historic Trail Comprehensive Management and Use Plan are available at no charge while the supply lasts. Write David Gaines, Chief, Branch of Trails, Southwest Region, National Park Service, P. O. Box 728, Santa Fe, NM 87504-0728.]

FORT UNION TO RECEIVE REPLICA FREIGHT WAGON

by T. J. Sperry



[T. J. Sperry is ranger historian at Fort Union National Monument.]

THE Southwest Parks and Monuments Association (SPMA) of Globe, Arizona, has provided a grant to Fort Union National Monument to acquire a full-scale replica of an historic army six-mule wagon. First introduced in the early 1850's, the six-mule army wagon quickly became the standard vehicle for hauling U. S. military goods. While the government relied chiefly on contract wagon trains for long distance supply operations, six-mule army wagons were used on the Santa Fe Trail by the quartermaster department for moving some supplies from Fort Leavenworth to Fort Union.

At Fort Union, post and depot quartermasters maintained large numbers of the army wagons and employed equally large numbers of civilians as mechanics and teamsters to keep them rolling. This early "motor pool" concept was necessary to transport baggage and supplies of troops changing station or campaigning against Indians. In the case of the Fort Union Quartermaster Depot, most of the goods brought down the Santa Fe Trail were redistributed to posts in New Mexico, Colorado, and Arizona by army wagon trains using the six-mule wagon. Up to the 1880's the transportation yard at Fort Union Depot included close to 100 wagons in its inventory.

Fort Union Superintendent Harry Myers said, "This wagon is important for our interpretation of both Fort Union and the Santa Fe Trail. Most of our visitors come here seeking the Trail

and its story, and we can't think of a better way to help them visualize just that. The army six-mule wagon had no seats. It was designed for one thing and that was hauling supplies and freight. It will impress upon the visitor the fact that these wagons were not carrying emigrants, that the story of the Santa Fe Trail lies in the wagons being loaded to the bows with boxes, bags, and bales. We have a good start on a representative load of freight and, funds permitting, will increase that to the point where people get the idea with one glance." Delivery of the wagon is expected for the summer of 1991.

The donation was approved by SPMA's board of directors at their annual meeting in October. Myers stated that "cooperating associations like SPMA are of tremendous assistance to the entire National Park system. Without their support, interpretive media like this wagon would not be possible. SPMA has recognized the importance of the Santa Fe Trail and this donation certainly underscores their commitment to the Trail."



New sign at Offerle, Kansas.

WOOTTON'S TOLL GATE AT RATON PASS

by Richard Loudon

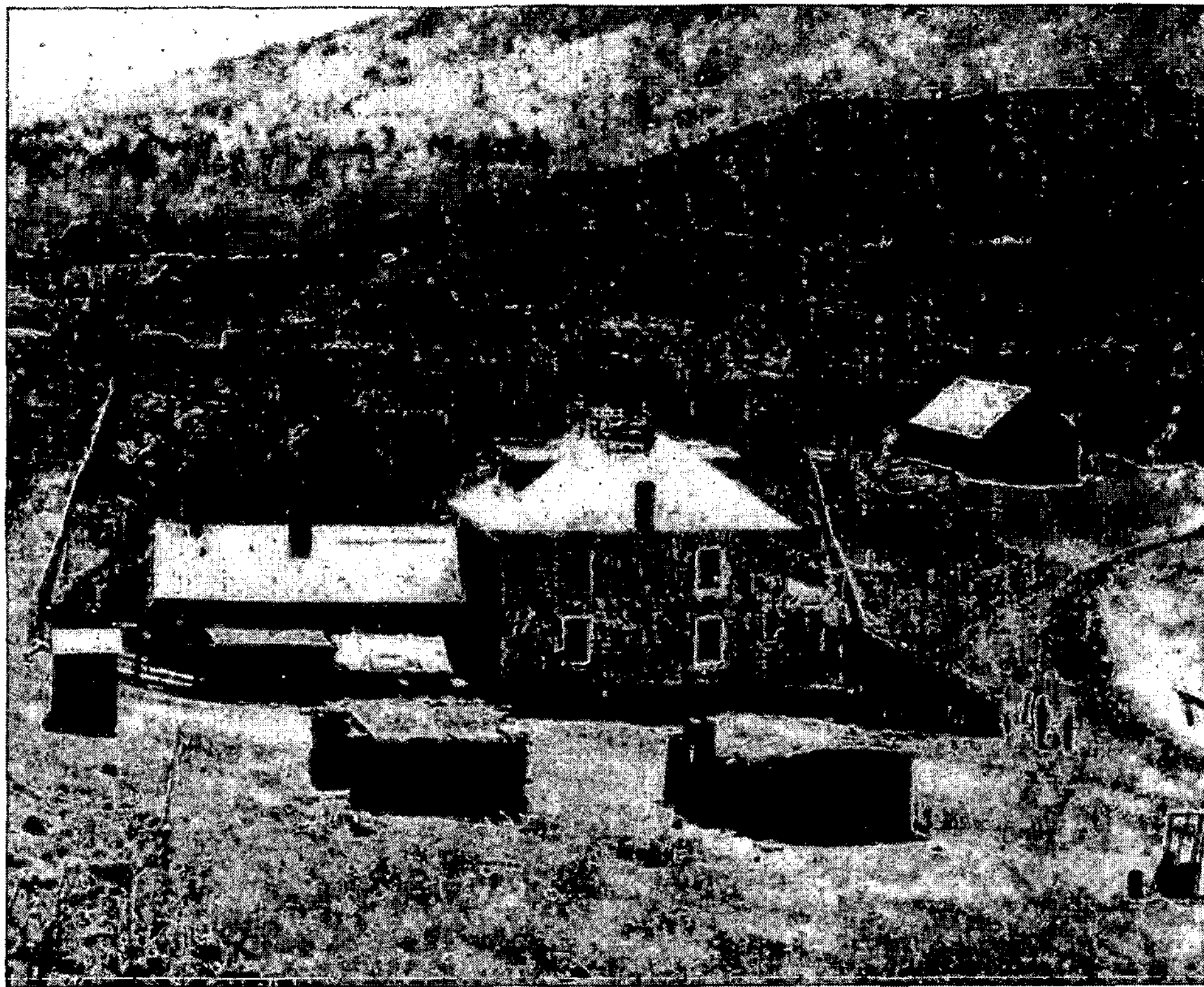
[SFTA member Richard Loudon is a rancher near Branson, Colorado, and a student of the Santa Fe Trail in the region.]

Artist Lois Dvorak's recent calendar art rendering of the confrontation between cowman Charlie Goodnight and Uncle Dick Wootton over the price of trail-herd cattle passing through the old mountain man's toll station at Raton Pass posed the question as to just exactly how the road was blocked to travelers. For lack of conclusive evidence, the artist depicted it as a swinging gate.

That may not have been authentic, but the evidence about the gate is somewhat vague and conflicting. The type of device may have changed over the years. By the end of the Civil War Richens Lacy Wootton, commonly known as Uncle Dick, had been a frequent traveler of the Raton Pass route for many years and realized the potential of upgrading it as a toll road. In 1865 he applied for a charter from both Colorado and New Mexico, and each territory granted him exclusive rights. In the spring of 1866 he abandoned his farming operation near Pueblo and began work on his toll road.

J. M. Madrid, prominent citizen of the Trinidad area who served many years as an educator and legislator in Colorado, was interviewed in 1933 and spoke of his acquaintance with the toll gate during his early years as a freighter on the Santa Fe Trail. According to Madrid, he freighted by ox team from Kit Carson to Trinidad and later from El Moro to Las Vegas and Cimarron. Madrid said he made his first trip through the toll station November 5, 1874, and made seven more trips through the pass up through 1879, the year the toll station was discontinued because the railroad was in operation through Raton Pass. Madrid also made reference to the commission houses of Otero, Sellar and Co., Chick, Browne and Manzanares, and Bartells Brothers.

Madrid stated that the toll station barrier was a chain stretched across the road. The certified interview recorded: "He visited the place where the gate had been; this was on July 26, 1933. He stood on the exact spot where fifty-nine years before the old chain had stretched across the road. . . . In the picture enclosed [photo no longer available] the chain extended from the gate in front of the Wootton home to the old tree across the road. If you will place the picture of the house on the



Uncle Dick Wootton's home and toll station located at Raton Pass on the Mountain Branch of the Santa Fe Trail. Photo is not dated but the railroad can be seen in the background. (Photo courtesy of Mark Gardner.)

left you will receive an accurate impression as to the position of the chain. Mr. Madrid in the picture of this cottonwood tree is standing in the exact spot where the chain stretched across the road."

In Howard L. Conard's biography of Wootton, Uncle Dick spoke of "raising" the gate as though it were a horizontal barrier hinged to a vertical post on one side.

The two versions can perhaps be reconciled by speculating that both types of barriers may have existed during the life of the toll road. An original raise type gate as indicated by Wootton might have been replaced in later years of operation by the chain that Madrid remembered. There was no mention, however, of a swinging gate.

Another point of discrepancy that creeps into the chronicling of the toll station is the matter of charges. While the old mountain man could not be bothered with keeping records, for a period of more than a year during 1869 and 1870 when he turned the operation over to a partner, George C. McBride, some records were kept.

Goodnight remembered, in his hassle with Wootton over trail-herd fees in

1867, that the charge was ten cents per head, while McBride's records show a charge of only five cents per head for all loose stock. A reduction in price in hopes of preventing further loss of business could, of course, have been precipitated by Goodnight's locating toll-free Trinchera Pass, twenty miles eastward, in 1868.

According to the records most wagons and buggies paid a fee of \$1.50 but a few were passed for a dollar. Carts were charged a dollar, and all riders, whether mounted on a horse or a burro, were assessed the sum of 25 cents.

Wootton was experienced enough to know better than to press the matter of charges for Indians, but he was not noted for being especially lenient to any others. One traveler related how he and his companions arrived at the station and saw a portion of the premises on fire. They immediately called Uncle Dick's attention to the problem and pitched in to put it out. He thanked them profusely for their timely assistance, but as they started on their way he stuck out his fee collecting hand and said, "Ain't you boys forgetting something?"

NEW MEXICO VOLUNTEERS EXHIBIT AT FORT UNION

by Frank Torres

[Frank Torres is a park ranger on the staff at Fort Union National Monument.]

A new exhibit has been installed at Fort Union National Monument highlighting the roles and contributions of the New Mexican volunteer soldiers who provided their services to the United States Army during the Civil War era from 1861-1866. Approximately five thousand New Mexicans were recruited throughout this period to support the Union forces in New Mexico.

The vast majority of New Mexico Volunteers were unschooled Hispanic laborers and farmers who spoke little English and had no previous military training. Most of these soldiers were trained and equipped at Fort Union, then sent out to other posts in New Mexico, Arizona, and Colorado.

Several companies of the First Regiment New Mexico Volunteers were involved in the battles of Valverde and Glorieta Pass in February and March 1862. After the Confederates from Texas had been defeated at Glorieta, many of these soldiers were ordered to serve on Indian campaigns to protect local citizens as well as freight wagons along the Santa Fe Trail and other routes of travel in the Southwest.

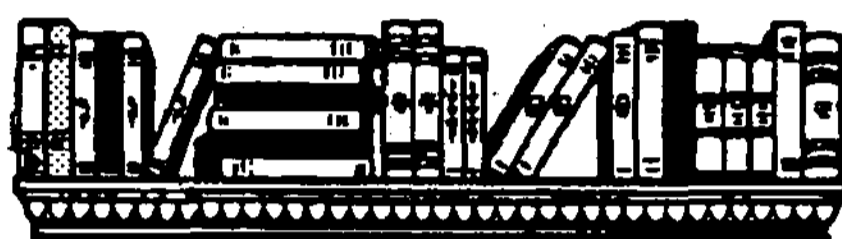
In 1864, the First New Mexico Cavalry led by Colonel Christopher "Kit" Carson participated in the Battle of Adobe Walls, which helped reduce the southern plains tribes' threat to the Santa Fe Trail. In that same summer, Companies A and I of the First New Mexico Infantry were stationed at Forts Bowie and Goodwin in southeastern Arizona, where they spent two years protecting the territorial citizens from raids by the Apache Indians.

Throughout this five-year period, the New Mexico Volunteers proved to be good soldiers. Along with their campaigns against Confederates and Indians during the Civil War, they escorted mail and supply wagons on the Santa Fe Trail as far as Fort Larned, Kansas, and performed many hours of guard duty in and around the various forts. These men were employed in construction of post facilities and road repairs. Finally, in September of 1866, they were mustered out of the service and replaced by regular troops.

The contributions of these New Mexicans have been overlooked and ignored, and in most cases where they received some recognition they were faulted for their actions. On more than one occasion they were scapegoats for

military failures for which they were not responsible. Had it not been for the bravery and services of the New Mexico Volunteers, the history of the Southwest and even the outcome of the Civil War might have been written quite differently.

The new exhibit at Fort Union is designed to give proper recognition to the services of those New Mexicans. If you wish to know more about life in the New Mexico volunteers, take a look at *Legacy of Honor: The Life of Rafael Chacón, a Nineteenth-Century New Mexican* (Chacón's memoirs, edited by Jacqueline Dorgan Meketa and published by the University of New Mexico Press in 1986).



CONVERSE OF THE PRAIRIES

—BOOK NOTICES—

David L. Bigler, ed., *The Gold Discovery Journal of Azariah Smith*. Salt Lake City: University of Utah Press, 1990. Pp. ix + 159. Illus., maps, notes, index. Cloth, \$17.50, plus \$1.50 shipping. Order from University of Utah Press, 101 University Services Bldg., Salt Lake City, Utah 84112.

As a teenager Azariah Smith marched in 1846 with the Mormon Battalion from Fort Leavenworth to the Pacific. The Mormon volunteers in that unit formed an arm of General S. W. Kearny's Army of the West which conquered New Mexico. While the main army took the Mountain Branch of the Santa Fe Trail, the Mormon Battalion, following a few weeks later, used the Cimarron Branch.

This book publishes for the first time Smith's journal of his experiences in the far West, 1846-1848. Chapter 1 contains his account of the march between Fort Leavenworth and Santa Fe. It includes details of camp life and describes hardships of travel but otherwise provides little information about the Trail that is new. Nevertheless, when placed along side the published narratives of other Mormon Battalion soldiers, this diary is helpful in giving us a picture of military activity in 1846.

In California Smith became an employee of James Marshall at Sutter's Mill and was an eyewitness to the gold discovery there in 1848. Later, he was among those who opened the Mormon-Carson Pass Emigrant Trail over the Sierra Nevada, a major route of the

49ers. While this is not a major Santa Fe Trail book, it is a valuable research tool and well worth collecting.

Marc Simmons

William Brandon, *Quivira: Europeans in the Region of the Santa Fe Trail, 1540-1821*. Athens: Ohio University Press, 1990. Pp. 338. Illus., maps, notes, index. Cloth, \$34.95.

Using the most recent archaeological data and interpretations, and journals and accounts of expeditions to the plains from both the West and East, William Brandon reveals the depth of heritage of the Santa Fe Trail prior to the Becknell expedition in 1821. He tells of the possible and confirmed trade relations among Indian cultures on each edge and in the interior of the Great Plains. He shows that myths and fantasies of riches drove the first Spanish and French explorations and that journeys to and across the plains by both were common by the mid-18th century.

An explanation of Spain's policies and problems shows that Mexico (including New Mexico) was a closed colony and the only trade permitted would be that with Spain. This policy restricted Spanish travel to the central plains and blocked French trade with New Mexico. The policy also led to the defeat of Villasur in 1720 when he led a Spanish military force to the plains to confirm and repel any Frenchmen in the area. Spain's policy of keeping foreigners out of New Mexico was largely successful.

Brandon effectively discusses the location of various sites and Indian villages, such as El Cuartelejo, and traces the routes of various expeditions into what became the Santa Fe Trail corridor, beginning with Coronado's 1541 expedition. Overall this book brings together in one volume an exciting story of the development of the Santa Fe Trail from a time before Columbus came to America. The story is told in a concise and interesting manner. For those who want to know the full story of the Trail and find the richness of its heritage, *Quivira* is must reading.

Harry C. Myers

Rupert N. Richardson, B. W. Aston, and Ira D. Taylor, *Along Texas Old Forts Trail*. Denton: University of North Texas Press, 1990. Pp. xi + 114. Illus., maps, bibliog., index. Paper, \$9.95, plus \$1.50 shipping. Order from University Distribution, Drawer C, College Station, TX 77843.

This book has nothing to do with the Santa Fe Trail but will be of interest to

anyone interested in frontier military history. It is a revised version of the 1972 traveler's guide to the "Texas Forts Trail," including eight military posts. In addition to a brief sketch of the history of each fort, there is tourist information for the surrounding area.

Gary L. Roberts, *Death Comes for the Chief Justice: The Slough-Rynerson Quarrel and Political Violence in New Mexico*. Niwot: University Press of Colorado, 1990. Pp. xviii + 204. Illus., notes, biblog., index. Cloth, \$24.95, plus \$1.75 shipping for first copy and \$.75 for each additional copy. Order from University Press of Colorado, P. O. Box 849, Niwot, CO 80544.

This volume tells of the later life and death of John P. Slough who commanded the Colorado Volunteers at Glorieta Pass on the Santa Fe Trail in 1862. He returned to New Mexico after the Civil War as territorial chief justice. This analysis of his murder and of the role of violence in New Mexico is an intriguing study.

There are a few references to the Santa Fe Trail, including some errors. Gen. S. W. Kearny's last name is misspelled, and Jacob Snively is mistakenly credited with the murder of Antonio Jose Chávez (Marc Simmons's *Murder on the Santa Fe Trail* is even cited as the source). Regardless, this is a book of importance to any student of New Mexico's complex social structure, unstable territorial politics, and the conditions which fostered political assassination.

Sam'l P. Arnold, *Eating Up the Santa Fe Trail*. Niwot: University of Colorado Press, 1990. Pp. xvii + 130. Illus., biblog., index. Cloth, \$19.95; paper, \$12.95; plus \$1.75 shipping for first copy and \$.75 for each additional copy. Order from University of Colorado Press, P. O. Box 849, Niwot, CO 80544.

Sam Arnold provides a combination of Santa Fe Trail lore, food history, and recipes in what amounts to much more than your average cookbook. The chapters follow the historic route from Missouri to New Mexico, with stories about foods of the region and how to prepare them. The volume is enhanced with the illustrations of Carrie (Mrs. Sam) Arnold.

The text is informative and fun, and everyone will want to try some of the delectable dishes while following the Trail in the kitchen and dining room. There is sourdough bread for starters, and a variety of drinks from Camp Fire Coffee to Rocky Mountain Punch. Buffalo from the plains can be fixed a

variety of ways, and there are Indian foods such as Was-nah. From the military posts are Army Bread and Plain Irish Stew for 50 Men. From Bent's Fort trading post are Pickled Devil's Claws, Molasses Taffy, and a powerful drink called a Hailstorm.

At the New Mexican end of the Trail are Hispanic foods, including Almond Atole, Biscochitos, Sopaipillas, Pollo Relleno, Tamales, Posole, Chile Con Carne, and Goat's Milk Cheese. This mouth-watering collection is recommended to Trail buffs, cooks, and folks who like to eat.

CHRISTMAS ACTIVITIES AT THE BACA HOUSE

THE whitewashed adobe walls of Felipe Baca's home, located at 300 East Main St. in Trinidad, CO, will be warmly lit with authentic lantern light for special Christmas tours on Friday and Saturday evenings, Dec. 14 & 15, 1990. From 7:00 to 9:00 p.m., guides in period dress will take visitors through the 120-year-old home, placing special emphasis on Christmas traditions celebrated by Hispanic families during Santa Fe Trail days.

Reservations are required for the tour, and admission is \$2.00 for adults and \$1.00 for children. To make reservations, call Mark Gardner at the Baca House at (719) 846-7217.

The Baca/Bloom Museum bookstore and gift shop will be open for Christmas shopping. The store specializes in books on the Trail, local history, and Indian and Hispanic cultures. Call for hours or write to Museum, P. O. Box 472, Trinidad, CO 81082.

POST OFFICE OAK —LETTERS—

Editor:

I was delighted to see Dr. Clapsaddle's fine article on the Dry Route in the last issue of WT. About that subject, a number of questions had long puzzled me, and he answered most of them. More articles on some of the smaller branches and cutoffs would be welcome.

Marc Simmons
Box 51
Cerrillos, NM 87010

Editor:

My grandfather, James William McClain, had a ranch near the southwest Kansas Point of Rocks in the 1890s, and there is an area named after him in the Cimarron Grassland. His wife, my grandmother, was a sister to one of the Beaty wives of the Beaty Brothers of Manzanola, Colorado, who estab-

lished the Point of Rocks Ranch and the first permanent settlement in Morton County. My grandparents, along with the Beatys, returned to Manzanola before 1900.

Robert Rockwell
4826 E. Winnebago St.
Phoenix, AZ 85044

Editor:

I read with interest the article in the February 1990 issue about an 1844 massacre site being marked in Lyon County, Kansas. I wonder if you or the folks in that area could provide me with more information about this incident.

As a student of the 1840s Indian Territory (including Kansas) I was perplexed at not having encountered this incident before and wonder if it is being confused with the Chávez murder of 1843. The records of the Third Military Dept., which then included Kansas, make no mention of any murders or army details being sent to bury victims. The records of the Second Military Dept., covering present Oklahoma and south are silent also on any such actions.

A massacre of such magnitude would have been reported by Col. S. W. Kearny, commanding the Third Dept., or Gen. Zachary Taylor, commanding the Second, to Adjutant General Roger Jones in Washington, D.C. In addition, Indian agents and those living in and near the Indian Territory were alert to what was happening in the region.

As an example, in February 1843 Santa Fe trader David Waldo wrote to the Secretary of War requesting an army escort for the caravan that year. Three Mexican citizens also requested through their envoy in Washington an escort because they were "fearful of being attacked on their way by barbarous tribes or other miscreants who are found on the borders of Missouri and New Mexico."

Because there had been no full military escort of the caravans since 1834, the supposition is that rumors of the McDaniel gang were circulating on the Missouri frontier. Indeed, on March 13 the *St. Louis Republican* reprinted an article copied from the *Lexington Express* evidently warning of a party whose intent was to rob the Santa Fe traders. On March 22 Colonel Kearny, after receiving a letter on the subject from Supt. of Indian Affairs D. D. Mitchell in St. Louis, instructed the commanding officers of Forts Leavenworth and Scott "to discover and thwart the villainous design" and to prevent suspicious persons from entering the Indian country.

Before McDaniel left Missouri about

April 1, it was known all along the frontier of his intention to rob the Santa Fe traders. Had such a gang been preying on the traders from 1842 to 1844, the military correspondence would be filled with accounts of the activities. That is, if the government would have allowed such activities to continue. An immediate effort was made to apprehend McDaniel and his gang shortly after the murder of Chávez in Indian Territory. After McDaniel and a couple others were arrested in late April, on May 14 Capt. Nathan Boone was instructed, while on his expedition to the prairies, to be on the lookout for "Prefountain & Yoakham." Certainly this shows the army's concern in the apprehension of the murderers.

The traders would not have remained silent if they thought their business was in danger. Waldo's plea to the Secretary of War shows no hesitancy in requesting protection for the 1843 caravans. Murder and robbing on the Trail would have provoked much outcry and pleas for protection. Yet the military records for 1842 and 1844 are silent. The major concerns in the 1844 records are a request by the governor of Illinois for regular army troops and the impending expedition to Pawnee and Otoe villages in present Nebraska. There is no mention of a massacre or burial of Mexicans by army troops.

If there are primary accounts of this massacre, they should be published to make known this significant event. If there are none, further research should be done to attempt to find the true story of the graves. In either case, I would be glad to lend my assistance and resources in resolving this mystery. I have copies of many military records relating to the area during the 1840s.

Harry C. Myers
Fort Union National Monument
Watrous, NM 87753

Wagon Tracks stands ready to publish documents relevant to this topic. Please send copies of primary sources which provide relevant evidence.

Editor

COUNCIL TROVE

—DOCUMENTS—

Clara Blinn Capture

Mark L. Gardner found the following item in the *Colorado Chieftain* (Pueblo), October 22, 1868:

The news of the capture of Mrs. Blinn and her little child, has been published in the papers of the Territory. The following additional particulars are supplied by a private

letter from a gentleman at Fort Lyon, under date of October 13th. Mr. Blinn with his family and nine men, were with a train of eight wagons and one hundred head of cattle on their way to the States. About fifty miles below Fort Lyon, the train was attacked by Indians. They stampeded the cattle attached to the wagon in which were Mrs. Blinn and her child, while her husband was assisting in the defense of the train, and succeeded in getting away with all the oxen and four wagons together with their captives. About 10 o'clock on the night of the 10th, Lieut. Abell, in command of part of a company of cavalry, came to the relief of the men who had been with the train, and found them surrounded by about fifty Indians. The following morning Lieut. Abell crossed the river with ten men in search of the captives. The Indians had fled, but he succeeded in finding the place where they had been camped. Examining the camping ground, he found a card on one side of which were the words, "Willie and I are prisoners. They will keep us. Save us. Clara Blinn." On the other side of the same card was written, "Dick, if you live save us. We are with them. Clara Blinn." The card was delivered by Lieut. Abell to the distracted husband. As the savages were in great force, Lieut. Abell was unable to keep up the pursuit with any prospect of success. So far as we have learned, no measures have yet been taken for the rescue of the captives.

Stage Driving

Fern Bessire located the following reminiscence written by A. L. Carpenter in the *Kansas City Star*, Sept. 23, 1906. Carpenter had been a stage driver on the Santa Fe Trail. It is important to note that his dates are possibly inaccurate and his memory some 50 years later was incomplete; for example, Fort Larned (1859-1878) was between Fort Zarah (1864-1869) and Fort Dodge (1865-1882). Neither Zarah nor Dodge were there in 1862. Other sources indicate that the "Long Route" was between Fort Larned and Old Fort Lyon (1860-1867) before Fort Dodge was established.

In the days of staging upon the Santa Fe Trail, in 1862 and thereabouts, a coach ride from Kansas City to Santa Fe consisted of a driver, a messenger and ten passengers, with an allowance of 110 pounds of baggage to each passenger. This was the limit. All overweight in baggage was charged an extra rate of \$1 per pound. The passenger fare from Kansas City to Santa Fe was \$200. It took thirteen days and six hours of constant traveling to make the trip. Relays of horses were kept at stations along the route so that changes of stock were made at intervals of fifteen to twenty-five miles, with the exception of one stretch of road 110 miles long across the desert from

Zarah station to Fort Dodge. It was impossible to maintain a station on this route owing to the lack of water and because the Indians burnt and destroyed any construction upon the route. This stretch was known as "The Long Route." It was made with one relay of four horses, and a camp of one night upon the plain to give a rest to the horses. Water, feed and provisions for the horses and passengers were carried in the rear boot of the stage coach. But the water often gave out upon the trip and the men and horses suffered terribly of thirst, especially in the hot summer months.

This stretch of country from Zarah to Fort Dodge we called a desert then. We never supposed that it would be cultivated. But it is now a part of the golden wheat belt of Kansas and is covered with farms. Zarah was a little east of where the city of Great Bend is now.

The stage coach was always in charge of the conductor or messenger. He had the same authority over the whole outfit as a captain has over his ship and crew. The messenger had charge of the treasure box and was responsible for its safe arrival at the end of the route. We often changed drivers between Kansas City and Santa Fe, but we never changed messengers. He ran clear through. The stage company always picked the bravest and coolest man for this position, because there were many brushes with Indians and rarely with outlaws who were after the treasure box. A coach would sometimes carry great sums in gold dust and silver. Only men of the greatest nerve and physical endurance could stand the long trip across the plains. He had to sleep as best he could upon the seat beside the driver, and in fact he got little sleep at all. The messenger was heavily armed with a Sharps rifle and two Colt revolvers. The great danger was from Indians. They were poorly armed, with bows, arrows, lances and tomahawks. They had few firearms in those days.

In 1866, Barlow & Sanderson, the stage and express company for whom I worked, moved their office from Kansas City to Junction City, which became in that year the western terminus of the Union Pacific railway and the coaches started from there across the plains to Santa Fe. From Junction City, the office of the overland stage kept moving westward as the railroad was built, until it reached Denver, and soon thereafter the old stage coach was whistled off the trail by the big iron horse.

Peter Kelley was one of the stage coach messengers between Kansas City and Santa Fe in 1862. He was one of the bravest men in the business and although he never figured in border literature at all, yet he was a real hero of the plains. I was his driver upon many of his trips. Once while we were making the "long route" between Zarah and Fort Dodge, we camped upon the plain. It was a beautiful night. We kin-

dled a fire of buffalo chips and had a hearty meal of broiled buffalo hump, "slapjacks" and black coffee sweetened with molasses. That was what we old stagers called a square meal. The passengers were soon asleep upon blankets spread upon the warm earth. Then old Peter Kelley took me to one side and said:

"Somehow, I don't like the signs I saw at the Pawnee fork crossing as we came out today. I think we'll have a brush with the Cheyennes before we get to Dodge, so you lay down and get what rest you can, and I'll watch out."

Old Peter knew well enough that a band of Cheyennes had been following the coach all day, but he kept it to himself so as not to frighten the passengers. Peter awakened me at 3 o'clock the next morning and told me he though we had better be moving, as he believed the Indians intended to attack at daybreak. So we stirred up the passengers, hitched up the horses and away we went over the prairie. At 9 o'clock we had seen no Indian signs, so we stopped and gave the horses the remaining few gallons of water in the cask. We could not hope to reach Fort Dodge before 8 o'clock that night, and until that time there would not be a sup of water for the passengers; the horses must have it all.

"No breakfast this morning, boys. We can't afford to stop to cook, time is too precious now," said old Peter Kelley.

All the forenoon Peter sat upon the boot, his repeating rifle across his knees, his eyes watching the horizon all around. About noon he caught sight of the Indians. They would bob up into sight and down again as they rode single file over the sandhills about two miles off upon the right.

Old Peter told me that in case the Indians attacked us, I was to crouch down into the boot as closely as possible and give all my attention to the team. Under no circumstances, unless I was killed, was I to let go of the reins. The team must be kept going; our lives depended upon that. Then Peter handed the mail sacks from the front boot to the passengers inside the coach.

"Barricade the coach sides, boys, with these sacks; they will protect you from arrows and bullets," he said.

Each of the passengers had a revolver and some had two. They were instructed by old Peter to get them ready for action.

Nearer and nearer to the coach came the Indians, riding single file and circling around and around. Peter knew that this meant business. He said to me:

"You get into the boot and protect yourself. Keep right on the trail, no matter what happens, and don't let the team get away."

As the Indians came nearer, Peter fired a shot which kicked up the sand in front of the foremost Indian, but did not check their advance. Old Peter yelled to the passengers inside:

Take good aim when you shoot and don't waste bullets. Keep your nerve and we'll beat them off. There are only nine of them and there are five of us. We will whip them sure if you keep cool."

The arrows and lances came in a shower. Several of them hit the coach. In the midst of it, old Peter changed his seat to the top of the coach. He was a fine target there for the Indians, but he also had a better range from there all around. When he mounted to the top of the coach, the Indians yelled and rode up close and showered arrows all around him, but he deliberately aimed and fired as fast as he could. The Indians retreated from that charge, leaving their leader and another member of the band dead upon the ground.

"That's the way, boys!" shouted old Peter. As a matter of fact, the passengers were greatly excited and fired wild, and it was Peter who had killed both Indians. But his coolness encouraged the passengers and at the next charge they aimed better. In this second charge, another Indian was killed, three of the Indian ponies were disabled and several Indians were wounded. Only five Indians were now following the coach, but they were vicious-looking bucks and they seemed determined to get us. They charged up, so close to the coach that I could almost have hit them with my whip, and each time they discharged a volley of arrows at us.

At this critical moment, old Peter leaned over the top of the coach and said to me:

"By Grab, Al, my rifle's getting hot; she don't work well. I'm afraid we'll have to round up and make a hand-to-hand fight of it."

Just then the Indians made a dash away from us across the prairie in the direction from whence they had come. This surprised us, and old Peter stood up on top of the coach and looked all around. He then saw the cause of it. Away ahead of us, coming to meet us, was a long wagon train.

It was Don Miguel Otero's ox train of thirty wagons loaded with wool on the road from Albuquerque to Kansas City. The Indians had seen it first and ran away to hide in the sandhills.

We halted and I crawled out from the front boot and straightened up my back. We had been in a running fight for six miles, and all that time I had been crouched in the boot and had kept the horses going. No one in our party was wounded, but the coach fairly bristled with arrows. That we all escaped seemed like a miracle.

Soon the ox train came up and halted and made camp. Dinner was cooked and we ate with the Mexican bullwackers. After a rest of an hour, we started again, and at midnight we drove into Fort Dodge. Old Peter Kelley was the hero of the day. His grit and judgment saved the coach and the lives of the passengers.

Old Peter Kelley made many trips after that, but soon the railroad came and staging days were over. Old Peter retired to his farm in Jackson county, Missouri, and died there several years ago. His name is well known among the surviving old Santa Fe stage boys who are now scattered far and wide throughout the West.

HELP WANTED

Aid and information is needed leading to the discovery of source material regarding Joseph Murphy and the J. Murphy Wagon Company of St. Louis (later J. Murphy and Sons). We are interested in newspaper items, folklore, artifacts, location of existing J. Murphy wagon(s), wheels, or identifiable parts. If you can help, please send a postcard with phone number so we can talk. Copying and mailing cost of information sent will be reimbursed.

W. E. & M. E. Givens
Box 80575
Las Vegas, NV 89180-0575
(702) 251-8933

I am a member of SFTA and am seeking career employment as an archivist or researcher. My background includes an MA degree in southwestern history, experience as a museum technician, and the National Archives training program on archives administration. If there are any openings for which I may apply, please send the information. Thank you.

David P. Keener
P. O. Box 3212
Terminal Island, CA 90731

NEW SFTA MEMBERS

This list includes new memberships received since the last issue up to November 1. Those received after this printing will appear in the next issue. If there is an error in this information, please send corrections to the editor. We thank you for your support.

INSTITUTIONAL MEMBERSHIPS

Barton County Community College, RR 3,
Box 136Z, Great Bend, KS 67530
Boggsville Revitalization Committee, P. O.
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TRAIL CALENDAR

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

Dec. 1-2, 1990: Frontier Winter Open House, Fort Osage, MO.
Dec. 8, 1990: Christmas Open House, Fort Larned NHS, RR 3, Larned, KS 67550 (316) 285-6911.
Dec. 14-15, 1990: Christmas Tours, Baca House, Trinidad, CO, 7:00-9:00 p.m., reservations required. Call Mark Gardner at (719) 846-7217.
Dec. 15-16, 1990: An 1846 Christmas, Bent's Old Fort NHS, 35110 Hwy 194 East, La Junta, CO 81050 (719) 384-2596.
Jan. 10, 1991: Wagonbed Spring Chapter quarterly meeting, Hugoton, KS.
Jan. 21, 1991: Cimarron Cutoff Chapter

quarterly meeting, Boise City, OK, 7:00 p.m.

Feb. 2, 1991: Wet/Dry Routes Chapter meeting, Santa Fe Trail Center, Larned, KS, 7:00 p.m.

April 15, 1991: Cimarron Cutoff Chapter quarterly meeting, Clayton, NM 7:00 p.m.

April 19-21, 1991: Coronado Symposium, Coronado Quivira Museum, 105 West Lyon, Lyons, KS 67554 (316) 257-3941.

July 15, 1991: Cimarron Cutoff Chapter quarterly meeting, Springfield, CO 7:00 p.m.

Sept. 26-30, 1991: Santa Fe Trail Symposium, Arrow Rock, MO. Contact Coordinator Richard R. Forry, 205 S. 6th St., Arrow Rock, MO 65320.

Oct. 21, 1990: Cimarron Cutoff Chapter quarterly meeting, Elkhart, KS 7:00 p.m.

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

Leo E. Oliva
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 Woodston, KS 67675
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All inquiries regarding membership should be directed to the secretary-treasurer:

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 (316) 285-2054

PLEASE CHECK YOUR MEMBERSHIP EXPIRATION DATE ON THE ADDRESS LABEL BELOW. TO RENEW, SEND THE ENCLOSED DUES FORM.

FROM THE EDITOR

This is the beginning of the fifth year of the SFTA and *Wagon Tracks*. It has been a pleasure to watch this organization grow into a membership of more than a thousand and be a part of its expanding recognition. The continued development of active chapters promises much for the future. Please help SFTA retain its membership by checking the expiration date on your mailing label and sending renewal dues if it is time.

The recently adopted logo has been incorporated into a newly designed masthead, and you may notice that the type is a little different in this issue. The Olivas have invested in a new computer, laser printer, scanner, and typesetting program. Perhaps the prospect of getting paid for doing this affected our good judgment (we spent the "honorarium" for the next five years!). One reason this issue is late is the difficulty of learning how to operate the new program (which promised to be a time-saver if and when we can figure it out). It may be that we will search for yet another typesetting program.

I want to take this opportunity to thank everyone who has contributed to *WT* during the past four years. We are always looking for articles about Trail personalities, sites, happenings, and current events. We are dedicated to pursuing the goals of SFTA: the preservation and promotion of a remarkable heritage that "lives on."

We plan to be tied to the old homestead all winter, trying to finish the study of Fort Union. We are building a long list of other things to do "when Fort Union is done."

Happy trails!

—Leo E. Oliva

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