

# Wagon Tracks

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Volume 5

Issue 2 *Wagon Tracks Volume 5, Issue 2 (February 1991)*

Article 1

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1991

## Wagon Tracks. Volume 5, Issue 2 (February, 1991)

Santa Fe Trail Association

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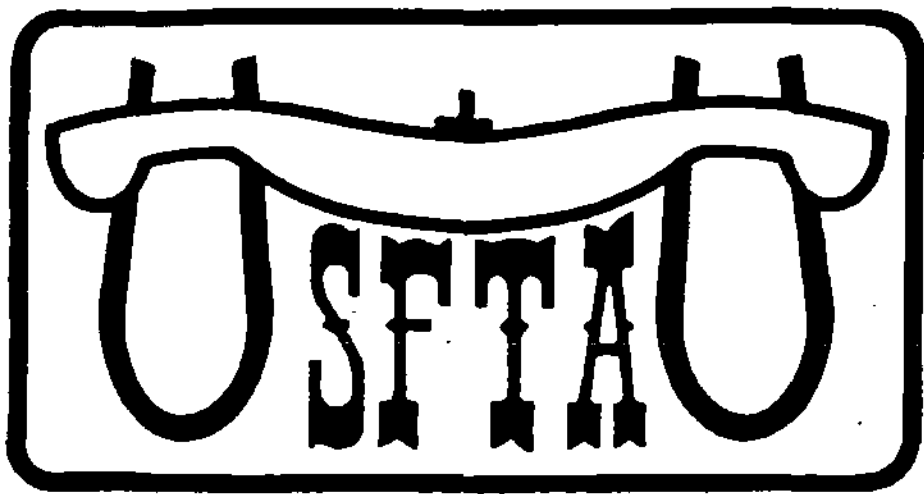
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# WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 5

FEBRUARY 1991

NUMBER 2

## A CLOSE ENCOUNTER WITH MARIAN RUSSELL

by Mark L. Gardner

[Mark L. Gardner is administrator at the Baca/Bloom and Pioneer Museum in Trinidad, CO. He is a member of the SFTA board of directors and a frequent contributor to WT.]

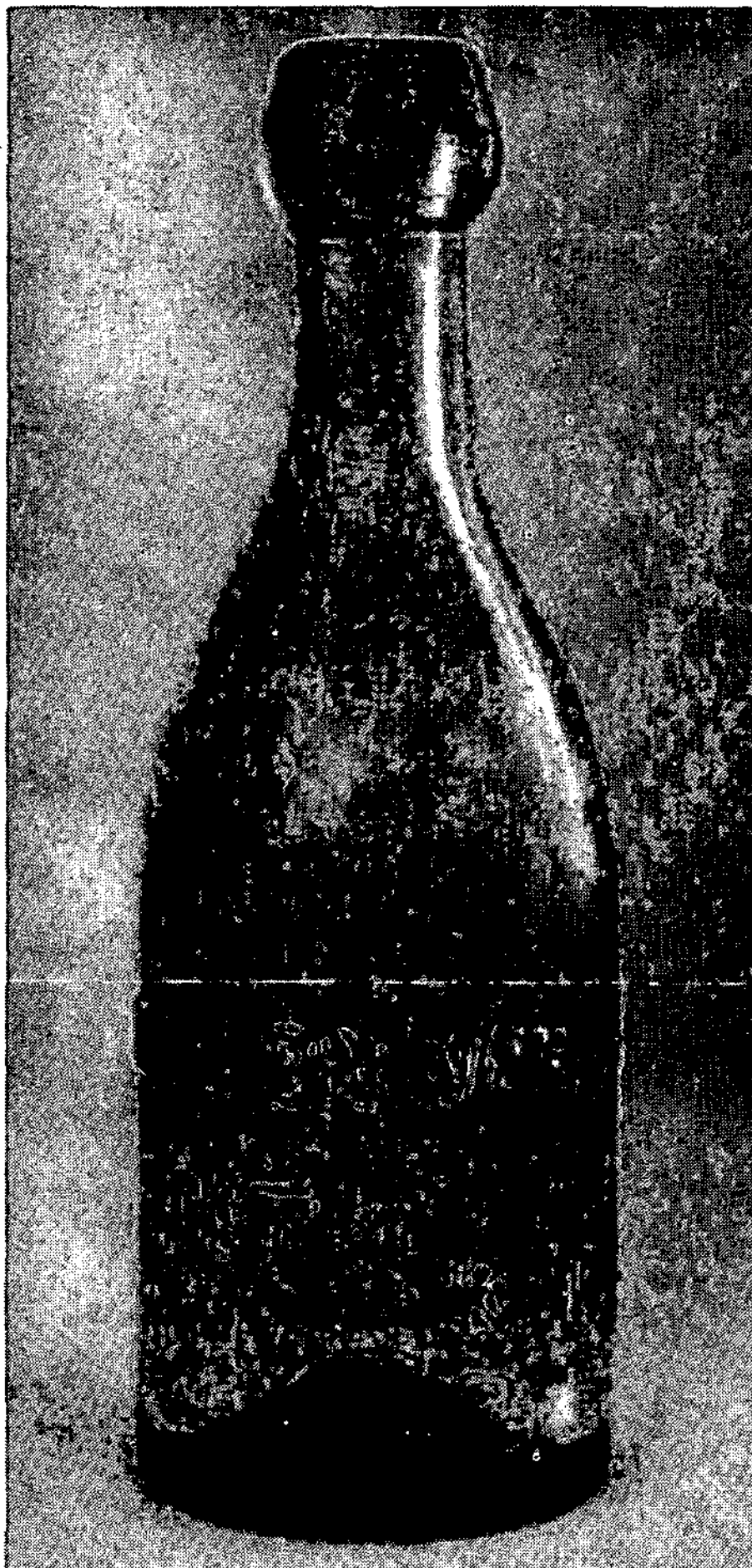
A few months ago, while going through some of the storage at the Baca/Bloom complex, I came across an interesting bottle in a box filled with various artifacts. The bottle, approximately seven and one-half inches tall, was made of blue-green glass and shaped in the style of a soda water bottle, a type manufactured from the mid- to late-19th century. Boldly in relief on one side were the words "Leavenworth City K.T." and on the opposite appeared "Block & Brandon FRL." Most fascinating of all, however, was a handwritten label tied to the bottle's neck:

**This Old Glass Bottle  
From Leavenworth, Kansas  
Territory Brought Across  
The Plains By Mrs. Marian  
Russell,  
The Bottle Was Used For  
Smelling Salts.  
Given To Museum By Mrs. Hal  
Russell  
Hal A Son of Mrs. Marian Russell**

Santa Fe Trail buffs will immediately recognize Marian Russell as the author of the classic book, *Land of Enchantment*, which beautifully relates her many travels and adventures along the Santa Fe Trail as a child and young lady in the 1850s and 1860s. The donor of the bottle, Mrs. Hal Russell, was a daughter-in-law of Marian and was responsible for recording her memoirs and later having them published. It is probable that Marian Russell gave the bottle to her daughter-in-law late in her life or that Mrs. Hal Russell inherited it after Marian's death in 1936.

Although the information with the bottle states that it was used for smelling salts, that was certainly not its original purpose. It was, indeed, manufactured to hold soda water. At the

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**Bottle carried over the Santa Fe Trail by Marian Sloan Russell, now in the collections of the Baca and Bloom Houses and Pioneer Museum in Trinidad, Colorado. (Photo courtesy Colorado Historical Society.)**

## TIM ZWINK RESIGNS

TIMOTHY A. Zwink, SFTA vice-president, resigned effective December 26, 1990, citing as the cause increasing responsibilities of a new academic position to which he was recently appointed. Last fall Zwink became vice-president for academic affairs at Northwestern Oklahoma State University in Alva where he had taught history for several years.

"When I accepted the vice presidency [of SFTA], I had more control over my time and did not anticipate this job

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## SYMPOSIUM PLANNED

RICHARD Forry, 1991 SFTA symposium coordinator, reports that the schedule of events planned for September 26-30 is nearly set, and everyone should be making plans to attend. Representatives from five Missouri counties (Cooper, Howard, Jackson, Lafayette, and Saline) have worked together for many months to make possible a program which includes lectures, dramatizations, and tours of Santa Fe Trail sites in and near Arrow Rock, Boonville, Fayette, Glasgow, Independence, Lexington, Marshall, and New Franklin.

Meetings will be held in several communities. The SFTA board meeting and a reception for early arrivals will kick off the symposium at Arrow Rock on Sept. 26, and there will be lectures and tours on Sept. 27. Events will move to Cooper and Howard counties on Sept. 28, with more lectures and tours available. The SFTA business meeting will be conducted on Sept. 29, followed by additional programs in Cooper and Howard counties. Events on Sept. 30 will be in Lafayette and Jackson counties.

Tentative speakers include James Denny on Boone's Lick Area of Missouri, Susan Boyle on Hispano Aspects of the Santa Fe Trade, Peter Olch on Medical Practices during the Mexican War, Sam Arnold on Foodways of the Boone's Lick Country, Mark Gardner on the Glasgow Family and Santa Fe Trade, and Patrick O'Brien on Independence and the Trade. Other activities include a pig roast, buffalo dinner, dramatization about Women on the Trail, and an 1830 drama about the Santa Fe Trail.

All this promises to be an outstanding experience for Trail enthusiasts. The beautiful Missouri River valley provides the setting for a unique opportunity to appreciate and understand the rich heritage of the region. Forry notes that participants may want to plan to move their lodging arrangements as the program changes locations. Additional information will appear in future issues of WT and registration materials will be sent well in advance of the conference.

## ZWINK RESIGNS

(continued from page 1)

opening," he wrote to SFTA President Joseph W. Snell. Zwink was concerned that, since the vice-president would become president for a two-year term beginning next fall, he would not have the time he feels the position deserves.

Tim's resignation was accepted with reluctance because he is known to be an able historian, is a member of the SFNHT Advisory Council, and has proved himself to be a hard-working chairman of the SFTA's education committee from which he also resigned. The bylaws stipulate that the board of directors may fill vacancies caused by resignation for the unexpired portion of the term.

## BILL PITTS CHOSEN VICE-PRESIDENT

**BILL** Pitts, Midwest City, Oklahoma, was picked by the SFTA governing board to fill the vacancy caused by the resignation of Vice-President Tim Zwink. He will serve through the biennial symposium which will be held in Missouri in September.

The SFTA bylaws authorize the governing board to fill any position caused by resignation. Because the board will not meet again until September, preliminary suggestions and the final selection were conducted by mail. Each member of the board was asked to suggest two persons for the position. After all suggestions were in the two receiving the highest number of "nominations" were selected as candidates, and these were voted on by board members through the U.S. mail.

Pitts, who is director of the Oklahoma Historical Museum and a director on the SFTA board, was formerly the director of the Santa Fe Trail Center at Larned, Kansas. He is no stranger to the Trail. His elevation to the office of vice-president leaves a vacancy on the board of directors which may now be filled by another member from Oklahoma.

## SYMPOSIUM EXHIBITS

**BOOK** exhibits and sales, always a popular feature at SFTA conferences, are being planned for the September symposium. The book display is tentatively scheduled for Friday, Sept. 27, at Boonville. Watch for an item in the next issue of *WT* regarding applications for space. In the meantime, suggestions are welcome; please send to Richard Forry, Symposium Coordinator, Arrow Rock Historic Site, Arrow Rock, MO 65320.

## ERRORS CORRECTED

**MARIE** Belt, the community of Wagon Mound, and Fort Union National Monument were all done an editorial disservice in the last issue, and Editor Oliva hereby apologizes to everyone for making the errors and accepts responsibility for them. Ms. Belt is not a native of Wagon Mound but lived there as a child. The Nick Eggenhoffer painting of Wagon Mound is located at the visitors' center at Fort Union, not at Wagon Mound, just as Ms. Belt originally wrote and as your editor should know by now. Anyone who takes the time to prepare something for *WT*, as she so carefully did, deserves to be treated with respect and admiration instead of incompetent editing. Anyone questioning the credibility of Ms. Belt has the wrong person; they need only question the editor's reliability.

There is no excuse for such slipshod work on the part of your editor, but an explanation is offered. For the first time since the series on museums and historic sites along the Trail began in the second issue of *WT*, the promised article on a particular site for the series did not arrive for the last issue (it still has not arrived and the site will be considered again at some future date). It appeared that the Nov. 1990 issue would have no article for the series.

Because Marie Belt had generously provided much information about Wagon Mound and the site of that magnificent landmark was on the list for a future article in the series, your editor made the decision late at night while setting type to "whip up" a piece on Wagon Mound from Ms. Belt's material. The above errors were not her errors, and any editor worth his pay should not be so careless (your editor starts receiving pay for this issue; perhaps that is a mistake).

Ms. Belt had stated that she lived in Wagon Mound as a child. In the hands of a bleary-eyed editor, she became "a native of Wagon Mound." For the record, she was born in Brule, Nebraska, and lived in Wagon Mound for nine years when she was a youngster.

She had written that there were good Trail ruts between Wagon Mound and Fort Union, where the visitors' center has the Eggenhoffer painting. Somehow the editor skipped the Fort Union and had the visitors' center at Wagon Mound. You would think that anyone who has been in that visitors' center dozens of times and seen the painting would be a little more alert. Not your editor. Mrs. Editor was asleep when all this happened and did not read proof on this piece. She would have caught this error immediately.

Although it may be difficult to believe, editorial responsibility and accuracy are esteemed at the *WT* office. When mistakes are made, as they too often are, they are admitted and corrected. That is the only way to retain credibility.

## SFTA LOGOS AVAILABLE

**LOCAL** chapters of the SFTA which wish to include the official logo on their stationery, membership brochures, and other publications, may now acquire camera-ready sheets of them from the office of the secretary/treasurer. The sheets contain 12 copies of the logo in sizes ranging from 3/4-inch wide to 4 1/4 inches. The appropriate logo may be clipped from the sheet and used or photocopied and the copy clipped. For those in the know, the camera-ready sheets are professionally referred to as "slicks."

The Santa Fe Trail Association reserves the sole right to use the logo on fund-raising ventures such as tie tacks, lapel pins, patches, caps, decals, bumper stickers, etc. A selection of these items is presently on order and will be distributed through the editorial office of *WT*. Chapters are encouraged to use the logo along with their own on promotional and educational materials.

The sheets may be purchased for one dollar each, which was the cost to the Association, from Sec/Treas Ruth Olson, SFTA, c/o Santa Fe Trail Center, RR 3, Larned, KS 67550.

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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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**1991 Symposium Coordinator:** Richard R. Forry, 205 S. 6th St., Arrow Rock, MO 65320

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



## MARKER APPLICATION PROCEDURES READY

THE procedures for securing funding for Santa Fe Trail related markers were adopted by the SFTA governing board at its meeting in Larned last May. Those procedures and the process whereby marker assistance may be obtained are available in printed form from the office of the sec/treas.

The procedures call for certain committees to be appointed for implementation. The committees and members are:

Marker: Larry Jochims, chr, Jim Sherrer, Greg Franzwa, Jon Hunner, and Michael Duncan.

Marker Research: Larry Jochims, chr, and Jere Krakow.

Writer: Larry Jochims.

It is the intention of the SFTA to work closely with the National Park Service. Rather than duplicate NPS markers, SFTA will augment them by providing help in identifying and interpreting sites which would not otherwise be commemorated. For a copy of the procedures, contact Ruth Olson, Santa Fe Trail Center, RR 3, Larned, KS 67550 (316) 285-2054.

## SFTA NOMINATES TWO TO ADVISORY COUNCIL

THE president of SFTA, Joseph Snell, responding to a request from Secretary of the Interior Manuel Lujan, has nominated Joy Poole, Farmington, NM, and Dave Webb, Protection, KS, for a position on the SFNHT Advisory Council.

Currently the Association is represented by Mark Gardner, Trinidad, CO, but his term, as are all others, is expiring. Mark requested that he not be renominated because he felt it would be good to have new persons sit on the next term of the Council.

Joy Poole, one of the founders of SFTA, currently is a member of the Council but since she has changed her residence to New Mexico will not be renominated by the Colorado congressman who originally submitted her name. Besides conceiving the idea for the Association and working toward its inception with John Tarabino and Marc Simmons, Poole is active in Santa Fe Trail matters. She holds one of the two at-large positions on the board of directors of the Association.

Dave Webb, a teacher in Protection, is a student of Santa Fe Trail and frontier history. He has published *Adventures with the Santa Trail, An Activity Book for Kids and Teachers* through the Kansas Heritage Center in Dodge

City and is presently working on other historical manuscripts. Webb is an active member of SFTA and involved with the Fort Larned Old Guard, a support group for Fort Larned National Historic Site, and prepares its newsletter for publication. A devoted historian of the Santa Fe Railroad, he lives in a converted Santa Fe depot.

## NOMINATING COMMITTEE APPOINTED

JOHN Tarabino of Trinidad, CO, one of the forces behind the founding of the SFTA, has accepted the chairmanship of the Association's nominating committee for 1991. Other members of the committee are Mike Pitel, Santa Fe, NM; Polly Fowler, Independence, MO; Dave Webb, Protection, KS; and David A. Hutchison, Boise City, OK.

The committee will nominate candidates for president, vice-president, secretary/treasurer, and half the board of directors (one from each of the five Trail states and one at-large candidate). The president and vice-president serve for two-year terms, and all others serve for four years (half the directors are elected every other year). The election will be conducted at the biennial business meeting of the Association during the symposium on September 29. If you have suggestions for nominees, contact any member of the committee.

## AWARDS NOMINATIONS NEEDED SOON

A highlight of each SFTA Symposium is the presentation of Awards of Merit to individuals and organizations who are singled out for exceptional service and outstanding contributions to the Santa Fe Trail. In the past, some of the most energetic and dedicated members of the Association (along with non-members, as well) have been recipients of this honor.

Awards Committee Chairman Marc Simmons is issuing a call to the general membership for award nominations. The deadline is May 15, 1991. Please submit a list of your nominee's qualifications and contributions to the preservation or promotion of the Trail. All nominations should be sent to Marc Simmons, Box 51, Cerrillos, NM 87010.

Quite a few nominations have already been received. From all the submissions, eight winners will be selected to receive Awards of Merit. The presentation ceremony will take place in conjunction with the SFTA's general business meeting at the next symposium in Missouri on September 29.

## CORONADO TRAIL SYMPOSIUM

CORONADO scholars and interested persons will gather in Lyons, KS, April 18-20, 1991, for the "On the Trail of Coronado" Symposium, sponsored by the Coronado Quivira Museum, the newly organized Coronado Trail Association, and others. The focus of the meeting will be determination of the actual route of the Coronado Expedition to Quivira in 1541.

The symposium will begin on Thursday afternoon, April 18, with a field trip to archaeological sites in Rice County, the area which Coronado visited. Scheduled speakers at the conference include Felix Almaraz, Univ. of Texas, San Antonio; Donald Blakeslee, Wichita State Univ.; Jack Hughes, West Texas State Univ.; James Officer, Arizona State Univ.; Cecilio Orozco, Calif. State Univ., Fresno; Charles Polzer, Arizona State Museum; Diane Rhodes, National Park Service; Joseph Sanchez, Univ. of New Mexico; David Sandoval, Univ. of So. Colorado; Stewart Udall, author of *To the Inland Empire*; Waldo Wedel, Smithsonian Institution; and Tom Witty, Kansas State Historical Society.

Additional information and registration forms will be sent to all members of SFTA soon. Anyone wishing to join the Coronado Trail Association may send dues (\$10 for individual, \$15 for family, \$25 for institution) to 105 West Lyon, Lyons, KS 67554. Direct questions to Betty Romero at that address or phone (316) 257-3941. On Sunday, April 21, the Father Padilla monument west of Lyons will be rededicated.

## A MILLSTONE FOR FRONTIER TRAILS CENTER

THE National Frontier Trails Center, Independence, MO, recently received a large millstone that was used at the Blue Mills to grind grain into flour that was shipped to Fort Leavenworth and also over the Santa Fe Trail to supply soldiers. The stone, about four feet in diameter and one foot thick, weighs between 500 and 600 pounds. It was made in Liverpool, England.

Blue Mills, located on the Little Blue River in present Jackson County, MO, near the Blue Mills landing on the Missouri River, included a sawmill and a grist mill. The mills were opened in the 1830s, near the Santa Fe Trail, and operated into the 1860s. The millstone was saved by Mark Siegfried (SFTA member Polly Fowler's father) in the 1920s, and it was donated to the Center by Mary Siegfried of Independence. It will be displayed outdoors.

## ADT TEAM FOLLOWING SFT

by Joseph W. Snell

THE scouting expedition for the American Discovery Trail (ADT), which will generally follow the Santa Fe Trail from eastern Colorado through Kansas and into western Missouri, has completed about one-half of its coast-to-coast trek. As they completed their west-to-east trip across Kansas, they reported to 25 representatives of groups, including the SFTA, having an interest in history, tourism, hiking, and biking which met at the Kansas Museum of History in Topeka on January 16, 1991.

*Backpacker* magazine and the American Hiking Society have joined forces to launch the Trail which will, it is hoped, become an east-west, coast-to-coast recreational hiking trail in the United States. The scouting expedition left Point Reyes, California, on June 2, 1990, and expects to reach the Atlantic coast nine months later after a 5,500 mile hike.

Two of the scouts spoke at the meeting. Both Eric Seaborg, trail coordinator, and Ellen Dudley, communications director, spoke highly of the enthusiasm with which they had been received along the Santa Fe Trail. "We've had an incredible experience," said Seaborg, "it's a wonderful route." Several SFTA members were praised for their help with preparations for the team's travels along the Trail, including Ruth Olson (SFTA sec/treas), Don Kress (president of the Heart of the Flint Hills Chapter SFTA), and Leo Oliva (editor of WT).

The Coleman Company, headquartered in Wichita, KS, along with the Chevrolet division of General Motors, is sponsoring the trail. Dick Dilsaver, Coleman's director of corporate communications, is the person largely responsible for the trail coming through Kansas and has handled arrangements for the scouting expedition. He and Paul Hardin, national sales manager for Coleman's Peak 1 division, considered those in attendance at the meeting as the Kansas chapter of the ADT. There are also ADT committees in Colorado, where SFTA is represented by Jere Krakow, and Missouri, where SFTA member Gregory Franzwa serves.

An advisory committee is being formed to assist with the development and promotion of the ADT. Anyone wishing further information about the trail or how they may become involved should write Dick Dilsaver, Coleman Company, PO Box 1762, Wichita, KS 67201 or call him at (316) 261-3483.

## BOGGSVILLE NEWS

BOGGSVILLE revitalization continues according to the October 1990 and January 1991 issues of the *Boggsville Times*. The first annual arts and crafts festival was held on September 22, 1990, with 17 booths. This event will help promote the site and raise funds for restoration. The theme adopted for the development of the historic site, located near the Mountain Route of the Santa Fe Trail, is "Path to Permanent Settlement."

Historic architects have been hired, and Richard Carillo will conduct additional archaeological work. The visitors' center and parking lot are open; a self-guided tour of the site is available. Reconstruction of the Boggs House is underway. The first adobe was laid at the Boggs House in November and the walls of the west wing are up now.

The Boggsville Revitalization Committee (BRC) has developed a new fund-raising project called "Adopt an Adobe." Miniature adobes, one-fourth the size of adobes used in the Boggs House, have been produced with the imprint "Boggsville 1990." These sell for \$5.00 each (more if the purchaser is so inclined), and each \$5.00 will purchase six real adobes for the project. The cost of shipping the miniatures is \$3.00.

Anyone interested in helping with the revitalization of Boggsville and receiving the informative *Boggsville Times* should join the Friends of Boggsville. The latest issue of the *Times* includes the story of an Indian raid on the community in 1868. Annual dues are \$15.00 for individuals and \$25.00 for families. Write to BRC, PO Box 68, Las Animas, CO 81054-0068. The annual "Back to Boggsville Days" is scheduled for April 27, 1991, and everyone is invited.

## SUMMER PROGRAM ON THE SANTA FE TRAIL

THE Southwest Institute at the University of New Mexico will offer a summer program on "The Gateway Plains and the Santa Fe Trail." A three-week lecture series, June 3-21, will be followed by a choice between two six-day field courses, June 23-28 or July 1-6, 1991. An outstanding lineup of scholars will present the lectures and assist with the field trips.

Jerry L. Williams, director of the Southwest Institute, said this program, available for university credit, "will provide an opportunity for people to relive the spirit of the Santa Fe Trail and to observe the 20th century se-

quence of events that have occurred in the areas of the Southwest in which it has left its imprint." To receive a brochure on the 1991 program, contact the Southwest Institute, Bandelier West 106, University of New Mexico, Albuquerque, NM 87131-1050 or (505) 277-2828.

## BRITISH TRAIL TRAVELER HITS LAS VEGAS SHOP

DIANA Stein of Los Artesanos Bookstore in Las Vegas, NM, was recently visited by an English journalist who was following the Santa Fe Trail. Veronica Horwell, a feature writer for British newspapers, is writing a book of her travels around the world, including the Trail. Horwell became interested in the Trail as a child from reading about the American West and visiting a museum with western artifacts.

She began her trek at the site of Franklin, MO, carrying a 35-pound backpack, and camped out, stayed with people along the Trail, or stopped at motels as she moved westward. She had hitched rides when she could, including a highway patrol car, Mennonite buggy, cattle trucks, and the Santa Fe Railroad. She reached Las Vegas from the Mountain Branch and was headed to Santa Fe via San Miguel. From Santa Fe Horwell planned to follow the Chihuahua Trail into Mexico.

The first thing Horwell told Stein, who owns and operates the noted bookstore with her husband Joe, was, "I've tracked you down over 800 miles. Everyone along the Trail has told me about you." She proceeded to purchase books on the Trail and the American West which were shipped to her London home. Los Artesanos has had visitors from many countries in recent months. Not only has the Santa Fe Trail drawn international interest, but so has an outstanding book shop on the old plaza through which the Trail passed. Diana Stein exclaimed, "I can't believe the world has come to Las Vegas!"

## NEW SIGNS MARK BEGINNING OF TRAIL

THE Missouri State Highway Department has erected two historical markers at Kingsbury Siding to inform travelers about the nearby site of Old Franklin, eastern terminus of the Santa Fe Trail. One is a standard highway department marker, describing Franklin's role in the history of the Santa Fe Trail. The other is a granite marker with bronze plaque, commemorating Cooper's Fort and other area forts of the War of 1812.





Morris Alexander, standing left, while Dan Sharp and Dick Marks sign the agreement at Autograph Rock, January 24, 1991. (Photo by Leo Gamble.)

## SFNHT AGREEMENTS

THE National Park Service recently announced two important agreements relating to the Santa Fe National Historic Trail. A memorandum of understanding was signed between the NPS and the State of New Mexico concerning the protection, development, and promotion of the SFNHT. It provides a basis for cooperation on implementing the comprehensive management and use plan for the national historic trail. Similar agreements with other states are planned.

The other agreement is with a private landowner, Dan Sharp, providing for the opening of Autograph Rock on the Cimarron Route in the Oklahoma panhandle to visitors. This is a model of cooperation between the NPS and the landowner, an arrangement desired with many other owners of historic Trail sites since most of the SFNHT is located on private property.

The agreement with Sharp is the first time private property has been designated as an official part of the SFNHT. The agreement, which is voluntary, commits the owner to maintain the site's historic and scenic qualities and to comply with environmental laws in trail protection and development. The NPS will provide assistance in compliance matters, resource management, and visitor programs. Sharp and others designated by him will be enrolled in the NPS's Volunteers in Parks Program, which will provide them with legal protection.

Sharp is a member of the board of directors of SFTA and a member of the SFNHT Advisory Council. A feature on the Cold Springs area, including Autograph Rock and written by Dan and Carol Sharp, appears in this issue of WT. The story of the recent signing of the agreement at Autograph Rock follows.

## NPS CERTIFIES AUTOGRAPH ROCK

by Mary B. Gamble

AUTOGRAPH Rock northwest of Boise City, OK, was certified with ceremonies at the Dan Sharp ranch on Jan. 24, 1991. A cold southwest wind whipped the U.S. and Oklahoma flags and chilled National Park Service officials and Santa Fe Trail buffs who braved the weather.

David M. Gaines, Chief, Branch of Long Distance Trails, NPS, Southwest Region, and Dick Marks, Regional Deputy Director, Southwest Region, both of Santa Fe, conducted the ceremonies. Sharp is the first landowner along the Santa Fe National Historic Trail to sign a cooperative agreement with the NPS, opening his ranch site to the public. Visitors are to send requests to the Boise City Chamber of Commerce to see the site.

Signing the agreement for NPS was Dick Marks. A limestone post with the new NPS logo appears at the entrance to the historical area of Autograph Rock. Sharp received a "Certification of Recognition in Appreciation for Outstanding Contributions to America's Natural and Cultural Resources," signed by Regional Director John E. Cook, Southwest Region, NPS.

Morris Alexander, president of the Cimarron County Historical Society, introduced the other guests present: Kenny Brown, Oklahoma Historical Society; Bill Pitts, director of the State Museum of the Oklahoma Historical Society and newly elected vice-president of SFTA; Robert Carr Vincent, Boise City, SFNHT advisory council; Pauline Fowler, Independence, MO, SFNHT advisory council; three National Forest Service rangers: Joe Hartman, Cimarron National Grassland, Elkhart, KS, James Dunn, Comanche National Grassland, Springfield, CO, and Alton Bryant, Kiowa National Grassland, Clayton, NM; John Conoboy, NPS Outdoor Recreation Planner, Santa Fe; Steve Linderer, supt. Fort Larned NHS; Harry C. Myers, supt. Fort Union National Monument; Ambassador Paul Bentrup, SFTA; and Betty Romero, director Coronado Quivira Museum, Lyons, KS.

Certificates of Appreciation from SFNHT, NPS, were awarded to David Hutchison, president of the Cimarron Cutoff Chapter, SFTA; Morris Alexander, president of Cimarron County Historical Society; Mary and Leo Gamble, Springfield, CO; Joan Walton and Carol Sharp, Boise City; the Boise City Chamber of Commerce; and Jim Rosebery, editor of the *Boise City News*.

## NEW TEAM OF OXEN AT BENT'S OLD FORT

TOM and Jerry, a 6-year-old team of Red Devon oxen bred in Connecticut, recently arrived at Bent's Old Fort. One of the old team at the fort had died, and the staff concluded it would be better to sell the remaining ox and acquire a new team rather than try to teach the old one to work with a new partner.

The new pair weigh approximately 3,200 pounds and cost \$5,350. Red Devon, the most popular breed of oxen in the mid-1800s, are considered among the best oxen because of their gentle nature and strength. Oxen are castrated bulls and are trained in tandem from an early age. They respond to voice commands and the light flick of a whip.

After using them the first time, Chief Ranger Alexandra Aldred declared, "Aren't they great!" They will be used for living-history demonstrations at Bent's Old Fort and will appear in parades. They are beautiful animals, with their deep red color and shiny long horns, and it is a pleasure to see them pull to the yoke.

## SFTA BICYCLE TREK PLANNED FOR 1991

WILLARD Chilcott, head of the Santa Fe Trail Bicycle Committee, reports that the 1990 Trail Trek was "a great success." The three-week trip received much media attention, and the participants "met the challenge of cycling the Trail corridor, sometimes along narrow roads against head winds with rain, cold, trucks, traffic and all kinds of stuff." A piece by one of the riders appeared in the last issue, and the journal of another begins in this one.

"Most important," said Chilcott, "many of the days were wonderful cycling through some of the most beautiful country in America and meeting many wonderful hospitable people." He thanks all the members of SFTA who assisted along the way.

Much interest has been expressed in a 1991 Trek. Because of an article about the Trail ride in France's major cycling magazine, *Le Cycle*, requests for information about the next trip are coming from Europe.

Tentative plans for 1991 call for the trip to be divided into four segments, each of which will have its own leaders. As plans become more concrete, Chilcott will make the information available. Anyone interested in helping along the way or participating in the ride should contact him at 885 Camino Del Este, Santa Fe, NM 87501.

## TRAVEL PERILS OF PAULINE AND JANE: A LEARNING EXPERIENCE

by Pauline S. Fowler

[Fowler, Independence, MO, is an authority on the history of the Trail in that region. She and Jane Mallinson, Sugar Creek, MO, are both members of the SFNHT Advisory Council. They were traveling from Independence to the recent council meeting in La Junta, CO, when these events occurred. Pioneers were not the only ones to face perils on the Trail.]

THEY were two ageless ladies, one with white hair and the other with hair of unknown color, but which this day was ash blonde. They were to travel together from one state across another, and on to a third to attend a conference held under the economizing auspices of the U.S. Government. Little did they know what lay before them. It would be an adventure to test their ingenuity and humor.

After flying about six hundred miles via two different airlines they arrived at a big city where they were to rent a car, which they did. The kind young lady at the car rental agency desk proudly assured them the brand-new foreign-made four-door hatchback automobile was wonderful to drive and it had only 280 miles on the odometer. The white-haired lady was soon confirmed as the designated Driver and, with a gesture indicating the car was "just over there in 'our' Slot #2," all paper work was completed. With plastic money and key to the ignition in hand, Driver went for the car.

After she arrived at Slot #2 without getting lost she unlocked the car door and climbed in. With only 120 miles to drive she settled optimistically into the comfortable driver's seat and slammed the door closed.

Good grief! How can one avoid being hit in the head repeatedly by that zipping, whirring (forward and backward) shoulder belt? No answer. She asked herself if there was a lap belt and, if so, where it was. Not located, the question was easily forgotten.

Driver, still sitting in the car at Slot #2, soon found she did not know how to release the confounded strap that confined her, so when another car renter entered the car parked next to her, she knocked on the window and pantomimed that she could not undo the strap to get out! The young lady over there rolled down her window and shouted, "Open your door!" as she drove off. It worked. Driver opened the door, dodged, closed the door, then dodged again. Now she could at least get out of the car when necessary.

Used to a tilt-wheel steering wheel arrangement, (a wonderfully accommodating invention for short legs and a portly tummy) Driver found she could not reach the brake pedal with the car seat in its present position. This predicament required a search for a lever to move the seat forward (no electric embellishments in this car). The left-hand lever would not do it, but the front one did. It brought her and the seat forward to a greased, sudden stop just before her stomach connected with the steering wheel—a movement destined to be used each time the car was entered or exited. Oh well; no sweat.

With a sigh of relief, the proper time had arrived to look around the dashboard and steering wheel to locate how to operate all the push/pull buttons, twisting knobs, and angled "sticks" with their incomprehensible, illustrative, look-alike drawings on them. The car started without hesitation, but the small red figure which popped up on the dashboard was destined to ride with them whenever the motor was engaged. It had no illustration.

Dusk was rapidly approaching so lights would be necessary. Where was the switch? Oh. Here it is; on the stick on the steering wheel. Let's see. Twisting the end of the left hand "stick" suddenly brought two blue squares of light onto the dash. Hmm. That means the lights are on bright. But how do you get them out of "high" and into "drive" mode? After taking several non-productive actions this was one question best left to the rental lady. A familiar down and up movement of this same stick operated the left and right turn indicators. Okaaay. Now where is the emergency brake? Oh, here. Next to the gear shift lever on the floor, hand-operated. How convenient. Just keep in mind that the functions of the two levers should not be mixed. Is it on or off? Off. Good. The heat and cold adjustments are easy and the radio can just be ignored as it is too complicated to operate while driving. Besides they will be talking to each other.

Driving the car slowly the half block back to curbside where friend blond was patiently guarding the luggage was easy. Driver had taken so long getting there Friend had begun to think she had absconded with it — or more likely — had got lost.

Driver stepped out of the car, successfully ducking the retreating shoulder strap and slammed the door.

Friend (now converted to Passenger) stepped off the curb to open the hatchback to stow the luggage, but the hatchback could not be talked into opening by itself and the key would not operate it either. No button was visible and there was nothing on the dashboard or in the glove compartment to push/pull, so the only recourse was the rental lady to give them the answer to that, as well as by then, other accumulated questions. A trip inside to the lady brought her gracious agreement to come to the curb as soon as she was off the phone. She did. The solutions to the handle was easy: it was completely hidden behind the bottom of the hatchback door and only required an unlocked car door for release. This would not be the first lesson to learn, including how to disconnect the shoulder strap and how to turn the lights from high to drive. As time went on, of course, there were other questions which were solved through trial and error when the rental lady was no longer around. Thereby hung more tales and gales of laughter.

Rental lady retreating to her desk, the luggage in place, doors open and shut, the two travelers settled pleasantly into their respective seats. Seat belts were manually fastened. (They didn't find the lap belts until almost at the airport on the return trip.) Passenger held maps and clear instructions in hand and, noting that daylight was failing fast, and that it was now high-traffic, going-home time, they gaily and confidently started off—only to promptly get lost.

On the second passage around the airport circle, Passenger said, "stop the car! There's a cab driver. He'll know where we turn off!" So out she jumped, after disentangling herself from that whirring, disembodied "thing." The cabby was most helpful. His first remark was "Lady, what you need is a cab." To which Passenger (always quick with a quip) replied, "But, sir we have a car!" Putting his instructions to use, the airport circle was finally left behind and the two friends proceeded to the interstate highway without difficulty. The night by then was black as a hole in a cave.

There wasn't much traffic on the interstate and the road was straight and the conversation stimulating and entertaining to both ladies. Once in a while Driver looked down to see how fast they were going but since there was only a blue reflective light on the



dials which masked their reading, she remarked to Passenger that this was the first she had been in a car that didn't have the whole dashboard lighted up with lights like a Christmas tree, but, aside from the fact that she couldn't tell how fast she was driving, and had to depend on traffic flow, she thought it was rather a good idea. Nothing to shine in the eyes. Passenger agreed that it was strange, but as long as Driver didn't mind driving blind that was all that counted. Pretty soon, clear out in boondocks somewhere, the whole dashboard lit up with a flash and water drenched the windshield while the wipers swished unrestrained back and forth as if they were devil driven. With a cry of surprise, Driver cried, "What in the world caused that?" And quickly added, "Oh, my gosh, I'm driving seventy miles an hour. I hope there isn't an officer around. All I have to do now is figure how I did it so I can turn them off." But since nothing came to mind, and nothing changed, no action was taken. Pretty soon, however, again without knowing what happened, all the lights on the panel went to blackout and the window washers stopped swishing. Now what caused that? Another half hour or so went by when suddenly the lights came back on, but not the windshield washers. Driver and Passenger at once agreed not to touch a single thing and not to breathe—except slowly. As a result, the lights remained on until destination was reached.

That should have been the end of the story; but it wasn't.

After the conference, the drive from small town to the edge of the big city was relatively uneventful. The car needed to be gassed before it was returned to the rental lady so a stop at a service station was in order.

Passenger couldn't find the gas tank cover. Neither could Driver. With the hatchback up a small opening with a plastic cover was discovered, but it seemed too small for the gas nozzle to fit into. Passenger wondered if this could possibly be it. Should gasoline be put in? Driver thought not. (Later, it was found to contain window washer fluid.) Passenger finally found a square thing on the right side of the car that looked like it might be a cover for something, but there was no way to open it. Driver couldn't help either. So, although this was a self service station, the young man inside was called outside to help. He also wasn't sure how to open the cover, but after searching for a while, he came upon a button on the floor beside the Driver's seat. He pushed it. Wow! the cover opened, miraculously. Driver, how-

ever, had to reposition the car several times because it wasn't parked where the pump could reach the opening and other cars were zipping in and out of the station. Finally, with the gas tank filled and the airport near, they were ready again for anything. They thought.

The big city and the mountains looked lovely in the crisp morning air and the drive through the big city, even to finding the well-remembered circle drive at the airport and Slot #2, was fun.

While Driver took care of the bills for the return of the car, Passenger went to the interim airline desk where Agent Arline (not her real name) checked them in. Passenger then headed for the big plane desk to make sure their reservations from the big, big city to home town were in order. Driver followed. Assured the reservations were in the computer all they now had to do was get on an interim fourteen passenger plane to fly from big city to big, big city and then home.

The agent at the "big" airline desk, however, couldn't understand why they were scheduled on "that" line. Indeed, she explained that a non-stop flight on her airline was scheduled to take off from right there in just 20 minutes. We could take it if we so desired, and yes, they were in the computer from the big, big city all right only their seats were not together and why didn't they just go now? Did they want to change their reservations? After a brief discussion, it was decided it was better to let the government reservations stand, but please, could she arrange to seat them together on the big plane? The agent understood the dilemma and kindly corrected the seat reservations to side by side seats from the big, big city to home town. With good-byes and thank yous all around, the small airline desk was approached with finality.

Back at the interim trip desk, Agent Arline, assured them everything was in order and the plane was only a little late getting in. Would they want to wait in the Deli just around the corner? Well, yes, they would. They really wanted to let their tummies know that they could still swallow.

Thirty minutes later, while watching apprehensively out the windows of the Deli, Passenger pointed out a likely looking plane as probably being the right size for their trip. They knew it was their plane when Agent Arline ran out from the building to meet the plane and to drop down its steps and help the passengers (none) — and the pilot — deplane. She then rushed back to unlock the airline's departure doors in

order to take their two proffered, numbered boarding passes and to escort the two passengers and their luggage onto the steps of the plane. Pilot had made it back by himself.

Once inside the plane a quick look around revealed that there were to be four passengers making the trip that day. Car Passenger took a seat on the right of the aisle while Car Driver sat opposite on the left. The door was closed and steps removed by Agent Arline. The engines were started and the co-pilot began his mandatory crash instructions. Driver, while trying to find her seat belt, touched the back of the seat immediately in front of her. That seat back fell forward hitting the empty one before it which action was repeated until the whole row of seat backs slowly laid down one on top of the other like a row of falling dominoes. Co-pilot soothingly explained, "Don't mind that. It happens all the time," and proceeded with his instructions. In about forty minutes the plane landed in the big, big city at the far end of the airport building. A quick look around for any other "VIP" government travelers who had taken the economy run yielded a score of "none." Arline wasn't there either.

Neither Driver nor Passenger was looking forward with much glee to once more dragging themselves and their luggage from the far end of the airport to the other plane's departure gate which was ever so far away to goodness knows where, but they were mercifully spared that discomfort and worry by the appearance of a nice young sky cap who shouldered everything and led them through myriads of people, up and down escalators to the entrance where the screening of carry-ons was taking place. Thanking him with a hefty tip, they walked unencumbered through the x-ray machine and there, facing them, was a wonderful sight: a white-haired man sitting in an electric cart. He hopped off the cart and hefted all the baggage onto the cart, including Driver and Passenger. The rest of the long journey through the airport was made in grateful pleasure.

Driver and Passenger finally boarded the big plane in the big, big city to head in relaxed comfort for home. Peanuts and orange and tomato juice filled their tummies. On time and tired, home town airport was very much appreciated. It is the only airport designed for tired passengers they agreed. They also agreed that the laughs they had experienced on the trip almost—but not quite—paid for the economy of the U.S. Government travel routing.



## DAR MARKERS ON THE SANTA FE TRAIL, PART I

by Jane Mallinson

[Mallinson is a member of the SFTA, represents the National DAR on the SFNHT Advisory Council, chairs the committee on Missouri trails for the Missouri DAR, and is president of the Friends of the National Frontier Trails Center. This article deals with DAR markers in Missouri; the second installment will consider the markers in Kansas; and the third will cover DAR markers in Colorado and New Mexico.]

FORTS, river crossings, trading posts, church and school yards, a toll gate, and a salt lick are just some of the sites marked on the Santa Fe Trail by the Daughters of the American Revolution in the early 1900s. The DAR did not place interpretive signs but granite markers to identify the old Trail before it was lost to development and highways.

The DAR is a patriotic organization open to women whose ancestors supported the American Revolution in some way. They have always welcomed opportunities to preserve the American heritage with markers and monuments. Because Revolutionary War activities occurred in the East, western states had nothing to mark until in 1903 the women attending the Kansas DAR Conference voted to mark the Santa Fe Trail. This plan was suggested by State Regent Fannie Geiger Thompson in 1902, but she died before her plans were completed.

The Kansas DAR consulted with the Kansas State Historical Society who directed Roy Marsh to map the Trail across Kansas. He charged \$7.50 for this job which he finished in 1905. The first marker on the entire Trail, according to DAR records, was placed in 1906 in Rice County one mile south of Lyons, KS.

It was an idea whose time had come. What began in Kansas soon spread to the other Trail states. About 1909 Missouri DAR women were joined in their efforts by community leaders and politicians as this seemed to be a popular cause.

A large group of supporters traveled by train to the state capitol in Jefferson City, picking up passengers along the way. They presented their case to the legislature and obtained an appropriation of \$3,000 to help purchase markers from the Rice Monument Co. of Kansas City. The state highway engineer, Curtis Hill, was directed to map the route so the markers could be as close to the Santa Fe Trail and on the right-of-way of existing roads when

possible. The markers were ready in 1909 but were not placed in Missouri until 1912-1913. The leaders of the project were Elizabeth Gentry and Mrs. John Van Brunt.

In 1912 the Missouri DAR led the fight to have the Boone's Lick Road and the Santa Fe Trail designated as the cross-state highway, which would become a link in the coast-to-coast highway. The route was central and historic, and it became a well-traveled highway. In addition, the Missouri DAR marked the King's Highway, oldest public road in Missouri, which ran from St. Louis to opposite of Memphis, TN. The Santa Fe Trail markers in Missouri are listed here from east to west.

**FRANKLIN**, a marker designating the end of the Boone's Lick Road on one side and the beginning of the Santa Fe Trail on the other, is located in the center of the main street of New Franklin. The original site of Franklin was destroyed by the Missouri River in the late 1820s.

**OLD FRANKLIN**, commemorating the site where the Trail began in 1821, is located near the north end of the Boonville bridge across the Missouri River on the east side of the highway.

**KINGSBURY FARM** was crossed by the Trail northwest of Old Franklin. The marker is on the north side of Highway Z, about eight-tenths of a mile west of its junction with Highway 87, near the historic farmstead.

**COOPER'S FORT** was named for Benjamin Cooper and was located opposite the mouth of Arrow Rock Creek and a few miles northwest of Boone's Lick. The marker is less than one mile west of the community of Petersburg on the left side of the gravel road.

**ARROW ROCK** was the name given to the site by Indians because arrowheads were made there. The town of Arrow Rock began in 1829. The marker has been moved twice and now is located in the triangle entrance to the town.

**CHESTNUT HILL** was a house built by a Santa Fe trader, Phillip Thompson, and may have been used as an inn, called Whitehall Inn. The marker is located on Highway 41 about one mile west of Arrow Rock.

**NEFF or NAVE PLACE** was a tavern and, later, a stage station. Go east of Marshall about eight miles to a bridge, brick house on left, and turn right on gravel road then turn left on first old road, and the marker is about one-half

mile on south side of road.

**MARSHALL** marker is on the northwest corner of the courthouse square.

**KISER'S SPRING**, located on the south side of Salt Fork Creek, was used by military detachments during the Mexican and Civil wars. The marker is about half way between Marshall and Malta Bend.

**MALTA BEND** was named for the steamboat *Malta* which sank in the bend of the Missouri River in 1841. The marker is located on Highway 65 ten miles west of Marshall.

**GRAND PASS** was used by Indians as a place to cross the Missouri River when the water was low. There was a spring at the base of the bluff. The marker is on Highway 65, fourteen miles west of Marshall.

**WAVERLY** was once a river port for cargo going to western points on the Trail. The marker is across the street from the post office in town.

**KAPPLEMAN FARM** was a stage stop two miles out of Waverly. Go two miles west of Waverly, turn left on Highway 23 and go eight-tenths of a mile to County Road 473, turn right, and the marker is seven-tenths of a mile on the north side of the road.

**DOVER** was located in *Terre Beau* grove, once noted as a stopover for religious services. The marker is in Lion's Park on the west edge of Dover.

**TABO** was a creek crossing and the marker washed out. It was moved by the DAR to the site of the Madonna of the Trail in Lexington at Highland and Broadway.

**LEXINGTON** was the location of the Aull brothers trading store, opened in 1822, and the location of several important shipping firms, including Russell, Majors & Waddell (operators of the famous Pony Express). This marker is at the park on the south side of Highway 224, seven-tenths of a mile west of the Madonna statue.

**WELLINGTON** was the first outfitting point west of Lexington. The marker is located in town on the north side of Highway 224, east of the junction with Highway 131.

**ISH SCHOOL** marker is located south of Napoleon, south from Highway 24 on Highway D, nine-tenths of a mile.

**LEVASY** was a gathering point for riverboat men, trappers, and travelers. Matthew's Tavern was nearby on the river. In Levasy, go past the railroad tracks and turn left onto "Old Lexington Road." The marker is on the right.

**BUCKNER** was given three large granite blocks from the old Santa Fe bridge by the Atchison, Topeka and Santa Fe Railroad. The marker is located in Buckner at the northwest corner of the school, at the four-way stop on Highway 24 and Buckner-Tarsney Road.

**FORT OSAGE** was established as a government trading house for Indians and a military post in 1808 and was the starting point of the Sibley survey of the Santa Fe Trail in 1825. The marker, on a base donated by the AT&SF RR, is on the high bluffs of the Missouri River at the east side of the Old Sibley Cemetery by the fort.

**SIX-MILE CHURCH**, founded in 1825, was named because of its location along the west side of a six-mile area of protection given by Fort Osage against the Indians. The marker is on Blue Mills Road, west of the Fort Osage-Sibley turnoff.

**SALEM CHURCH** was founded in 1826 by Baptists. The marker is five miles east of Independence Square on Highway 24 at Blue Mills Road. This is straight west of Buckner on Highway 24.

**INDEPENDENCE** was the location of major outfitters for Santa Fe, Oregon, and California travelers. The marker is in the courthouse square in downtown Independence.

**AUNT SOPHY'S KITCHEN** was a slave cabin on the Archibald Rice plantation. Rice supplied provisions to Trail travelers. The marker is at 66th St. and Blue Ridge Blvd. in Raytown.

**CAVE SPRINGS** on "Barne's Enclosure" was a watering spot for travelers. The marker is on 72nd and Blue Ridge Blvd., Raytown, near Cave Springs.

**HUGHES BRYANT'S FARM** was on Bryant's road where the Trail turned southwest. The marker was moved for road development and was moved a second time to Benjamin Stables when threatened again by highway construction.

**RED BRIDGE** was the site of a ford across the Blue River where Indian trails from all directions converged. The early caravans followed the Indian trails and crossed the river here; later the bridge was built. The marker is in Minor Park at 110th and Red Bridge Road in Kansas City. Excellent wagon ruts may be seen in Minor Park.

**NEW SANTA FE** became a town where the Trail crossed the line from Missouri into Kansas. The marker is located at the northeast corner of 122nd and State Line Road in Kansas City.

[Jane Mallinson will identify the DAR markers in Kansas in the next installment.]

## DAR MARKER MOVED

by Virginia Lee Fisher

[Fisher, Arrow Rock, MO, is a member of the SFTA board of directors and a frequent contributor to WT.]

THE Arrow Rock Daughters of the American Revolution (DAR) has succeeded in its efforts to move the Arrow Rock DAR Santa Fe Trail marker from a relatively unnoticed site on Missouri Highway 41 to the Arrow Rock entrance triangle garden. The Missouri Highway Department assisted by moving the marker. At its new location the marker is visible and in an attractive setting with safe parking available for visitors.

The DAR plans a dedication sometime later this year, during the 1991 SFTA Symposium if possible. Mrs. Dorothy Kruger, Regent of the Arrow Rock DAR took the initiative in effecting the move. The marker was first placed about 200 feet north of the new location on what was earlier the Santa Fe Trail, and was moved when Highway 41 was improved.

The idea of marking the Trail is attributed to Mrs. Bradford L. Prince, New Mexico's regent, in 1898. In the early 1900s the DAR interests coincided with the national movement to develop interstate highways. The age of the automobile was beginning, along with the building of national or "interstate highways."

The movers and shakers in this movement included Judge J. M. Lowe of Kansas City, Missouri, who founded the National Old Trails Road Association in 1912. (At a later date, Judge Harry S. Truman was president of the Association.) Lowe's Association worked to promote the national highway and persistently proposed that it follow the old trails across the country. In sorting this out, Samuel Ravenel of Boonville appeared before the state board of agriculture, then in charge of roads, to outline the actual routes of the Boonslick Road and the Santa Fe Trail.

Some of the folks at New Franklin laughed at him, so he went alone to present the claims of the Boonslick area. He later recalled that, "I felt very lonely . . . but put our case before the Board. At the next meeting I had able help of Dr. Morris McGuire, Dr. Tom Hall . . . and Col. Brockway of Arrow Rock. . . . Our principal fight here was to establish the claim of New and Old Franklin, Boonville and Arrow Rock to be recognized as points on the Boonslick Road and the Santa Fe Trail. Still fighting. . . ."

Meantime, the Missouri DAR mem-

bers gathered forces to promote the Boonslick Road and the Santa Fe Trail as the "cross state highway." It was approved, and the DAR was authorized to place Santa Fe Trail markers. The highway department was allocated \$3000 to assist. With foresight and confidence the DAR had markers made in 1909. The markers are sturdy polished rose granite, rectangular in shape, with place names inscribed.

The Trail markers were dedicated in 1913. DAR members and dignitaries made a two-day auto tour from Kansas City to New Franklin to dedicate each of the twenty-nine markers. From Kansas City eastward the caravan of Buicks, Oldsmobiles, Cadillacs (and maybe Judge Truman in a Model T Ford), raised the dust as they followed the wagon tracks of the old Santa Fe Trail through Independence, Buckner, Lexington, Dover, Grand Pass, and on to Arrow Rock, Boonville, and New Franklin. This expedition was surely as impressive, in its time, as Becknell's wagon train trek to Santa Fe.

### References:

- Judge J. M. Lowe, *The National Old Trails Road, the Great Historic Highway of America* (1925).  
Nancy Short, et al., *Milestones in Missouri's Past, Trails Marked by the Missouri DAR: El Camino Real, Boonslick Road and Santa Fe Trail* (Missouri DAR, 1976).

## TRAIL MANIA CONTINUES

SFTA Ambassador Bentrup has charged Harry Myers at Fort Union with creating the "lamb dyer" story in the last issue (some readers even missed the play on words and thought that story was on the level). Myers is completely innocent (this time), but Bentrup says now he and Myers are locked in a deadly contest to see which is the greatest "damned liar" on the Trail.

Says Bentrup, "'Dirty Shirt' Bentrup will succeed where 'Dirty Shirt' Scurry [Confederate commander at the Battle of Glorieta Pass] failed and capture Fort Union." No one doubts that Bentrup, who has already laid undisputed claim to the titles of "Clown Prince of the Santa Fe Trail" and "Fastest Tongue in the West," will win this title hands down. The original story proclaiming him the biggest "lamb dyer" on the Trail stands.

## JOIN A CATTLE DRIVE

AN item of related interest to SFTA members is a living-history, ten-week cattle drive during the summer of 1991 from the Texas panhandle to the foot of the Colorado Rockies. Paying guest riders will be permitted to participate in this experience. Contact Treadstone Companies, PO Box 34, Lake George, CO 80827 (719) 689-2731.



## THE OLD TRAIL CHANGES

by Gregory M. Franzwa

[Franzwa is well-known to SFTA members. He proposed the legislation by which the Trail was designated the SFNHT and was a consultant to the NPS planning team, preparing the maps of the route. He is the author of numerous books, including four about the Santa Fe Trail.]

BETTY Burnett and I returned December 30 from a three-week trip on the Santa Fe Trail, where we field-checked a new audio tape guide to the Trail which we are producing for The Patrice Press.

We found a few changes along the Trail, the most startling of which is the evident demise of the last remaining adobe shard from the Clifton House. This was a three-story roadhouse on the Canadian River, southwest of Raton Pass, which served traders and military men on the Mountain Route.

In 1988, when Jere Krakow and Leo and Bonita Oliva visited the site with us during the National Park Service survey, the fragment was about eight feet wide and ten feet high. It was part of the east wall of the building. Today, viewed through binoculars from Highway 64, we could see only a pile of rubble there.

A second change, which we first noticed last spring, is in the Simmons Point Stage Station, east of Overbook, Kansas. The major portion of the east wall of that stone house, built in the 1860's, has collapsed in the basement. George Marichel, the Overbrook veterinarian who owns the structure, met our tour from the Kansas State Historical Society there last April and remarked, "I suppose you have noticed that I am not a very good housekeeper."

The most pleasant change was the new aspect of Wagonbed Spring, including the very professional signing directing visitors to it. When the NPS team was led to the site by Ron and Karla French in 1988, we saw nothing but a hole in the ground filled with tumbleweeds. Now, thanks to the efforts of the Wagonbed Spring Chapter of the SFTA, the site is surrounded by a handsome steel rail fence and the mislocated markers are where they ought to be. The badly-rutted two-track that we took to get there two years ago has now been graded smooth. There are professionally-painted signs everywhere one needs to turn, from the Mesa Petroleum plant south of Ulysses to the site itself. There are dozens of other such sites along the trail that local SFTA chapters could

improve in a similar manner.

Also of interest is the fact that the handsome new interpretive center at Arrow Rock, Missouri, is now under roof, a good sign that it could be completed by the time of our 1991 symposium.

Wonderful progress has been made in the stabilization of the two adobe houses remaining in Boggsville, south of Las Animas, Colorado. Ambassador Paul Bentrup advises that adobe blocks have been laid for the west wing of the Boggs House.

## PACKAGES FROM CERRILLOS

MARC Simmons, first president of SFTA, does many good things that most people never hear about. The following story, adapted from an article by Anna Belle Cartwright in the latest Friends of the National Frontier Trails Center Newsletter, tells about one of these:

Back in September ideas for a Santa Fe theme exhibit at the National Frontier Trails Center were discussed with Marc Simmons and several other prospective loan source museums. In no time at all, Simmons responded with spirit and generosity. A package arrived at the Trails Center from his home in Cerrillos, New Mexico. Wrapped in Santa Fe newspapers were a multitude of trail-related gifts: a wagon wrench, an "ox bow" rawhide stirrup, a Spanish style flint-and-steel for starting fires, Mexican playing cards of the kind used by teamsters on the Santa Fe Trail, *piloncillo* (brown sugar cones made in molds also used by teamsters), small Spanish mule shoe, ox shoe, and a wheel traveler used by the wheelwright to measure a wheel's circumference. Also included were a *ristra* (traditional string of real red peppers), branches of piñon, and a piece of homemade soap of boiled hog fat.

Since that first package, two more have arrived. One with blue corn and strawberry corn, and the latest with a modern example of a 19th-century gourd canteen carried by New Mexicans on the Santa Fe Trail. With his usual thoroughness, Simmons even included a passage from a Matt Field narrative, describing this type of gourd. We are most grateful to Mr. Simmons for his thoughtfulness and for raising the level of excitement at the Trails Center with the arrival of a package every few weeks.

Soon these items will be on display in the Santa Fe Trail area of the permanent exhibit hall for all to see.



## HOOF PRINTS

### —TRAIL TIDBITS—

SFTA Ambassador Paul Bentrup attended the Cheyenne ceremonies of the Sand Creek Survivors Descendants Band at the site of the infamous 1864 massacre in Colorado on November 29, anniversary of the attack.

SFTA member Polly Fowler, Independence, MO, will present the program at the 7:00 p.m., February 21, 1991, meeting of the Friends of the National Frontier Trails Center, 318 W. Pacific St., Independence. Her topic, of course, is the Santa Fe Trail. The organization of an SFTA chapter in the area will also be discussed. All interested people are invited to attend. Call (816) 254-0059 for additional information.

SFTA member Jim Sherer, Dodge City, KS, is leading the efforts to organize an SFTA chapter there. Several new members have joined from that area, and we look forward to hearing more about the group and its plans.

Merrill Mattes, eminent trail historian, has donated his extensive personal library to the Oregon-California Trails Association (OCTA). The 1,349 entries, some of which contain multi-volume sets, will be housed at the National Frontier Trails Center archives at Independence. There the materials will be available for researchers.

Anyone planning to attend the symposium in September should be thinking about motel reservations now. Some places are reportedly filling up already.

The December 1990 issue of *The National Tombstone Epitaph* presented a review of Gregory Franzwa's *Santa Fe Trail Revisited*. The reviewer praised the work, and a map of the Trail from the book was printed with the critique.

*West*, the movie specially made for and shown at the National Frontier Trails Center, is now available as a video cassette; price is \$21.50 including postage. Order from NFTC, 318 W. Pacific St., Independence, MO 64050.

Among recent acquisitions at the Na-

tional Frontier Trails Center archives at Independence is a collection of material on Benjamin Cooper, including accounts of expeditions to Santa Fe in 1822 and 1823.

The Alexander Majors Historical Foundation is seeking members to help support the historical Alexander Majors House in Kansas City. Majors was truly a *major* freighter on the Santa Fe Trail and a partner in the firm of Russell, Majors & Waddell (government contract freighters). Individual membership is \$15 per year and a family membership is \$25. To join or request further information, write the Foundation, 8201 State Line Road, Kansas City, MO 64114.

The DAR Madonna of the Trail statue at Lexington, MO, was recently restored and rededicated. SFTA member Jane Mallinson, of the Independence DAR chapter, presented a brief history of the statue during rededication ceremonies. Originally erected in 1928, the statue had cracks that were repaired.

SFTA member George Neavoll, editorial page editor of the *Wichita Eagle-Beacon*, wrote a nice piece on "Beauty on the Cimarron Grassland" for his paper last fall. He mentioned the 23 miles of Santa Fe Trail on the Grassland, and promoted SFTA members Stephen and Martha Hayward's *Walks and Rambles on the Cimarron National Grassland*.

The Friends of Arrow Rock *Newsletter*, Fall 1990, contains a photo of the construction going on at the Arrow Rock State Visitor Center and a photo of the partly constructed limestone arched walkway by which visitors will reach the Visitor Center from the parking lot. The building is scheduled for completion by the time of the September Symposium.

SFTA member Susan Badger Doyle, doctoral candidate in American Studies at the University of New Mexico, was recently awarded a James H. Bradley Research Fellowship by the Montana Historical Society. The grant will be used by Doyle to continue her study of Bozeman Trail emigrants' diaries as part of her dissertation. Congratulations Susan!

Some anonymous researchers discovered in the *Washington Missourian*, April 13, 1983, that bandleader and trumpet-player Greg Franzwa, Gerald, MO, would lead an all-star group of

musicians in a Depression-era dance the following week, featuring music from 1939 and big-band vocalist Sally King. Franzwa has more talents than the Trail has ruts.

A penetrating essay on the scholarship of the history of the America West appeared in the November 21, 1990, issue of the *Chronicle of Higher Education*. The author, Ellen Coughlin, compares the traditional treatment of the West with the "new western history" being promoted by a number of scholars.

The French trio who traveled portions of the Santa Fe Trail and other western trails a few years ago are featured in an illustrated article, "Mustang Blues" by Brigitte Blanche (one of the trio), in the Winter 1990 issue of *Persimmon Hill*. SFTA Ambassador Paul Bentrup, who rendered valuable assistance to the party, receives a special note of thanks at the end of the article.

SFTA Ambassador Paul Bentrup was recently the guest speaker at the annual meeting of the Haskell County Historical Society in Sublette, KS. You can bet he gave them an earful about the Santa Fe Trail, and we will watch the new memberships coming from that county to see how effective he was.

The Winter 1990 issue of *Tourism and Travel News*, edited by SFTA Publicity Coordinator Mike Pitel and published by the New Mexico Tourism and Travel Division, contains a piece by Pitel about all the fine publicity the Santa Fe Trail has been receiving in regional and national publications. The combined circulation of the publications is over 20 million.

During its November meeting at La Junta, CO, the SFNHT Advisory Council visited Bent's Old Fort and the historic site of Boggsville. The Council continued to work on plans for the Trail.

Despite admirable efforts to set the record straight, old fabricated claims persist and reappear to the chagrin of community leaders who have renounced them. A recent cookbook with considerable narrative history, sponsored by the Kansas State Board of Agriculture, *Touched by a Rainbow: Great Cooking from the Land of Kansas*, proclaims "Council Grove . . . is recognized as the birthplace of the Santa Fe

Trail" (p. 116). The Winter 1990 issue of *Spin-Off: The Magazine of Handspinners* reports that a group of Missouri spinners "gathered at Arrow Rock, the starting point of the Santa Fe Trail" (p. 6).

Marc Simmons's latest book, *When Six-Guns Ruled: Outlaw Tales of the Southwest*, has been published by Ancient City press of Santa Fe. A review copy is anticipated for a future issue. Simon's next book, *The Last Conquistador: Juan de Oñate and the Settling of the Far Southwest*, is scheduled for release by the University of Oklahoma Press in June 1991. Additional information will be provided when it is available.

The University of Oklahoma Press has reissued Josiah Gregg's *Commerce of the Prairies*, edited by Max L. Moorhead, with a new foreword by Marc Simmons. It is great to have this edition of Gregg's classic back in print. It is available in paper for \$14.95.

SFTA Board Member Mark L. Gardner, Trinidad, CO, has been appointed to a three-year term on the editorial advisory board of the *Journal of the West*. He edited the award-winning issue of the *Journal* (April 1989) which was devoted to the Santa Fe Trail.

The November 1987 issue of *Wagon Tracks* (vol. II, no. 1) is now out of print. All other back issues are still available. If anyone has a copy of the Nov 1987 issue they would sell, please let the editor know. Some folks are still trying to obtain a full set.

Novelist Jack Schaefer, author of the classic western *Shane* and many other fine works died recently in Santa Fe. He was 83. His house there is located on top of Santa Fe Trail ruts. Some SFTA members had the privilege of meeting him during the 1989 symposium.

Gregory Franzwa's Patrice Press in St. Louis was burglarized sometime during the last weekend of January. The extent of losses was unknown as this issue went to press. Since Franzwa has written four books on the Santa Fe Trail and distributes many others, we assume that even thieves are trying to obtain copies. They must not be too bright, however; everyone knows book publishers don't have much money. We hope the losses were minimal, the perpetrators of the foul deed are caught, and justice is done.



## COLD SPRINGS AND THE SANTA FE TRAIL

by Dan and Carol Sharp

*[This is seventeenth in a series on museums and historic sites along the Trail. The Sharp family owns the Oklahoma ranch on which the Cold Springs are located and where there are fine Trail remnants. The historic site of Autograph Rock near their ranch headquarters was recently made an official part of the SFNHT through an agreement with the National Park Service. Dan and Carol are committed to historic preservation and are commended for allowing visitors onto their property to view some of the rich heritage of the area.]*

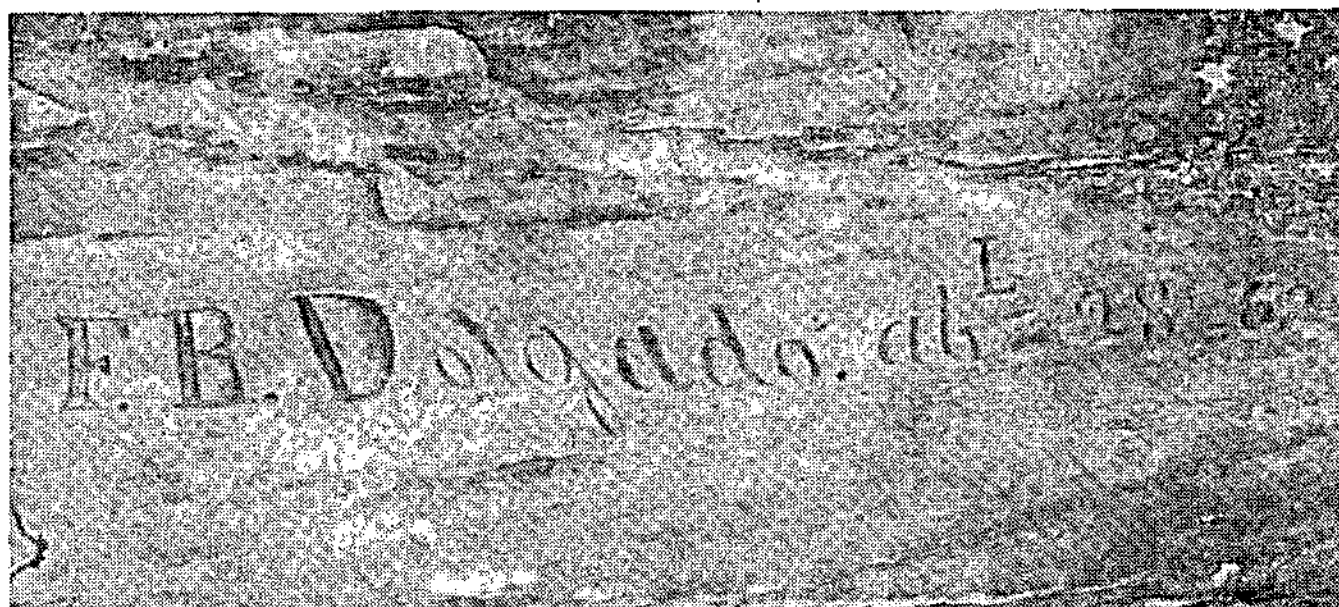
COLD Springs Creek is an area of live water located in the panhandle of Oklahoma. This made it an important stopping place for anyone passing through the area, including travelers on the Cimarron Route of the Santa Fe Trail. The main wagon traffic going to and from Santa Fe followed this route after William Becknell and others discovered it was suitable for wagons in 1822 and after. Because of the location of live water at Middle Spring, Upper Springs, Cold Springs, and Cedar Springs, this route became possible, establishing an international link between the United States and Mexico. It was commonly known as the road to Santa Fe until the Mountain Route was opened in the 1840s, when this part of the Trail was called the Cimarron Route.

Cold Springs Creek is a tributary to the Cimarron River. The main asset of this drainage on the open prairie is that live surface water can be found year-round. This has always been important to human life in a semi-arid plains environment. The presence of Indians around the springs is evidenced by projectile points dating back several thousand years which have been found in the area. These springs flow from the Dakota aquifer with the protection of small sandstone bluffs. The amount and quality of the water at Cold Springs influenced the location and development of the international road through here. There is archaeological evidence that the Santa Fe Trail followed, more or less, older Indian trails from one reliable water source to another.

A German physician, Frederick A. Wislizenus, traveled the Trail in 1846, and his journal, including a map showing the location of Cold Springs,

was published by the U.S. government in 1848. He described Cold Springs as the "best water since the Arkansas River. Beyond Cold Springs the scenery is beautiful where mountains and prairie meet." Wislizenus apparently expressed a common opinion. The area around Cold Springs was a well-known campsite where travelers could rest, care for lame animals, mend broken wagons, and prepare for further travel. Over the years it became a novelty to some of those who could write to chisel their names in the nearby sandstone bluffs.

These inscriptions came from a variety of people, including soldiers, teamsters, merchants, gold seekers, and adventurers trying to regain their health in an arid land. The oldest dated name found so far is "T. Potts 1826." The most popular name is F.B. Delgado. He was one of the principal owners of a mule- and ox-train that



F. B. Delgado's signature . (Photo by Leo Gamble.)

freighted on the Trail, and he left his signature many times. The Oklahoma Historical Society and the Oklahoma Science and Arts Foundation, in 1960, conducted a study of the autographs on the area rocks and compiled 323 names. Allowing for the advantage of being able to explore at our leisure, we have found their investigation incomplete. The majority of the names are at two locations, Autograph Rock and Signature Rock, located on Cold Springs Creek about a mile apart. There are also numerous signatures scattered around the springs, over a two-mile area, and the exact number is unknown.

The speculation that some of the early Trail travelers returned to settle ranches in the area was developed because a few of the carved names are familiar to later local history. An example of this was the Hood family. In 1885, when Jesse and Ellen Hood along with their six children traveled westward on the Santa Fe Trail, they

stopped their ox-pulled covered wagon and camped at Cold Springs. Traveling on, they settled in Lincoln County, New Mexico, living there for nine years. In 1894 they returned to the area and were the first family to take up squatter's rights and eventually to homestead on Cold Springs Creek.

In the Cold Springs Creek area the evidence indicates that the earliest route of the Trail crossed the creek close to Signature Rock. This campsite and sandstone bluff have, in general, the older carved dates. In later years the traffic appeared to shift further south because of shorter distance and easier terrain. This is the location of Autograph Rock, where the sandstone bluff is much larger. It also contains the greatest number of names and dates. Both routes appear to have been used in later years, depending on the availability of grass for livestock. There is also evidence that the Trail developed a third route even further south. This was, again, probably the need for grass when the main area of forage near Autograph Rock was inadequate.

The area is also referred to as the point where the Aubry Route, opened by Francis X. Aubry in 1851 and used heavily by freighters until the late Civil War years, left the main Cimarron Route to connect with the Arkansas River route approximately six miles east of present Syracuse, KS. The juncture of the Aubry and Cimarron routes was approximately two miles east of Cold Springs Creek and is presently hard to locate and poorly defined. If Aubry carved his name on the rocks at Cold Springs, it has not been found. As most historians know, however, he was always in a hurry to make one more record-breaking trip.

Some of the Indians, however, took time to carve on the sandstone bluffs. This was probably done while acquiring water and hunting along the converging game trails (animals also were dependent on the water). As the wagon trail developed, it also became an excellent place for the Indians to ambush travelers. Consequently, whenever possible after the Mexican War, military patrols kept watch in order to protect the merchant trains and later the stagecoaches transporting the U.S. mail. General James H. Carleton considered this one of the most dangerous



sections of the Trail and wanted to station troops at Cold Springs during the Civil War.

At least three Mexican patrols were sent along the route east of the Canadian River before the Mexican War (there were additional military patrols sent from Santa Fe as far as the Canadian River prior to 1846). The first, in 1829, traveled beyond Cold Spring to the Arkansas River and had several encounters with Indians along the way. The second, in 1843, was led by New Mexico Governor Manuel Armijo. With a military force of 500 men, he left Santa Fe in June of 1843. His intentions were to follow the Cimarron Route of the Trail all the way to the Arkansas River, the boundary between the United States and Mexico.

The spring merchant caravan in 1843, which included Mexican-owned freight and wagons (Armijo, himself, was engaged in the trade) was threatened by more than possible Indian raids. The primary fear was of raiders from the Texas Republic which claimed that the Trail passed through Texas territory. U.S. troops were to protect the caravan as far as the international boundary.

Rumor was that a Texas force, led by Colonel Jacob Snively, would attempt to attack any wagon train traveling the Santa Fe Trail. This added danger, and the fact that Governor Armijo invested heavily in the Santa Fe trade, could explain why he had taken personal command of the Mexican escort. Leaving Santa Fe with his large force, Governor Armijo wore a flashy uniform with a tall hat topped by a plume and rode his customary gray mule. His troops consisted of regular soldiers of the Mexican Army, citizen militia, and Pueblo Indians.

The expedition followed the Cimarron Route to Cold Springs Creek in mid-June. The governor probably abandoned his decorative uniform by this time because the trip had become long and hot. The comfortable surroundings of the cool water and trees at the springs, compared to the drudgery of the trail, may have influenced him to stop. Keeping his main force camped at Cold Springs Creek, Armijo sent an advance party of 100 men, under Captain Ventura Lavato, to meet the wagon train at the international border. These men traveled approximately 140 miles before they were ambushed, in a stretch of low sand hills, south of the Arkansas River. The attacking force was that of Colonel Snively and his Texans, who outnumbered Captain Lavato's command by two to one.

The Mexican soldiers fought hard



Autograph Rock on the Sharp Ranch. (Photo by Leo Gamble.)

against overwhelming odds but, after 18 of their number had been killed and many more were wounded, they surrendered. In the confusion, two of the men escaped and headed back to Cold Springs to tell of their tragedy. This information was reported in such a way that, without orders from Governor Armijo, the army broke up and left immediately for Santa Fe.

The wagon train the governor intended to escort arrived at Cold Springs a few days later without any trouble from Texans or Indians. Colonel Snively and his followers had been captured and disarmed by U.S. troops a few miles east of present Dodge City. At the Cold Springs campsite, the traders found the abandoned equipment that Armijo's troops had left in their hurried retreat. How much of the equipment, bridles, spurs, cooking utensils, and other tools the arriving caravan picked up or left to become artifacts is unknown. The merchant train traveled on to Santa Fe without major problems or the need of an escort.

The third patrol of Mexican troops traveled from Santa Fe via Cold Springs to the Arkansas River in the autumn of 1843. They met the west-bound caravan of 140 wagons, owned entirely by Mexican proprietors, which was escorted to the international boundary by U.S. troops. As the wagons crossed the Arkansas, they passed from one escort to the other. The caravan and its escort passed Cold Springs, perhaps camping overnight there, on the way to Santa Fe. Except for slow progress because of rains and the death of several teamsters from an unidentified disease, they made the trip without interference.

Because the Pueblo Indians who accompanied Armijo in the spring of

1843 received most of the casualties in the fight with Snively's Texans, hard feelings developed against the foreigners of Texas and the United States. A result of this grudge was the revolt against U.S. occupation of New Mexico at Taos three and a half years later. This was the Indian uprising in which the first U.S. governor of New Mexico, Charles Bent, was killed. It was believed that the Taos Pueblo Indians were taking revenge for the losses they suffered during the battle east of Cold Springs.

There has been no carving discovered on the bluffs to signify Governor Armijo's presence at the campsite in 1843. In 1846, however, the Mormon Battalion which followed the Cimarron Route to New Mexico during the early days of the Mexican War left a number of inscriptions as proof of their passing. Some of the military, thoughtful enough to leave their names, also carved the symbolic many-pointed star. On the same bluff, along with these names, symbols carved by Indians are also visible, reminding modern viewers of another part of the history of the area.

Some of the conflicts between travelers on the Trail and the Indians have been recorded, but many more are lost to history. As historians keep researching, the facts about these and other happenings at Cold Springs are refined and the real story grows. The following are some more of the known incidents relating to the Cold Springs area.

In 1851 Reverend Lewis Smith and his wife, Baptist missionaries going to Santa Fe, left Independence and traveled with the command of Lieutenant Colonel Edwin Vose Sumner. Sumner was going to New Mexico to assume command of the military department.



Cholera appeared among the soldiers on the Trail, some of whom died and others, fearing death, deserted. The Smiths, according to the eastbound mail carrier who arrived at Independence from Santa Fe in July, were "at Cold Spring, getting along finely—having left the troops on account of cholera." They most likely continued to Santa Fe with a military supply train which was several days behind Sumner.

On December 4, 1859, at Cold Springs, soldiers from Fort Union, New Mexico, escorting the west-bound stage, were attacked by Kiowa Indians. The reason for the escort was an earlier attack on the mail party in which two employees of the stage company were killed west of Pawnee Fork in Kansas. The Kiowas used long-range rifles to keep the soldiers pinned down at Cold Springs for several hours. The Indian attack ended later that day with one man being wounded. This was the beginning of a long series of Kiowa-Comanche raids along the Cimarron Route which continued through the Civil War.

Another story relates that John Williams was killed by Indians in late 1860 or early in 1861 at Cold Springs. He was a helper at a stage station believed to have been established at this location, when Indians attacked and took the horses. This incident is difficult to verify, but we hope to acquire more information about it.

Traveling the Cimarron Route became such a dangerous undertaking during the Civil War years that military escorts were periodically provided and some of the Trail traffic was moved to the safer Mountain Route. Many caravans still preferred to face the danger of Indians along the Cimarron Route because it was shorter and the terrain was much easier for wagon travel than along the Mountain Route. General Carleton's desire to station troops along the Cimarron Route was not accomplished until the Civil War had ended. Colonel Kit Carson was ordered to establish a fort at either Cedar Bluff or Cold Springs in the spring of 1865. He left Fort Union on May 20, 1865, with two companies of the First New Mexican Volunteer Cavalry and a company of California Volunteer Cavalry. They arrived at Cedar Bluff on June 1, 1865, and built Camp Nichols at that site. From studying both areas, we feel that Cold Springs was not chosen for the cantonment because Cedar Bluff had a more adequate supply of rock building material and, more important, was closer to an available supply of wood for fuel. Camp Nichols obtained water from Cedar Springs.

After the Civil War large caravans, some reportedly having as many as 500 wagons, traveled the Cimarron Route. The large trains were safer from Indian attack and the wagons usually traveled four abreast through dangerous territory. Campsites at Cold Springs probably expanded and shifted in relation to what grazing vegetation was available. Camp Nichols was abandoned a few months after it was built. The troops there and the military escorts only succeeded in slowing down the Indian raids. They could not stop them completely and trouble continued into the 1870s. Much of the traffic on the Santa Fe Trail, including the stage and mail services, shifted to the Mountain Route after the Civil War when Uncle Dick Wootton opened his toll road over Raton Pass and the railroads built westward.

Travel on the Trail was not only hazardous to humans but unknown numbers of livestock fell victim to its environment. One example was expressed in the memoirs of Franz Huning who, after many years, apparently confused Cedar Springs and Cold Springs. His experience with a bad snow storm dating approximately October-November 1849, ended with many oxen dying of exposure. When the snow storm hit, his party drove the oxen into a corral and the animals died during the night. We think the corral referred to was located just east of Autograph Rock. There a corral was formed of a natural cap rock enclosed draw with the lower end shut off by a man-made rock wall. Huning does not mention if the dead animals were butchered or not.

The travelers on the Trail were very practical in most things but sometimes their knowledge of medicine failed them. One of the major concerns was what to do for those who became sick or wounded. Cold Springs has numerous unmarked graves to testify to this fact. A wagon train, returning from Kansas City and owned by José Perea of Bernalillo, New Mexico, added several graves to the area when cholera hit the wagon train on the Cimarron River. A herder, José Librado Gurulé, in his recollections of the tragedy, called it the "plague." The teamsters, as they became sick, were loaded into the wagons. They continued on their journey until there were not enough healthy men to keep going. At this point, they called a halt at Cold Springs. The treatment they used to "doctor" the sick men was a mixture of New Mexico red chili and "Penguin" whiskey (part of the payload from Kansas City). This remedy was not effective and many died and were buried here. After twelve days they were able to

travel on west but still had to dig graves for later victims. Approximately one-third of the men on this train died from the dreaded disease.

Most graves on the Trail were unmarked in order to keep the Indians from locating them and disturbing the remains. One theory involving some of the names carved on the Cold Springs sandstone bluffs is that these rocks were used as substitutes for tombstones for those lost on the Trail. Many of the names have a Christian cross with them, giving rise to this thought.

As travel on the Cimarron Route of the Santa Fe Trail lost popularity, others took an interest in the Cold Springs. Cattle drives, coming from the south, depended on its water source. Autographs of this era can also be seen carved in the stone.

Looking at the inscriptions and wagon ruts today, one can only stop and wonder what happened to all those who passed by. The existing condition of the Trail ruts varies from well defined to nonexistent. The grassed over depressions, four across, leave a lasting impression of all that took place and helps spur the imagination.

Autograph Rock is now part of the Santa Fe National Historic Trail. Although it is located on private property, visitors may view the carved names and immediate area at certain times. For permission and arrangements to visit the site, contact the Boise City Chamber of Commerce, Boise City, OK 73933.

## 1991 TRAIL TOURS

BARTON County Community College, Great Bend, KS, will again provide a series of Santa Fe Trail tours in 1991. A guided tour of the Trail through present Kansas City, MO, will be available April 19-21. A trip on the Mountain Branch, from La Junta, CO, to Raton Pass, is scheduled for May 3-5. The SFTA Symposium will be the focus of the trip set for September 25-29.

In addition BCCC will offer three workshops on the Santa Fe Trail, available for college credit. The first, taught by David Clapsaddle of Larned, will meet at the Jordaan Memorial Library in Larned, on Monday evenings, February 18 and 25, with a field trip on Saturday, February 23. It will examine the history of the Trail from 1821 to 1854 and the geography of the route between Franklin and Westport, MO.

Additional workshops will be announced later. For information and to enroll, contact Elaine Simmons, Coordinator, BCCC, RR 3 Box 136Z, Great Bend, KS 67530-9283 or (316) 792-2701, ext. 214.

## THE MALLET EXPEDITION OF 1739, PART I

by Donald J. Blakeslee

[Dr. Blakeslee, a member of SFTA, is associate professor and chairman of the department of anthropology at Wichita State University. He is a founder of the new Coronado Trail Association and will be the keynote speaker at the Coronado Symposium in April. He is especially interested in Indian trails in the Great Plains. This paper was presented at the 1989 SFTA Symposium in Santa Fe. The second part will be in the next issue.]

THE Santa Fe Trail lives on, but it is older than you think! The earliest known successful expedition of Europeans to Santa Fe from east of the Mississippi River took place in 1739. In that year, a small group of French Canadian traders led by Pierre and Paul Mallet found their way from Illinois to Santa Fe. They encountered a friendly reception there and remained over the winter before returning to French territory, where they reported their accomplishment to Governor Bienville in New Orleans. He, in turn, incorporated an abstract of their journal in his report to the King of France.

This epochal event has not been the subject of in-depth study. Generally, it is mentioned as being a first and then passed over. There are two reasons for this. One is the paucity of good documentation. The journal kept by the Mallets was lost, and the abstract of the journal that does survive consists of a few scant pages of handwritten material. It contains few direct statements about the route followed, and contemporary documents give none. Thus a casual reading suggests that tracing their route with any accuracy would be impossible, and the only thorough attempt to do so, by Henri Folmer in 1939, has never been challenged seriously.<sup>1</sup>

The other reason for the lack of attention is that the expedition itself seemed to lead nowhere. The French attempted to follow up on the Mallet's success with a return expedition, but it was a dismal failure. Furthermore, by the time other Frenchmen did manage to get to Santa Fe, the friendly reception afforded the Mallets had been replaced with a cold and unfriendly face. Arrest and confiscation of all goods was the pattern that prevailed until William Becknell came to town in 1821. Thus the Mallet expedition seemed to have no relationship to the development of the Santa Fe Trail by Becknell and those who followed him.

It is possible, however, to trace the route of the Mallet expedition with precision. Furthermore, the approach that makes this possible also demonstrates that portions of the route they pioneered continued in use into the 1830's. In fact, there is reason to believe that William Becknell followed part of it in 1821. The arguments presented here all relate to the importance of Indian trails to this chapter of history.

The Mallet brothers used Indian trails and probably had Indian guides for most of their journey. Most early explorers had Indian guides who led them along Indian trails, and because of this the abstract of the Mallet journal is not an isolated document lacking the detail necessary to trace the route. Instead, it is part of a large set of documents created by people who used the same Indian trails; when read in the context of these other journals, maps and letters, it provides abundant evidence regarding the exact route they followed. When the rest of this literature is read in the context of Indian trails, it becomes clear that many other travelers, including William

Becknell, followed sections of the same route the Mallet brothers traveled.

Before tracing the route of the Mallet expedition using the accounts of later travelers, explorers, and surveyors to fill in the gaps in the abstract of the Mallet journal, Folmer's version should be understood (Figure 1). He identified their route from a Panimaha (Skiri Pawnee) village which he guessed was located at the mouth of the Niobrara River. From there, they traveled in a straight line to intersect the Platte River and then upstream along the north bank. From the vicinity of the mouth of the Loup River, he thought they went south-southwest to reach the Arkansas River west of Ford, Kansas. From there, the rest of the way was along the mountain branch of the later Santa Fe Trail to Taos, and from there to Santa Fe.

If Folmer's interpretation were correct, there would be no point in proceeding further. However, it contains internal inconsistencies and contradicts what is known from more recent research. Archaeological surveys, for instance, have not found the Skiri Pawnee village at the mouth of the

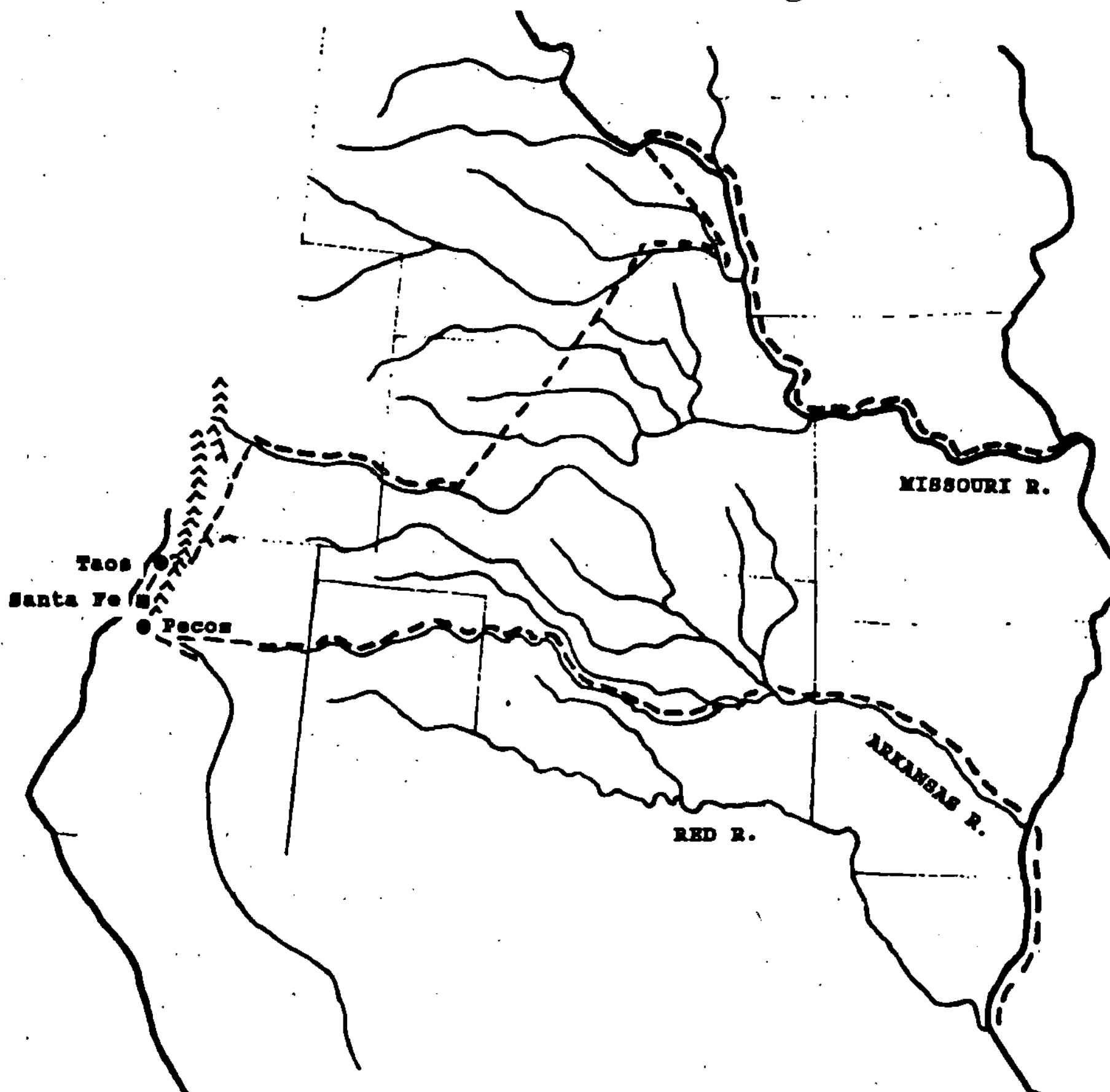


Figure 1. Folmer's version of the route of the Mallet expedition.



Niobrara. Sites in the vicinity are numerous, but none contains Skiri material. Furthermore, if the village had been there, by the distances given in the abstract, the Arikara tribe would have been in northern North Dakota. Every contemporary source places them in central South Dakota.

Other errors of interpretation may be noted. The abstract stated clearly that the expedition went up the right bank of the Platte. It is clear from other contexts that the Mallets followed the customary meaning of right bank as seen by a viewer facing downstream. For the Platte, this would be the south bank, not the north as Folmer concluded. He also had them calling the North Fork of the Solomon River the River of the Kansa, which was the name applied in contemporary sources to the Kansas River and its major tributary, the Smoky Hill River. In order to explain how the Mallets could have lost seven horses while fording a small stream like the North Solomon, Folmer assumes that the weather had been rainy. He uses the same assumption to explain why the Mallets would have used the term, rivers, for a series of very small creeks along his proposed route. Finally, the abstract states quite clearly that the first pueblo encountered by the French party was Picuris, not Taos. It is possible to determine where the Mallets really did go.

The abstract named the tribes they passed while going up the Missouri River, including the Missouri, Kansa, Oto, Skiri Pawnee, and Arikara. Curiously absent are the Omaha, who were living then on the Missouri River in northeastern Nebraska. The abstract explained why the Mallets tried to get from Illinois to Santa Fe by going up the Missouri River. Most traders in the region believed that they could get to New Mexico via the headwaters of the Missouri River. It also stated that, when they tried this, the Arikara corrected their false impression.

The language in the abstract is vague on this point, and Folmer considered the possibility that the traders who learned this were not the Mallets but others from an earlier expedition. If that were the case, however, the Mallets certainly would not have repeated the mistake of going hundreds of miles out of their way.

The other source of confusion is not grammatical but lies in the names for various tribes that were used by the French. The Pawnee tribe had two main divisions, the Skiri and the South Band. The French sometimes called all of them *Pani* but at other times distinguished the Skiri by calling them *Pani-*

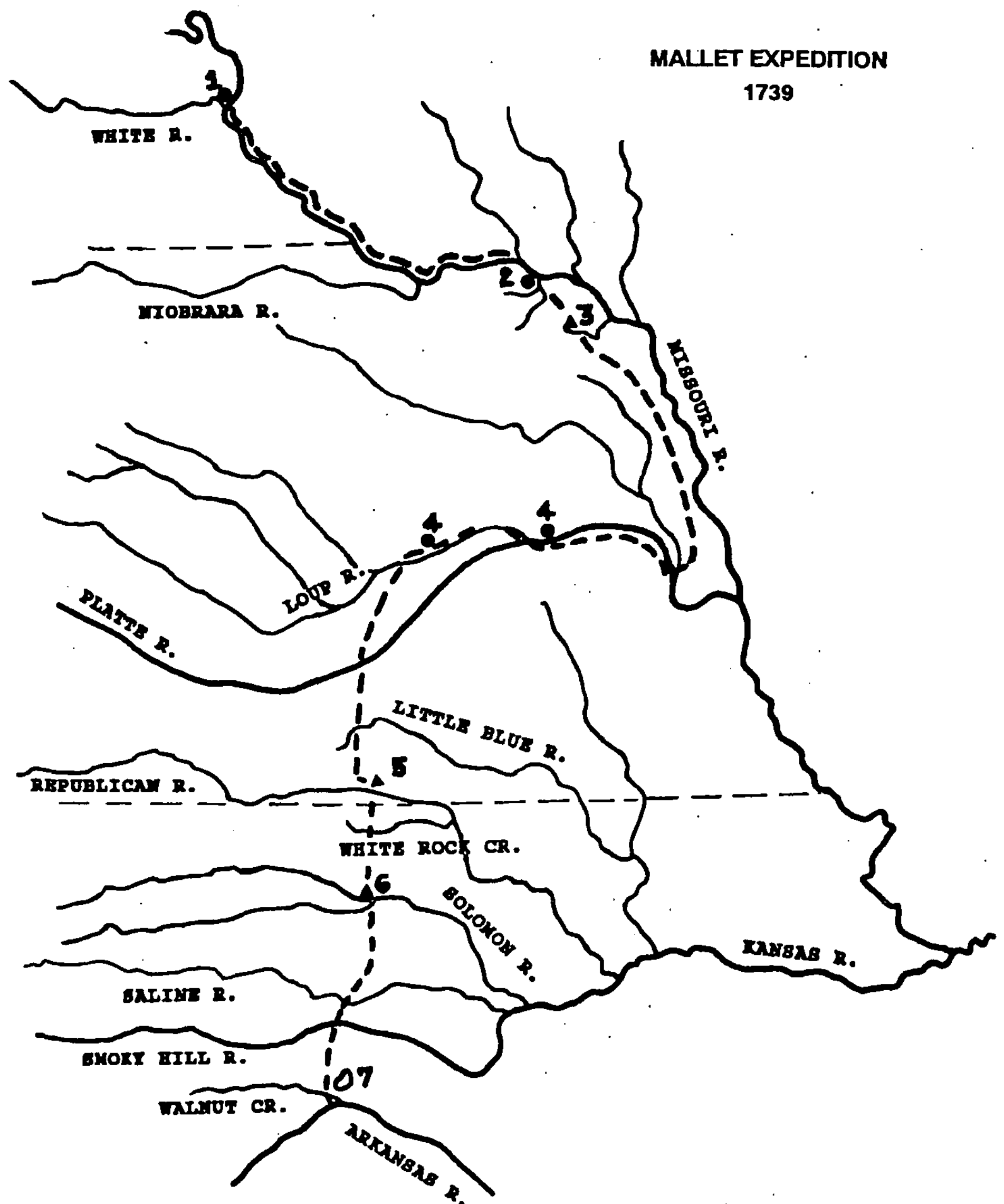


Figure 2. Initial overland portion of the route, Oacoma to Great Bend

- |                               |                     |
|-------------------------------|---------------------|
| 1. Oacoma village site        | 5. Guide Rock       |
| 2. Omaha village on Bow Creek | 6. Waconda Spring   |
| 3. The Lone Elm               | 7. Cheyenne Bottoms |
| 4. Pawnee villages            |                     |

*maha*. This is a Siouan word that means "upstream" or northern Pawnee. The Omaha, who speak a Siouan language, called themselves *Umaha* or upstream people, that is, northerners. This distinguishes them from their relatives, the Quapaw, or people who were left behind, from whom the Omaha separated at some time in the past. The French called the Omahas *Maha*, and the similarity of this to *Panimaha* has led to a lot of confusion.

With this in mind, it is possible to trace the first part of the Mallet expedition. First they went up the Missouri River by boat to where some Skiri Pawnee were living among the Arikara. This was the present-day archaeologi-

cal site at Oacoma, South Dakota. This site yields pottery of the kind found in 18th-century Skiri sites in central Nebraska.<sup>2</sup> There an Arikara told them they had come too far upstream, and they went back downriver to the Omaha village in northeastern Nebraska where they purchased horses for their overland trip. From there, they traveled south to the Platte and up that river to South Band and Skiri villages in central Nebraska.

Consider how this might have read in the original Mallet journal. They went to the *Panimaha* where they talked with Arikara. From there they went to the *Maha* village on the *Maha* river and from there eventually to a *Panimaha* village on the *Panimaha*



**Figure 3. The Lone Tree in 1988. The trunks shown grew from sprouts in the stump of the original tree.**

River. So it was Panimahas to the left and Panimahas to the right, with Mahas in the middle. It is understandable that the governor of Louisiana became confused and conflated all of the Maha and Panimaha villages and the streams on which they were located.

Figure 2 shows the initial portion of their route. First, they went upriver to the Oacoma site in central South Dakota. From there, they floated back downstream to the Omaha village at the mouth of Bow Creek in Cedar County, Nebraska. This village is shown on the John Evans map of 1797.<sup>3</sup> In the summer of 1989, my two sons, Sam and John, helped me trace the route from this spot to Santa Fe.

From the Bow Creek Omaha village, there was an Indian trail that followed the divide between the Platte and Missouri Rivers. It was documented by U.S. Land Office surveyors in the 1850's.<sup>4</sup> Indian trails frequently followed high divides because this minimized the number of stream crossings and provided good level ground for traveling. It is possible to see long distances from such a trail, making hunting easy.

The divide parallels the course of the Missouri River, just as described in the abstract. The first night out, the Mallets camped at the "Lone Tree," an early landmark in Dixon County, Nebraska. At the time of first Euro-American settlement, there was a single cottonwood tree at the headwaters of Daily Creek that marked a campsite favored by Indian travelers along the trail. Forest eventually grew up around

this landmark, and the original tree fell down many years ago. Figure 3 shows what grew from the twigs that sprouted from the stump; the intrepid explorers give a sense of scale.

The Mallets started from the Omaha village on May 29, and on June 2, they reached the Platte River. This means they averaged slightly more than twenty miles per day, as opposed to the nearly forty miles per day required by the first part of Folmer's version of the route. Travelers with pack animals average about twenty miles per day. To travel at a rate of forty miles per day will kill the animals because they will not have enough time to feed adequately.

The abstract says that "they" called this river the Platte. It certainly reads as though the Mallets had named this and many of the other rivers they encountered, but the French word, *platte*, is merely a translation of the various Indian names for the river, all of which mean "flat." Other Indian names were given for streams as far south as the Arkansas River, which suggests that the Mallets had an Indian guide who led them from South Dakota to the southern edge of Pawnee territory in central Kansas. The abstract, however, makes no mention of a guide.

The Mallets crossed the Platte near the modern town of Yutan. There was a ford at this spot, and in later years, an Oto village was located on the right bank. From the ford, an Indian trail paralleled the south side of the river. This trail, which is well documented in

Land Office survey maps, leads past the sites of several former Pawnee villages.<sup>5</sup> Somewhere in this region, the Mallets probably stayed in one or more villages; at least the distances given in the abstract give this impression. Yet in spite of the fact that many contemporary sources place the Pawnee villages in this area, the abstract makes no mention of any.

After traveling up the Platte River for 28 leagues, the Mallets noted the mouth of the Padouca River, which is as Folmer realized, the Loup. This is the stream along which most of the Skiri Pawnee population was located in 1739. Loup is, of course, French for wolf, and the Skiri in Skiri Pawnee also means wolf. Since the French called the Skiri Panimaha, the expected French word for this stream would be Panimaha. Padouca was a Siouan term for another tribe, the Apaches. A guide may have been trying to tell the Mallets of the Padouca villages that were located farther upstream on the Loup. At any rate, the little expedition ascended this river to one of the Skiri villages.

On leaving the Skiri village on the Loup (the Panimaha village on the Panimaha River from which the Mallets estimated the distance to the Arikara), the expedition followed a trail southwest to recross the Platte River. This is the same trail that had been taken by Pedro Villasur with Spanish troops from New Mexico nineteen years earlier, when he led his unfortunate army to disaster at the forks of the Platte and Loup.<sup>6</sup> There Villasur and most of his men were killed by Pawnee and Oto warriors.

From the river crossing, the Mallets followed the Pawnee Trail south from present Grand Island, Nebraska, to Great Bend, Kansas. Fremont's map of this trail is shown in Figure 4. The first night after crossing the Platte, they camped on the Little Blue River. The abstract said the stream in question flowed into the Platte, but there are no southerly tributaries of the Platte in this region. The Pawnee Trail, however, crossed the Little Blue where it flows north and east. The mistake made by the Mallets is readily understood by standing on the trail and looking at the line of trees that mark the course of the stream. It appears to flow toward the Platte. The Mallets called it the Hills River.

The abstract stated that this part of their route lay over a high prairie where there was no wood to light a fire. It does not mention the crossing of the Republican River (at Guide Rock) but does mention the White Hills River, which is modern White Rock Creek.



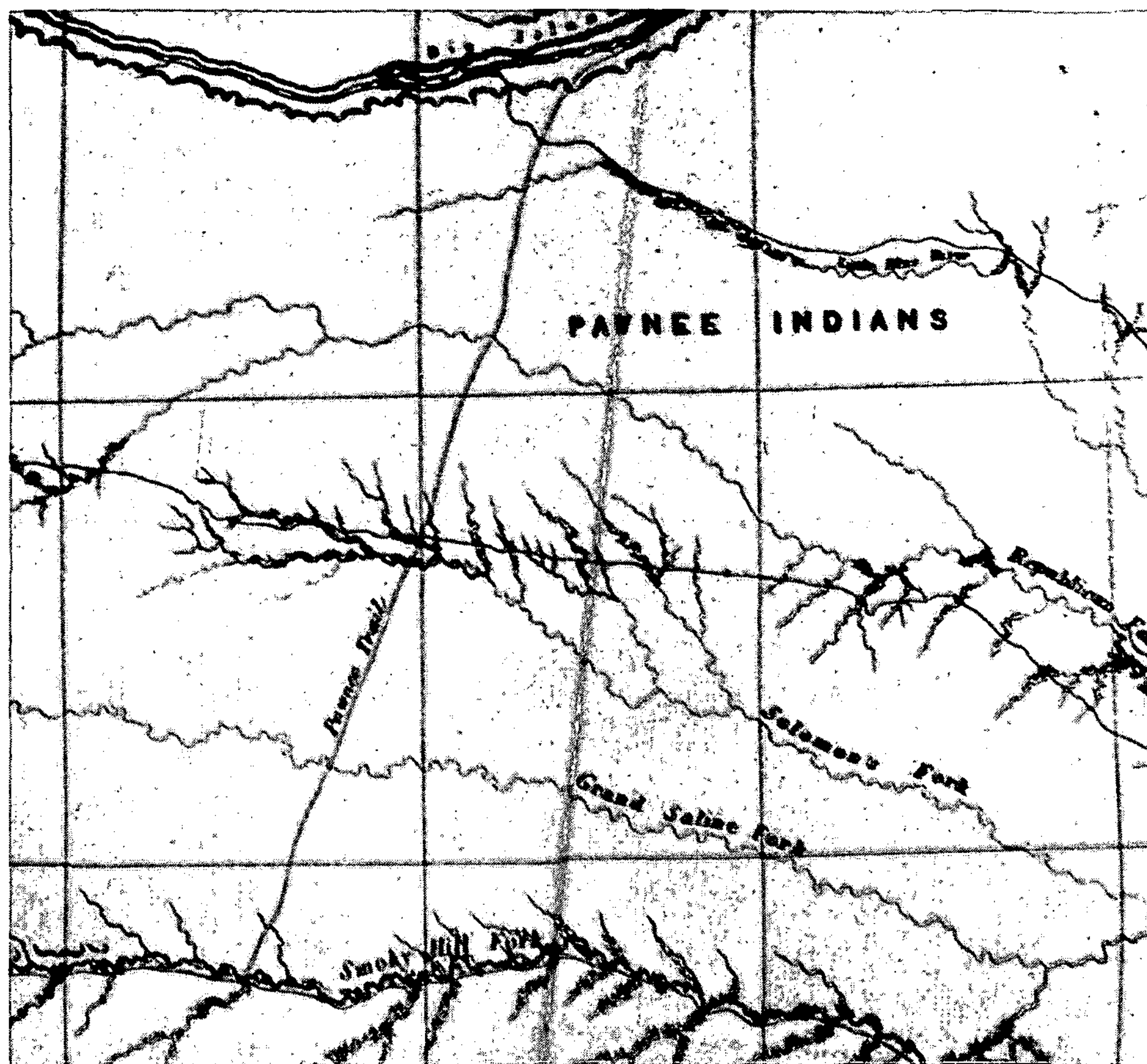


Figure 4. Fremont's map of Pawnee Trail.

There is a prominent white hill on the south bank of this stream at the trail crossing that is the likely source of its name.

The next two streams mentioned in the abstract are the *Amiable* (Friendly) and *des Soucis* (River of Worries). These rivers were likely to be the Solomon and Saline Rivers of north-central Kansas. The trail crossed the Solomon at present Glen Elder, in the vicinity of Waconda Spring, a sacred site of the Pawnee and other tribes. The "great spirit spring" may be the reason for the "amiable" character of the stream.

An explanation for the River of Worries was also found. Where the Pawnee Trail crossed the Saline River, the trail followed up a narrow rocky canyon south of the river. It fits the description provided by Charles Augustus Murray, a Scottish nobleman who had gone with the Pawnee on a bison hunt in 1836.<sup>7</sup> After coming into conflict with a Pawnee chief, Murray was given a guide to lead him back to Fort Leavenworth. At the head of this canyon the guide tried to get Murray to go first, but sensing something wrong, the Scotsman held back. He reported that when they headed down the canyon, he saw more rattlesnakes in this one spot than he saw in the whole rest of his life.

In 1989, we saw no snakes but lots of poison ivy. Snakes and/or poison ivy could have made the Saline the River of Worries.

From the Saline River, the Pawnee Trail went to and crossed the Smoky Hill River, the main branch of the Kansas River. The Mallerts called it the River of the Kansas. The trail then went southwest around the margin of the Cheyenne Bottoms, a large marshy area. The abstract makes no mention of this, but a map by Zebulon Pike shows the trail as described to him by some Frenchmen in 1806.<sup>8</sup> The map is not the one he published, but a version of it is available in *Wagon Tracks*, 3 (Nov. 1988) 5.

This part of the trail took the Mallerts to the river they called *a la Flesche*, the River of the Arrow (the present Arkansas River). This was a translation of a Pawnee word which can mean arrow, arrowhead, or flint. "Flint River" was the name for this stream common to many Plains tribes.<sup>9</sup> It referred to the flint quarries on the bluffs above the river in northern Oklahoma and southern Kansas. The abstract was quite clear in saying that the Mallerts crossed this stream, not that they traveled along it.

(to be continued)

## NOTES for Part I

1. Henri Folmer, "The Mallet Expedition of 1739," *Colorado Magazine*, 16 (1939) 161-173.
2. Donald J. Lehmer, *Middle Missouri Archeology* (Washington: National Park Service, 1971), 202.
3. Raymond W. Wood, "The John Evans 1796-97 Map of the Missouri River," *Great Plains Quarterly*, 1 (1981) 39-53.
4. Original General Land Office Survey Notes, Dixon County Courthouse, Ponca, Nebraska.
5. Original General Land Office Survey Notes, Saunders County Courthouse, Wahoo, Nebraska.
6. Gottfried Hotz, *Indian Skin Paintings from the American Southwest*, translated by Johannes Maltaner (Norman: University of Oklahoma Press, 1970).
7. Charles Augustus Murray, *Travels in North America during the years 1834, 1835, & 1836* . . . 2 vols. (London: Richard Bentley, nd).
8. Carl Irving Wheat, *Mapping the Trans-Mississippi West, 1540-1861* (San Francisco: Institute of Historical Cartography, 1957-1963), Pike map.
9. James Mooney, *Calendar History of the Kiowa Indians* (Washington: Seventeenth Annual Report of the Bureau of American Ethnology), 421.

[The conclusion of this article on the Mallet expedition will appear in the next issue.]

## CLOSE ENCOUNTER

(continued from page 1)

Denver Public Library I found a listing for Block & Brandon in the *Leavenworth City Directory, and Business Mirror, for 1860-61* (Leavenworth: James Sutherland, 1860), p. 29. The firm, located on the south side of Kiowa between Main and Second, was listed as a soda water manufactory.

This does not mean that the information with the bottle is incorrect, however. It is likely that after the original contents of the bottle were consumed, it was saved and utilized later for smelling salts. There were no bottle works at the west end of the Santa Fe Trail and such well-made containers were much valued.

From information in Marian's memoirs and the probable date of the bottle's manufacture, it is possible to speculate about when it made its journey (or journeys) along the Trail. The fact that the bottle is marked "Leavenworth City K.T.," or Kansas Territory, indicates that the bottle was made in 1861 or before, as Kansas became a state in January of that year. Marian tells in her memoirs that from 1856 to 1860 she and brother William and their mother resided at Leavenworth. In the spring of 1860, however, their family started back on the Trail for New Mexico. Marian was 15 years old at the time. It seems likely that the bottle was taken on that trip, perhaps purchased as a treat for Marian and Will. It is also possible, of course, that the bottle was

already being used for smelling salts at that time.

If the bottle did make its way to New Mexico in 1860, then it is probable that it traveled the Santa Fe Trail two more times. Marian's family returned over the Trail the following year and settled in Kansas City, Missouri, and in 1862 she and her mother traveled again to New Mexico. Marian states in her memoirs that the 1862 trip was her last trip over the Trail. While it is conceivable that the bottle may not have been acquired until 1861 or 1862, chances are that it was obtained earlier, especially considering the fact that Marian's family resided in Leavenworth for four years before their 1860 trip and apparently did not live in Leavenworth again.

There are many thrills to working at a museum and historic site, but holding the bottle and imagining that it was once fondled by Marian's small hands over 125 years ago was definitely one of the greatest I have experienced. In the future the bottle will be displayed in the Pioneer Museum in Trinidad so that modern-day Trail travelers can have their own close encounter with Marian Russell.

## CAMP TALES



### —CHAPTER REPORTS—

#### Cimarron Cutoff

David M. Gaines, Chief, Branch of Long Distance Trails, NPS, Santa Fe, was guest speaker at the Jan. 24, 1991, chapter meeting at Boise City, OK. Chapter President David Hutchison presided at the meeting, following a dinner at 7:00 p.m.

The speaker reported on the Nov. 15, 1990, meeting of the SFNHT Advisory Council at La Junta, CO. He said the question of NPS signs along major highways should be settled by late spring or summer. The council had agreed that certification should not be given to any land along the Trail that had been acquired by condemnation. Dan Sharp had introduced the motion at the council meeting.

When questioned about what follows certification of Autograph Rock on Sharp's ranch, Gaines said that a contract had been signed with a company in Urbana, IL, to document that site

and approximately 40 sites in the five Trail states for listing on the National Register of Historic Places. A brochure will be printed by NPS after more sites have been certified.

At the business meeting Edgar White reported that a new addition is under construction at the Morton County Museum in Elkhart. E. Ray Blakeley, Clayton, reported on a Kiowa National Grassland display now in their museum. He also told of Trail ruts visible in the grasslands. Steve Hayward, Elkhart, exhibited a brochure he and Martha Hayward had designed for Morton County and asked David Gaines for permission to use the NPS SFNHT logo on the cover. Each of the other Cimarron Cutoff counties will write suitable text for their own brochures.

Betty Romero, director of the Coronado Quivira Museum at Lyons, KS, announced plans for the Coronado Symposium, April 18-21, 1991. The next chapter meeting will be April 15 at Springfield, CO, when Bill Buckles, professor at the Univ. of So. Colorado in Pueblo, will be the guest speaker.

#### Texas Panhandle

No report.

#### Wagonbed Spring

Chapter President Fern Bessire has been diagnosed as having cancer and is very ill. The work of the chapter has been placed on hold while everyone wishes her a speedy recovery.

#### Heart of the Flint Hills

The quarterly meeting of the directors of the Heart of the Flint Hills Chapter was held in Council Grove, January 8, 1991. The analysis from the architects for the restoration of the stone barn was presented for review. The report indicated that the north basement wall and the southeast corner of the 120-year-old structure are in danger of collapse at any time; however, stabilization work has been done. It was recommended that qualified and experienced contractors and masons be employed for the structural repair, and the estimated cost of the project is \$200,000.

After discussion the directors voted to continue efforts to restore the barn by seeking grants and other available funds to develop it into a visitors' center and museum.

Rex Pio reported on plans for the 1991 Santa Fe Trail Ride, scheduled to start on Sunday morning, June 9, at Gardner, Kansas, and proceed west, arriving in Council Grove on Friday evening, June 14, and participate in the Wah-Shun-Gah festival on Saturday. Anyone interested in the ride can

write to Trail Ride, 130 West Main, Council Grove, KS 66846. Registration will close May 31. Research is underway to verify the Mexican gravesites questioned by Harry Myers in the November 1990 issue of *Wagon Tracks*.

Three biker/hiker members of the new American Discovery Trail scouting team were in Council Grove January 9 and 10. The chapter held a breakfast for them at the Hays House restaurant with several chapter members present. We are printing some new brochures to be used as mailers to retain our membership for 1991.

Officers elected to serve in 1991 are Donald Cress, president; Dean Spitles, vice-president; Joleen Day, secretary-treasurer. The next meeting will be April 9, 7:30 p.m., in the Flame Room of the Greeley Gas Building in Council Grove.

#### End of the Trail

The End of the Trail chapter has been active with field trips and lectures. In July Mike Pitel conducted the first of a potential three-part tour of Trail ruts within Santa Fe. Among the outstanding sites was the view of Santa Fe as pictured in Josiah Gregg's commentary.

Pitel instructed travelers on how to determine ruts from arroyos by checking the vegetation growth. An interesting segment of the Trail was where other local roads of the time joined the "Road to Pecos," such as the branch from Galisteo and Madrid. These combinations of merchant and local traffic formed double sets of swales. Later, traveling upon the Santa Fe plateau, members viewed dramatic remnants of the Trail and caught their breath at the lookout/catch-up spot for all wagons before going into the Santa Fe plaza.

The September venture took members into the Canada De Los Alamos to view the Rock Corral stagecoach stop site. The ruts to this site east of Santa Fe come from Cañoncito at Apache Canyon and join those traveled last meeting with Mike Pitel.

The Rock Corral which gave the site its name was a natural vertical granite wall outcrop that formed the foundation for the poles of the building. A natural spring formed the water supply in days past. Our guide, Dave Masterman, informed the group that evidence of the buildings were here as late as 1910.

An unexpected delight for those gathering at the woodpile before the uphill trek was a fascinating rendition by Norman Cleaveland of a bit of New Mexico's turbulent history as experienced by his grandparents while the "Santa Fe Ring" was in its prime.



Cleaveland particularly wanted to view the area because his "granny" was "hauled over" this Trail in 1875 while pregnant, having been indicted for robbing the Cimarron post office. This valliant lady's story is portrayed in a book written by Norman's mother, Agnes Morley Cleaveland's *No Life for a Lady*.

The October trip was the exploration of Glorieta Battlefield, "Gettysburg of the West." Don Alberts, author of *Rebels on the Rio Grande* and an expert on the Civil War in New Mexico, was guide for about 40 members. After hearing details of the battle on the sites where they occurred, the owner of a nearby private home recounted how a large burial site of the Confederate dead from the battle had been discovered when digging the foundation of his home. Many artifacts have been recovered from the area. The battlefield was recently added to Pecos National Historic Park.

On January 19, 1991, approximately 40 members met at the Santa Fe Public Library to hear the tale of James Ross Larkin, a health-seeker on the Trail. Barton Barbour, author of *Reluctant Frontiersman*, the diary of Larkin, was the speaker. Barbour's discovery of Larkin's original diary at Bent's Old Fort was an interesting anecdote of itself. The diary of the 25-year-old son of a wealthy St. Louis merchant who traveled with William Bent in 1856 sheds light on the plight of many "lungers" of the time. It adds to the history of the Trail, showing that people came west for reasons other than commercial or military.

Following the lecture, officers for 1991 were elected. Jon Hunner and Mike McDonald retained their positions of Alcalde and Alcalde Segundo respectively. The office of secretary was expanded to secretary/treasurer, and Marilyn Migliarini was elected to this position. Renewal of membership dues was collected. Members were asked to bring a guest along to the next meeting. The Alcalde sends notices of each meeting to the local newspapers. The participating boundaries of the End of the Trail chapter were noted as being from the village of San José to Albuquerque.

Alcalde Segundo Mike reported on the public meeting regarding the highway expansion proposals which would destroy parts of the Glorieta Battlefield and the Trail. Members were asked to write the highway department and legislators supporting a different highway exchange that would save the historic environment.

Announcement was made of a lecture by Dan Murphy on "Tales of the

Trail," February 21, and the UNM Southwest Institute summer program on the Santa Fe Trail. Proposed lectures for the next meeting were the NPS survey and a video presentation of DAR markers.

### Corazon de los Caminos

No report.

### Wet/Dry Routes

The February 2 meeting was announced in the last WT. The spring meeting will be on Saturday, April 13, starting at the Harvest Inn in Larned at 10:00 a.m. for a tour of the Dry Route to Fort Dodge. The summer meeting is scheduled for Saturday, July 13, and will be a tour of the Wet Route. Everyone interested is invited to attend any of the chapter meetings. For further information contact Pres. Joanne VanCoevern, 4773 N. Wasserman Way, Salina, KS 67401 (913) 825-8349.

### Mountain Branch

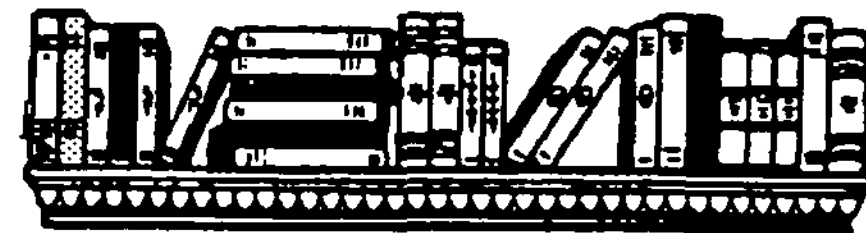
The Mountain Branch Association of the Santa Fe Trail was formed as a Colorado corporation on March 10, 1990. A set of bylaws has been developed and a request for recognition as an official affiliate has been submitted. SFTA President Joseph Snell has extended "interim recognition" until the governing board meets in September.

The first annual meeting will be held in Trinidad on March 16, 1991, 11:00 a.m. at the Trinidad Motor Inn. The board of directors will be elected, and the board will elect officers. Following lunch, Susan Boyle will report on her contract work with the National Park Service on Hispanos on the Trail.

Membership in the Mountain Branch is \$10.00 per year. If anyone has questions or plans to attend the March 16 meeting, please contact Roberta Cordova, 202 East Sixth St., Trinidad, CO 81082 (719) 846-7721 or call Jean Corley at the chamber of commerce (719) 846-9285.

We on the Colorado side of the mountain are working closely with our counterparts on the New Mexico side. We will be participating in a Field Day at Cimarron, New Mexico, in May, the Santa Fe Trail Festival in Trinidad on June 8-9, at the NRA Rendezvous on June 15, the SFTA Symposium in September, and an excursion to Boise City in October.

The Trinidad members will host a field trip on the third weekend of August. While the specific agenda is not yet in place, the problem will not be what to do but rather which shall we select for this first time. Additional information will appear in our next report.



## CONVERSE OF THE PRAIRIES

### —BOOK NOTICES—

Henry J. Tobias, *A History of the Jews in New Mexico*. Albuquerque: University of New Mexico Press, 1990. Pp. xiii + 294. Illus., notes, index. Cloth, \$24.95, plus \$1.50 shipping. Order from University of New Mexico Press, Albuquerque, NM 87131.

This is the first history of the Jews in New Mexico from the colonial period to the present. The author focuses upon the political, social, and economic aspects of his subject.

Beginning in the middle 1840s, a significant number of Jews became involved in the Santa Fe trade and subsequently established thriving mercantile firms in Las Vegas, Santa Fe, and Albuquerque. Many of them came originally from Germany, the first probably being Solomon Jacob Spiegelberg in 1844. Chapters two and three, covering the years 1846 to 1880, explain the importance of these Jewish businessmen in development of commerce on the Trail.

—Marc Simmons

Francis Casimir Kajencki, *Poles in the 19th Century Southwest*. El Paso: Southwest Polonia Press, 1990. Pp. xii + 274. Illus., maps, Polish pronunciation guide, notes, index. Cloth, \$25.00, plus \$2.50 shipping. Order from Southwest Polonia Press, 3308 Nairn St., El Paso, TX 79925.

The author provides detailed biographical summaries of the lives of prominent Poles who contributed to Southwest history. In the 1830s and 1840s many Poles fled their native country to escape violence and turmoil. Some landed in Missouri and followed the Santa Fe Trail to new careers in New Mexico.

Among the figures in this book who played a part in the history of the Trail are Martin Kozlowski, owner of the stage station near Pecos; Alexander Grzelachowski, Trail merchant and participant in the Battle of Glorieta Pass; and Napoleon Koscialowski, captain of an army company that patrolled the Trail beginning in 1847. Throughout, this volume contains rare nuggets illuminating the story of the Santa Fe Trail.

—Marc Simmons

## BIKING & SKETCHING THE TRAIL, PART I

by Catharine Stewart-Roache

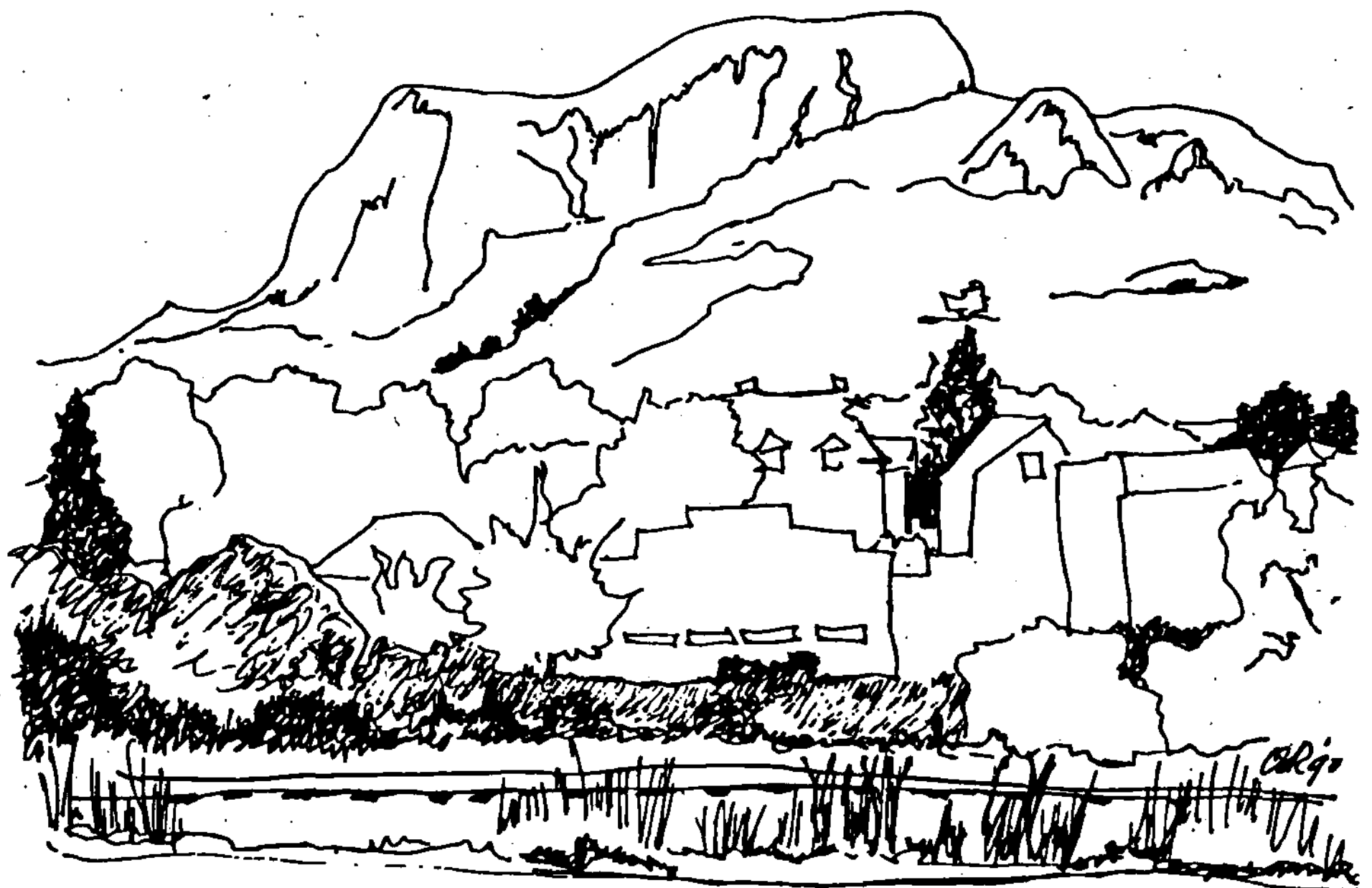
[The author and her husband, Pat, rode the 1990 SFT Bike Trek. They live in Albuquerque. Catharine is a nursing home chaplain and has a small mental health counseling practice. She is an avid biker. She kept a journal and sketched many scenes along the Trail in 1990. Some of her sketches are reproduced with this article; a large collection of them is available for purchase (see ad in this issue). The second portion of her article will appear in the May WT.]

WE were gathered in the plaza at Santa Fe. The scene was not quite as noisy or smelly as the gatherings of 150 years ago when traders assembled in September to make the two-month journey back to Missouri along the old Santa Fe Trail. They had herds of mules and oxen to get them "the distance"; we had Treks, Nishikis, Kleins, a Terry, and a Cicco. They had Cone-stoga and Murphy wagons to keep them dry; we had goretex.

Back in April Pat and I had heard of the proposal to bicycle the Santa Fe Trail, now on this rainy, cool September morning I looked around at the 38 of us who had also thought this would be a good idea. We didn't know any of the other riders nor our leaders, Willard Chilcott (whom we would refer to as "the wagonmaster") or Ken Levine. I didn't know the skills, concerns, interests or backgrounds of these people who would be my companions for three weeks. I really only had a vague idea of the climate and terrain ahead. What I did have was excitement and enthusiasm.

The first day was more hilly than I had remembered from driving the route; the rain and wind made for a raw day. Those with glasses wished for some kind of windshield wipers and I felt smug about my contact lenses. About half way to Las Vegas we saw a van pull up ahead of us and a figure get out. I assumed it was our support vehicle. To our surprise it was our daughter whom we hadn't seen in a month. She was on her way from Texas to Colorado Springs. She happened to be on the same highway at the same time. What a delightful surprise. We had a nice visit on the shoulder, gave big hugs and parted.

Las Vegas is a town of many interesting houses and public buildings and, like many more stops to come, a place where we could have spent several more hours; the pace of the schedule prohibited this. We were committed to



Wagon Mound with Railroad Tracks

50-60 miles per day, leaving little time to browse and absorb more local color and history. At this point we knew we had miles to cover and it was time to "catch up" as the daily cry of the wagonmaster indicated in the old days of the Trail. The highlight of the day was seeing raptors close to the road. Beautiful specimens, on the ground, on the fence, in flight. They really touched my soul.

Wagon Mound was a surprise: the students, the setting, the food. We found out we were the senior class "project" and we were enthusiastically greeted and treated to food dear in the hearts of cyclists everywhere: enchiladas for dinner, pancakes for breakfast. Here we had another surprise. One of the cyclists turned out to have grown up just a few blocks from our home and went to school with our kids. She had even been in our home many years ago. She was the youngest of our group.

The oldest was eighty. He sported a T-Shirt which said, "Hi, matey, I'm past 80." There were several riders in their seventies and the largest group was in their sixties; a sprinkling of fifties (including Pat and myself), a couple of forties, a couple of thirties. We were diverse in age and cycling experience but one in interest: to see the country and spend time with ourselves and our machines.

The terrain opened up as we entered the Great Plains. The ride the next day

took us through terrific ranch country and the town of Springer; we jogged a bit west and went through Miami and Rayado, important in trail history because of the huge Lucien Maxwell land holdings and Kit Carson, one of the most memorable figures in the days of the Trail. He was a close friend of some who traveled the route, like Marian Sloan Russell, and traders, like the Bents and Ceran St. Vrain.

As we drew near to Cimarron a huge storm with black clouds was threatening. Pat had gone ahead of me because I had stopped to do some sketching. Now I was truly trying to "catch up" before the storm caught me. As I left the Philmont Scout Ranch I was prepared to move over the hills, but right next to the road was a herd of buffalo. I couldn't pass up the opportunity for just one more sketch. It was quickly drawn. Now it was definitely time to put "metal to the pedal." I beat the hail storm into Cimarron by about half an hour. It raged for two hours, the next morning there were white "drifts" beside the road as we pedaled through Colfax County and recalled the long and terrible land "wars" of the mid-nineteenth century.

The ruts, or swales, of the actual Santa Fe Trail were now very close to where we rode. Pat first saw them 11.5 miles outside of Cimarron. By slipping under or over a fence one could see them clearly and stand for a moment in the remnants of that time long ago





when trading hopes were high and profit margins equally high, if one were willing to risk long days, poor food, little comfort, and fear of attack. Because of my strong views about gun control, I declined to lunch with the NRA, but I did ride out to see the swales on their property. Like most of the actual Trail, it falls on private property, so those interested in direct contact with the old ruts have to know who has them where. The big advantage of going with the official bicycling trek was that all this inquiry and permission business had been handled long in advance. The local historical societies and the National Park Service had been very supportive and helpful.

We could not have been more warmly received than by the folks in Raton, New Mexico. The only unfortunate thing is that we couldn't spend the night there as well as in Trinidad, Colorado. I think there is a bit of rivalry

between these two cities of the Raton Pass, both have a lot of interesting history and are anxious to tell you about it. The problem is one of mileage. It is hard to wake up and immediately start climbing a mountain pass of six miles and then go over ninety miles to the next town, La Junta, Co. It was better to do the pass in the afternoon and stay in Trinidad so that we would be fresh for a long, mostly flat, and somewhat chilly eighty-eight mile day.

Raton Pass was sort of a "regular" mountain pass. A steady climb of about five per cent, with a few spots of six per cent. Not as tough as our familiar Sandia Crest climb, nor as tough as other Rocky Mountain passes, such as Loveland or Independence. No switchbacks, though. The climb lost some of its fun for Pat when he had a flat at the very top. But what a fast (forty-six plus mph), thrilling eleven mile descent! A note of caution if you want to try this: the surface had some bad potholes, hard to see, which if hit would have easily broken a wheel. A motel room adjacent to a hot tub and a lap pool finished off a great day. Pat and I had decided to travel more like Susan Magoffin than Marlon Sloan Russell, all the comforts we could manage.

We did take part of our day off to see where the Russells had settled in a splendid valley west of Trinidad in sight of the impressive Stonewall. Until reading Marian Sloan Russell's book I had never even heard of this huge Dakota Sandstone formation. It stretches north to south over much of the U.S. We paused at her grave in the

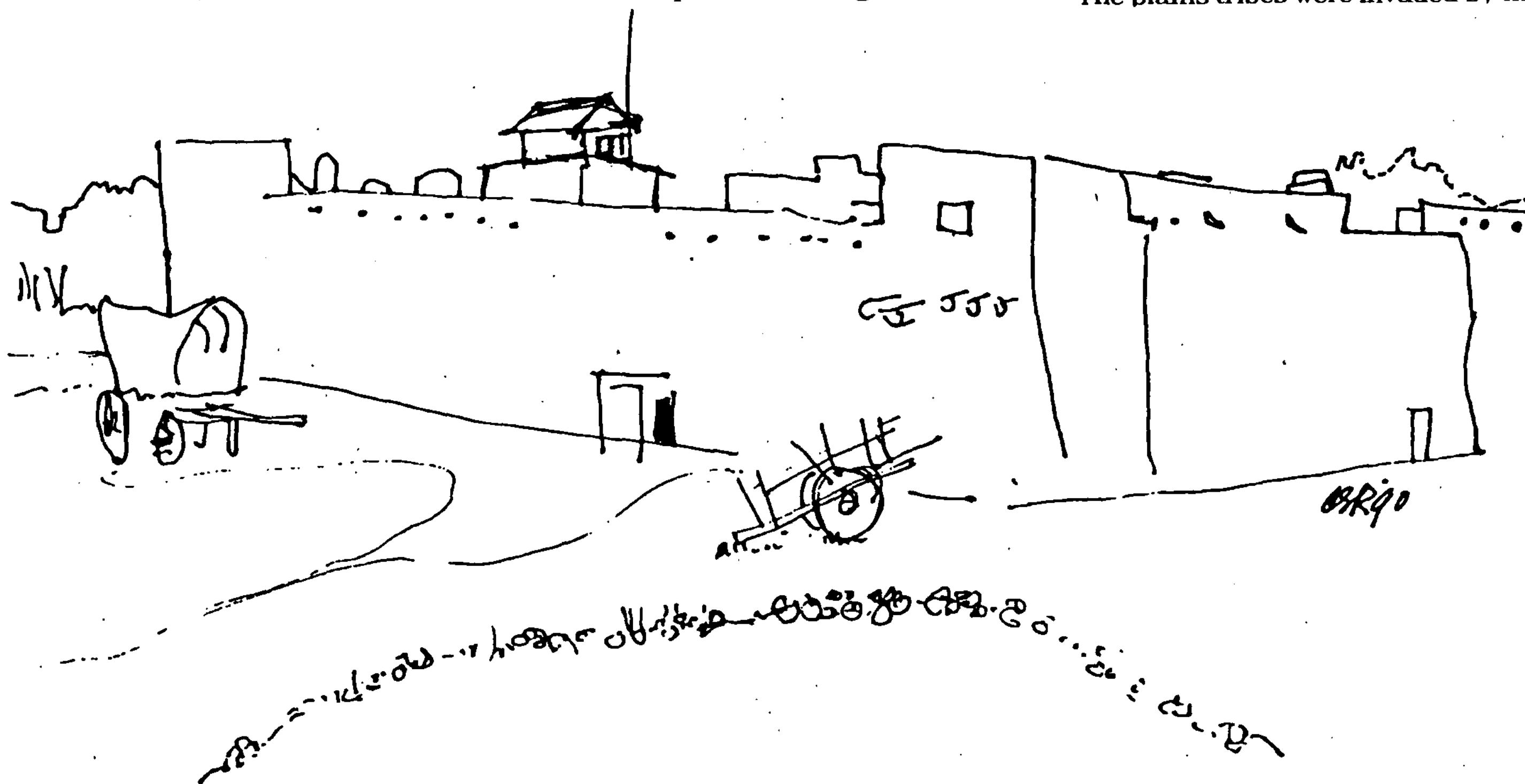
**small Pioneer Cemetery and thought of her full life of ninety-three years and all the short, short lives remembered near her simple grave.**

Trinidad was a rest day and I noted in my journal "one person crashed, one person has broken his frame, one is sick, many have had flats." The next day I could add that one bicycle had to be replaced.

The day's ride to La Junta was great because by now I was feeling strong and frisky. It was too windy to stop and sketch so I could focus on riding. A quartering tail wind helped and the few rollers made it interesting. This was the Comanche National Grassland. Not virgin prairie, but rather the result of reseeded after the terrible dust storms of the 1930s. Short grasses for as far as the eye can see in all directions. As we approached La Junta it began to rain. Fortunately, there were indoor accommodations, a giant, adult slumber party on the floor of the Kos-hare Museum. The campers seemed very glad not to face a wet night or wet tents in the morning.

We were impressed with the museum at Otero County Junior College. It is now ranked among the top ten museums of Native American arts and crafts. This was an important aspect of Trail history: stunning clothing decorated with beads, quills, shells, weapons and tools, baskets and cradleboards. This way of life had disappeared with the coming of the trappers, traders, and settlers. This way of life could not be sustained without the mighty buffalo.

The plains tribes were invaded by the

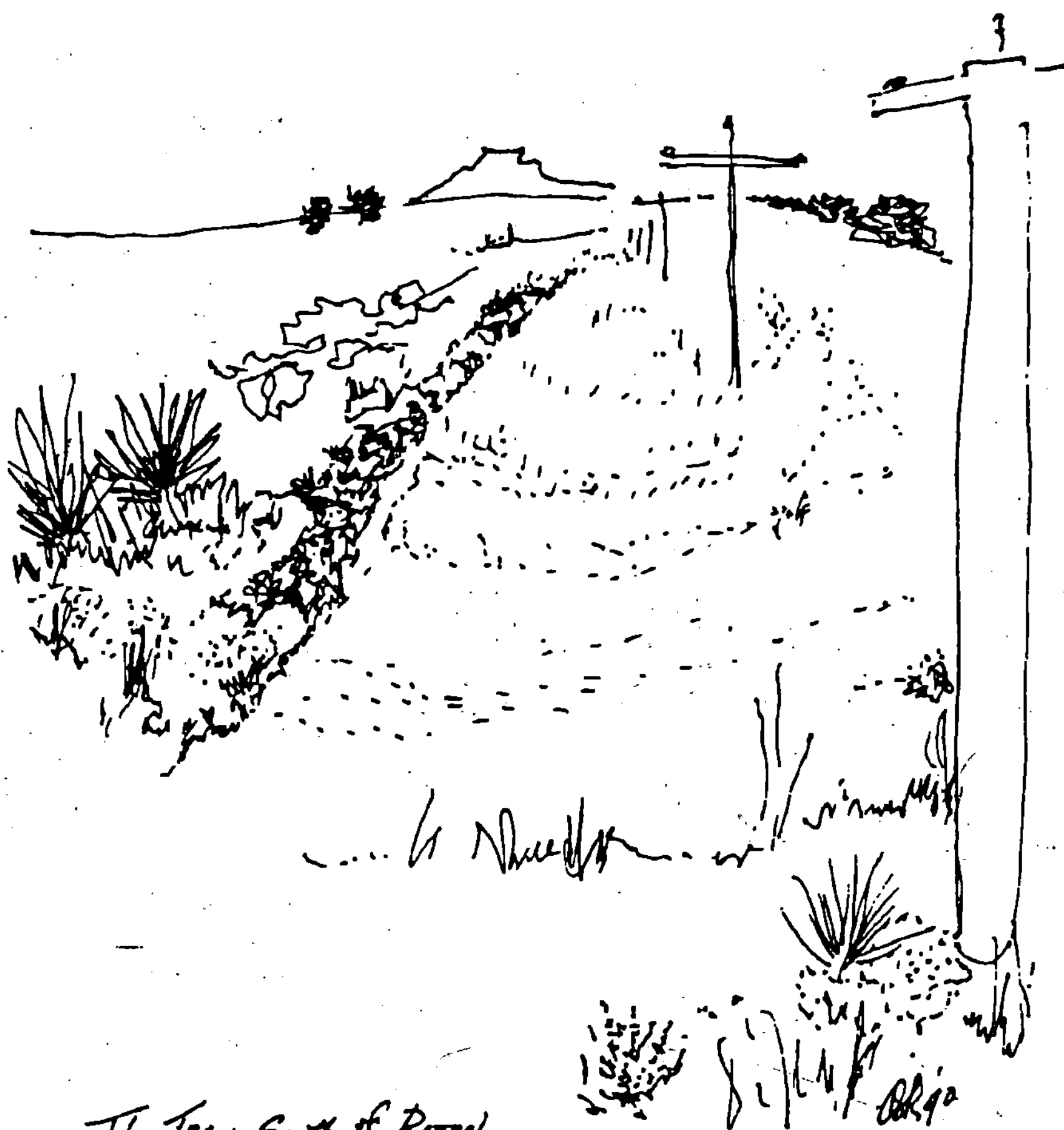


westward movement, but most of the tribes in this area were involved in killing buffalo for hides to trade and were enthusiastic about guns, beads, coffee, and other goods brought along the Trail. The Santa Fe trade was aimed at Mexico but also affected Comanches, Cheyennes, Osages, and others. A ranger from Bent's Old Fort presented an evening lecture about the Trail and how it changed in character through the years; he spoke of the geography, the climate, the different types and sizes of caravans. During the course of our bicycle trek we heard many historical lectures, but I think his was the best presentation of the whole trip.

After leaving La Junta we traveled past corn and milo fields to Bent's Old Fort, an accurate reconstruction on the original site. The original buildings were destroyed by William Bent so that no one would move in and become competitive with the new fort built several miles away. We had a tour through the buildings by a NPS guide dressed in clothes of the day. I was impressed by the design and size of the Conestoga wagons; like my Terry bike they had smaller wheels in front and larger wheels in the rear. Those larger rear wheels were about five feet in diameter. Then I learned that the Murphy wagons, with rear wheels six feet in diameter, held twice as large a load, about 8,000 pounds of dry goods. The "Commerce of the Prairie" of Josiah Gregg's time came alive for me at the old fort: wagons, buffalo presses, rifles, traps, calicoes, and remnants of all kinds of gambling. I was sorry to leave so soon, yet I had been there a couple of hours. I got a few sketches, but Bent's Old Fort is one place that is a "must return."

The small town of Las Animas turned up with a surprise: terrific soup and Chinese egg rolls. We pressed on through a gray, at times drizzly, day until we reached, or rather smelled, Lamar, CO. Stockyards are more depressing than I care to recall. It's enough to make you seriously consider a vegetarian lifestyle, or at least, a serious modification. Two of our companions were vegetarians and in beef-centered Colorado and Kansas they had a hard time.

From Lamar we traveled into Kansas, but not before a memorable lunch at the Holly ranch about eleven miles before the border. Besides great subjects for sketching, the Wilson family with matriarch Nola Mae Ice made my day. We met fresh young women looking forward to careers in anthropology and veterinary medicine and a farmer using organic methods. The food was



*The Temple South of Raton*

good, the tomatoes, the best ever, were made more appealing by being served outside under old cottonwood trees. A real end-of-summer spread. We had such a good time, I think Pat and I were the last ones to leave, with many miles to go.

Western Kansas looked especially bleak because many of the fields were almost bare, the 1991 winter wheat crop only recently planted. The first impression was dirt everywhere. It was mostly flat, a few hills, and the sun toasting our backs as we strained for any sight of Lakin. I noticed that Pat looked more fresh than I, then I found out why. He had borrowed earphones and a radio. I insisted that he at least tell me the words of the country music. This perked me up; there's not much more entertaining than hearing all those "turrible sad" cowboy songs and having a beat to get me down the road. Pat checked out "country cadence" and found that the beat of these tunes is about eighty rpms. Anyway, we can both give testimony to their musical help as we pedaled toward those ever receding grain elevators. By the end of the trip I had given up entirely on being able to predict how far away the elevators really were. One theory was that there was only one in the whole state and it was moved about on wheels.

We tried to be understanding of the

daily mileage estimates which were consistently off by about ten per cent; the day we rode into Dodge City all understanding vanished only to be replaced by a huge grump. After leaving Pierceville, Pat and I had simultaneous flats, a first for us, and then I proceeded to have a slow rear leak. This was "bull nettle" country. We decided to nurse the tire along. This works marginally well if you stop two, maybe three times and have only ten or twelve miles to go. When our odometers showed eighty miles, the estimate for the day, and there was NOTHING in sight, we changed the tire. Dodge City was still eight miles away.

This hadn't been our best day of riding. We started in a thick fog, barely able to see the clearly marked ruts outside of Lakin, and had to deal with narrow roads with no shoulders all day. Highway 50 proved more than once to be a cyclists nightmare. We lost an hour changing time zones and when we came into town we were told dinner would be an hour earlier still; we decided it wasn't worth the rush. On the positive side, we had each bought radios and I had the good fortune to find a classical music station. Bach, Mozart, and Vivaldi can beat country.

*[The conclusion of this Journal will appear in the next issue.]*



## REUBEN GENTRY : TRAIL MERCHANT

*[This is twelfth in a series on traders and personalities on the Trail. This newspaper article, located by Mark Gardner, "An Old Timer: Reuben Gentry, a Pioneer Pays a Visit to the Scenes of His Youth; The Way Santa Fe Traders Did Business Before the American Occupation," appeared in the Santa Fe New Mexican, September 27, 1883. It is reproduced here as it appeared then.]*

Kindly remembrance for the country so charming to the lover of wild adventure, and so profitable to the old Santa Fe Trader of a generation or more since has brought many of the old timers back to the city of Holy Faith, since the substitution of the Trail and the locomotive, with its nerves of steel for the old Santa Fe trail, the prairie schooner and nerves of the mules and bovine. And thus it was again demonstrated yesterday by the presence in the city of one of the oldest of the old timers.

Tuesday evening's Atlantic express brought to Santa Fe Mr. Reuben Gentry, of Kentucky, accompanied by a younger brother, Mr. Wm. Gentry, a resident of Missouri. It was thirty-eight years ago last June since Mr. Gentry's last appearance in Santa Fe. It was one year before the American occupation that he was last here as the then port of entry with a train of merchandize paid the Mexican government revenue charges, received his clearance papers and started via Chihuahua for Zacatecas. He is a well preserved elderly gentleman well into the sixties, retains a keen recollection of the past and has a pleasant manner and good faculty of relating what he knows. He was evidently a diplomat of no mean order for the times, and possessed the ability for smoothing the ruffled spirits in turbulent times and of surmounting the brakewaters that beset the passage of complicated custom house regulations. Mr. Wm. Gentry, who is one of Missouri's most successful farmers and an affable gentleman, visits New Mexico now for the first time. Mr. Gentry the elder noticed many important changes, more especially in the absence from Santa Fe of people he knew, nearly all of whom have been gathered to their long home. While many new and elegant structures have been substituted for the adobe, there were still recognized a few landmarks of the olden time, not the least of which were the San Miguel church, the old Fonda (now the Exchange), the store occupied by Wm. Meservy (now Seligman's), the site of the store occupied by Mr. Gentry and James M. Giddings

(still living in San Miguel county) as partners in 1841, but now covered by the Spigelberg block, and the then popular resort kept by Gertrudes Barcelo, where Manuel Armijo, the Governor of the Territory, ran a monte bank, and now converted into the chambers of the District court and occupied by the Chief Justice of the Territory.

Mr. Gentry's experience as a Santa Fe trader was no doubt similar to that of others in the same trade, but not known in the commerce of New Mexico to-day. A few items from the history of his operations, gathered in a personal interview, will be of interest to readers.

Mr. Reuben Gentry first came to Santa Fe in 1839, when a young man, as supercargo for a caravan of merchandise, largely the property of Giddings & Patterson, and bound for Chihuahua, to which point the caravan cleared after settling the custom dues at the Mexican custom house at Santa Fe. The caravan numbered thirty wagons, each laden with five tons of dry goods, principally staple goods, 250 oxen and mules and sixty employes. Customers were on hand to take the goods on arrival at large profit.

The following year, in company with Mr. Giddings, he brought in merchandize on private account, making the trip in forty days from Independence, Mo., and opened a store at Santa Fe as before stated, Mr. Gentry remaining to attend to the business while his partner returned and the following year brought in more goods. He was thus engaged in 1841 at the date of the Texas-Santa Fe expedition. Three of the advance of the expedition—Howland and two companions, mentioned in Kendall's book—had been arrested at Anton Chico and sent to Santa Fe on parole with orders to report to Governor Armijo, which they did. Receiving no satisfaction from Armijo as to their fate, and becoming restless, they resolved to escape. Procuring supplies from Gentry, whose place of business was adjoining the quarters occupied by the three Texans, they made a desperate effort to rejoin their companions, who were then at San Miguel del Bado, but failed through the treachery of a creature named Lewis, who induced them to surrender, and they were summarily shot.

The situation was not encouraging to the few American residents at Santa Fe, they being under suspicion as to their sympathetic relations to the Texans. Texas, it must be understood, claimed, under stipulations with General Santa Ana, following the battle of

San Jacinto, the whole of the Territory of New Mexico laying east of the Rio Grande. The expedition of the Texans was regarded as having for its object the enforcement of the stipulations, hence strong suspicion.

In 1842, Gentry withdrew from Santa Fe, and with his share of the goods went to Chihuahua, where he engaged with one Duguena, a Frenchman, an old resident, and remained nearly two years dealing in Mexican goods. During the time he made two trips to the City of Mexico in the interest of their business.

In March, 1843, he engaged with an English firm at Zacatecas as supercargo, to bring in from Independence a large stock of goods purchased in England and shipped in bond overland to Mexico. The goods occupied twelve "prairie schooners," or Pittsburg freight wagons, as they were sometimes called, from the place where the wagons were purchased. Major Owens, killed at the battle of Sacramento in 1847, was among the freighters employed. Following this engagement, which was carried out to the entire satisfaction of his employers, he formed a partnership with a couple of English merchants, and in 1845 and '46 respectively brought in two caravans of merchandise, James Magoffin being employed as freighter in the first. These goods found ready sale, partly at Zacatecas, and the balance were taken to the annual fair held in November at San Juan de los Lagos, where they were in demand at large profits. This annual fair, it may be interesting to know, was then one of the popular institutions of the Mexican republic, and is well remembered by all the old traders. In the inter-state economy of Mexico generally customs duties are allowed to one State as against goods imported from other States. Not so at this annual fair. Here an interchange or purchase of commodities is permitted without duty. The fair continues usually for about ten days, and is an occasion for an ingathering of traders with their products from every state in the republic.

In the second caravan he took out with him 350 mules from Zacatecas, with which he proceeded via Santa Fe to Independence. Here he purchased wagons, paying \$150 each, and awaited the arrival of the goods. His partner had started for England in February, 1846, via Vera Cruz, to make the purchases, which in this instance amounted to \$60,000 first cost, and required twenty wagons to

transport the goods. While the goods were in transit the Mexican war broke out and the chances of transporting by the route agreed on was dubious. However, it was beset with embarrassments and delays to undertake the sale of the goods at Independence while in bond, and the wagons and teams were already in hand for transporting.

It was about this time that Col. Sterling Price, started with the 2nd Mo. infantry to reinforce the command which had left Ft. Leavenworth a few weeks before under Gen. Kearney for New Mexico and the Pacific coast. Nothing daunting the goods were loaded and with a passport to himself as Englishman having English goods in transit. Our young friend launched his fleet upon the prairie ocean and followed Col. Price's regiment into New Mexico. Santa Fe being in possession of the United States troops there was no necessity for making the usual port of entry, and the grass being better outside of localities occupied by the army, Mr. Gentry took a direct route for Valverde where he made camp and awaited the return of Col. Doniphan, then on an expedition with his regiment to the Navajo country. Col. Doniphan had received orders to proceed with his regiment on his return to Chihuahua, to report to Gen. Wool, who it was understood would by that time have arrived from Saltillo with his command. Col. Doniphan finally returned but was delayed in procuring supplies. Gentry's employees becoming restless under the delay and uncertainty, he concluded to risk the situation and accordingly broke camp and proceeded on his way. He was only one hundred miles in advance of Doniphan at the battle of Braceta, having passed El Paso in the confusion of war preparations. Thus, he run the embargo of war and finally had the good fortune to arrive at Zacatecas with no greater embarrassment than his arrest and detention for a few days at Chihuahua. His passport held as an Englishman served him well. The director of the mint at Chihuahua, the latter being under lease to English capitalists, interceded in his behalf and by order of Governor Angel Trias, Gentry was permitted to proceed without further trouble.

This was his last venture in Mexico. He remained in the country a couple of years. His firm in the mean time making sale of the goods and he devoting his chief energies on behalf of his own firm, and others to securing the proceeds by a safe transit out of the country. This was done to the amount of \$260,000 dollars in silver coin ex-

changed with General Zachary Taylor quartermaster at Matamoras, for bills upon New Orleans.

During 1848 he made a final wind up of his business and his last trip out of country, taking with him by train to Matamoras a large amount in bullion and from thence he safely reached New Orleans.

In the last venture, notwithstanding the desperate risk, his firm cleared \$100,000 over and above expenses.

The average profits of the Santa Fe trade before the Mexican war was over 200 per cent. on first cost. The goods imported were principally domestic dry goods. Beyond a few buffalo pelts and few of the beaver there were no return freights. The cost of overland freighting was \$12. per hundred pounds from Independence to Santa Fe, and as much more from Santa Fe to Zacatecas.

The net cost of Freights from New York to Zacatecas via Santa Fe, was 20 per cent upon the New York cost. The custom house duties were lumped off at Santa Fe at \$500 per prairie schooner cargo.

We have thus briefly referred to the experiences of Mr. Gentry in the early merchandising of the country, and as affording a striking contrast with the facilities of today.

Mr. Gentry, in common with other of his time, secured a competency and returned to the states. He married in Kentucky and settled down and has there remained ever since, no doubt, happily and comfortably.

With his brother he departed on yesterday's Pacific express for El Paso and Chihuahua. He will now make the entire trip from Kansas City to Chihuahua in less than six days, where it required three months to make the same trip when he passed over the same route thirty-seven years ago.

## POST OFFICE OAK

### —LETTERS—

Editor:

I am very happy with the Association and enjoy *Wagon Tracks* very much. 1991 dues are enclosed. My great-grandfather, James Josiah Webb, was a Santa Fe trader during the years 1844-1861 and made 18 trips across the prairie during the period.

Henry Webb  
2502 Gary St.

Port St. Lucie, FL 34953

Editor:

I found out about the Association in August when I bought some back issues of *Wagon Tracks* during a visit to

Fort Union National Monument. During that visit I also bought a copy of Marc Simmons's *Following the Santa Fe Trail*, and am now looking forward to doing just that on one of my next trips to the U.S. Although I am your first member in Japan, I hope I don't remain the only one for too long.

John Boylan  
Eifuku 1-33-3  
Suginami-ku  
Tokyo 168  
Japan

Editor:

I am interested in doing a llama trek over as much of the Santa Fe Trail as is accessible in southeastern Colorado and northern New Mexico. If there are landowners who would permit this, I would like to hear from them. Also, if any one or group is doing extended research on the Trail who might need the aid of pack animals, I would appreciate hearing from them. Llamas leave very little trace of their impact on the Trail. They have padded feet and do not require special feed.

Paul Brown  
Wet Mountain Llamas, Inc.  
608 County Rd 295  
Wetmore, CO 81253

Editor:

We thank you and SFTA for making the Association's mailing labels available to us. It helped direct an important planning document to constituents who are interested in our site's history and its relationship and interaction with the Santa Fe Trail. Public comments will help the NPS plan and manage this site into the 21st century and beyond. Thanks again for SFTA support in our current planning effort.

Supt. Don C. Hill  
Bent's Old Fort NHS  
35110 Hwy 194 East  
La Junta, CO 80150-9523

## COUNCIL TROVE

### —DOCUMENTS—

#### Use of Word "Trail"

Many early-day maps use the designation "Road to Santa Fe" rather than "Santa Fe Trail," leading many Trail students to wonder when the word "trail" actually came into use. Hobart E. Stocking titled his 1971 guidebook, *The Road to Santa Fe*, claiming that the popular name "Santa Fe Trail" was used only in later years.

Marc Simmons and Janet LeCompte for several years have been on the lookout for the earliest reference in contemporary documents to the phrase "Santa Fe Trail." Until now, the best they could come up with was one



in the late 1840s. But, as Simmons notes in sending this document, the notice from a Missouri newspaper quoted below demonstrates that the "trail" designation was in fact used almost from the very beginning, although uncommonly.

The expedition referred to here was William Becknell's third to the Southwest, during the winter of 1824-1825. Unlike his two previous trips, which had trading as their purpose, this one was for trapping. It ended in failure.

The item appeared in the *Missouri Intelligencer and Boon's Lick Advertiser*, Franklin, MO, June 18, 1825, p. 4, col. 1:

We have received from Capt. Bicknell [sic], lately returned from a trapping expedition, in the New Mexican country, some interesting particulars relating to the privations and sufferings of his company together with some remarks respecting the Santa Fe trail. We shall endeavour to find room for them in our next [issue].

[Note: Becknell's account appeared in the next issue, June 25.]

#### Marking Fort Hays-Fort Dodge Trail, 1928

Betty Braddock, Kansas Heritage Center, Dodge City, KS, found the following newspaper article regarding plans for marking the Fort Hays-Fort Dodge Trail. This may be of particular interest since new markers were recently placed along that route by a group headed by David Clapsaddle of Larned, KS, and the fact that Cong. Pat Roberts sponsored legislation which added this important part of the Santa Fe Trail network to the Santa Fe National Historic Trail. The marker at Duncan's Crossing was rededicated in 1989 on the fiftieth anniversary of the original dedication at the site. Cong. Roberts was a speaker at the rededication. The following appeared in the *Dodge City Daily Globe*, February 4, 1928.

On the site a mile and a half west of Wright [east of Dodge City] where the Highway Southern 50 crosses the old Fort Hays to Fort Dodge trail, a movement is underway to erect a marker. The trail no longer handles the traffic it did in days of yore, making the intersection of the two roads the logical place in Ford county to commemorate the past with the progress of the future.

Hodgeman county is sponsoring a similar move, led by such pioneers as L. W. Hubbell and his wife of Jetmore, who are advocating the erection of a memorial on the fort to fort road at Duncan Crossing, 18 miles north of Jetmore where stood the first residence of Hodgeman county, the buffalo ranch of John McLaughlin.

Mr. Hubbell in discussing the early history of the road says McLaughlin sold out

to George Duncan in 1871. The ranch took its name from the fact that McLaughlin contracted to sell buffalo meat to the graders of the Union Pacific railroad, constructed shortly previous, and to the army post at Fort Hays.

On the McLaughlin place are still evident signs of the dugout, well, sod houses, and old stockade. At this place was located the first post office in Hodgeman county of which George Duncan was postmaster. Following him came Mrs. Clarissa Webb, Anthony Snyder, and Charles Ruff.

Several American generals traveled this dusty trail between Dodge City and Hays, among them Sheridan, Custer, and Miles. Ness county is considering erecting a memorial on the road and Mr. Hubbard is attempting to interest Rush county. With other counties planning memorials at historic points it seems only fitting for Ford county to also commemorate the historic spot where the travel of the past and present join, he said.

#### Trail in 1863

Indian troubles and fears of possible Confederate intervention along the Santa Fe Trail increased during the Civil War. Brigadier General James H. Carleton, commanding the Dept. of New Mexico, expressed his concerns and recommendations for protection of the Trail in the following letter to Adjutant General Lorenzo Thomas, May 10, 1863. His observations on the volume of trade are also of interest. The original was found in Letters Sent, Dept. of New Mexico, v. 13, p. 469, Record Group 393, National Archives.

I am officially informed by the Superintendent of Indian Affairs for New Mexico, under date of the 9th instant, that persons who have just crossed the Plains to this Territory from Missouri, state that there is evidence of hostile intentions towards the whites among the Indians of the great prairies lying between New Mexico and the frontier of Kansas, Missouri, etc. This feeling it seems has manifested itself so far, that the Agent in charge of some of the Indians, has written to traders and expressed the belief that there would be a general uprising among those tribes unless steps are taken to prevent it. If the War Department will station one good regiment of cavalry at Old Fort Atkinson below the lower crossing of the Arkansas: [and] at the Lower Cimeron Springs, and on the head waters of the Cimeron near Cold Spring, on the old Cimeron Route, say four companies at each point, it would be a timely precaution so far as these Indians are concerned.

This year the merchants of New Mexico have sent larger and more trains to the States for goods, than ever before. Indeed, nearly all of the available capital in this country invested in means of transportation

and goods, will in six weeks be 'afloat' as it were on the great plains. Besides all of the Army supplies for the troops in this Territory will shortly be on the way out. The danger from attacks by Indians is not the least danger to provide against. The rebels in Arkansas under Price, and the rebels in Texas, know as well as we do just what will be upon the road: just how vital all those supplies are to us: just how poorly they may be guarded: and if they have the enterprize which I believe they have, they will give us a good deal of trouble by cavalry raids after the grass has grown. Therefore I beg the Department to send the force indicated and keep the garrisons at Fort Larned and Fort Wise in good strength in the number and quality of troops. This should, in my opinion, be done without delay.

### HELP WANTED

I am conducting research on my great-great grandfather, Samuel Bowman Watrous, and am especially looking for material and maps relating to New Mexico about 1835, when he traveled the Cimarron Route of the Santa Fe Trail. I am looking for maps showing streams, landmarks, mountains, towns, all by name if possible. If anyone has information that may be helpful, I would appreciate hearing from them.

James E. Romero, Jr.  
4475 Falcon Drive  
Lompoc, CA 93436-1006

*Wagon Tracks would be interested in considering for publication your research on Samuel Watrous when you have completed it. Watrous established a trading store on the Trail at La Junta (now Watrous), New Mexico, and was engaged in ranching there and along the Canadian River at an early date in the territorial period. Please keep us in mind.*

Editor

### NEW SFTA MEMBERS

This list includes new memberships received since the last issue up to February 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. The annual roster of all members will be available soon. We thank you for your support.

### INSTITUTIONAL MEMBERSHIPS

Coleman Company, Charles B. McIlwaine,  
PO Box 1762, Wichita, KS 67203  
Kansas Elderhostel, Dr. J. J. Snyder,  
Wichita State University, Wichita, KS  
67208  
Museum of Church History & Art, 45 North

West Temple St., Salt Lake City,  
UT84150  
National Frontier Trails Center, 318 West  
Pacific, Independence, MO 64050

## **FAMILY MEMBERSHPS**

JoAnn & Jim Bock, 1419 Soule, Dodge  
City, KS 67801  
Harley J. & Faye Beall, 2074 Carabel Ave,  
Lakewood, Ohio 44107  
Terry & Shelly Brannian, RR 3 Box 78,  
Brooklyn, IA 52211  
Mark & Diane Crumbaker, 10225 Kill Creek  
Rd, DeSoto, KS 66018  
Dr. Robert & Helen Dillon, 2727 Marilyn Rd,  
Colorado Springs, CO 80909  
L. B. & Erma Goodheart, 3202 Main #2,  
Great Bend, KS 67530  
Margaret & Bob Monaghan, 2212 Thomp-  
son, Dodge City, KS 67801  
Charles & Joan Monger, PO Box 2048, Las  
Cruces, NM 88004  
Ralph & Dixie Oringderff, 1903 Burr Park-  
way, Dodge City, KS 67801  
Patrick Roache & Catharine Stewart-  
Roache, 748 Valverde Dr SE, Albuquer-  
que, NM 87108  
Jack and Ruth Root, 8422 E. Tourmaline  
Dr., Tucson, AZ 85715

## **INDIVIDUAL MEMBERSHIPS**

Paul Brown, 608 County Rd 295, Wetmore,  
CO 81253  
Reay Brown, PO Box 2523, Meadow Lake,  
Sask, CANADA  
Marlene Calhoun, RR 2 Box 152A, Ulys-  
ses, KS 67880  
Elenor K. Clark, 1111 Lyndon Rd, McPher-  
son, KS 67460  
Roberta S. Cordova, 202 East 6th St., Trini-  
dad, CO 81082  
Joseph A. Cormican, 6567 Thomas Park-  
way, Rockford, IL 61111  
Gary Crist, HCR 1 Box 13, Syracuse, KS  
67878  
Nancy Cushing, 1452 SW Taylor's Ferry  
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Alan Eddy, 717 Hillside Dr., Marshall, MO  
65346  
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dler, AZ 85224  
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Art Garvin, 1201 Alameda Rd NW, Albu-  
querque, NM 87114  
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67547  
Karl Grindel, 6204 N Bales, Gladstone, MO  
64119  
G. P. Guinn, PO Box 5166, Borger, TX  
79007  
Dr. Jon E. Heit, 700 Peregrine Way, Vacav-  
ille, CA 95687  
George Hook, RR Box 106, Baker, OK  
73950  
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Gini Jordan, 9815 Cedar Dr., Sun City, AZ  
85351  
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66044  
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Denver, CO 80203  
Wilma Lancaster, RR 1 Box 28, Offerle, KS  
67563  
Verne R. Lee, 8047 Twin Rocks Rd.,  
Loomis, CA 95650  
Dorothy Leland, 1801 Nantucket Pl, Fair-  
field, CA 94533  
Jackie Lewin, St. Joseph Museum, 11th &  
Charles, St. Joseph, MO 64501  
Beryl B. Lowery, 1817 La Mesa Dr., Dodge  
City, KS 67801  
H. F. McCall Jr., PO Box 426, Ulysses, KS  
67880  
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NE, Roanoke, VA 24012  
Margaret Meinken, 814 Briarwood Dr.,  
Greenwood, IN 46142  
Richard Melzer, 314 Horner St., Belen, NM  
87002  
Norman F. Meyer, Broken Bar M Ranch,  
Conifer, CO 80433  
Gerald A. Motsinger, 6824 Delmar, Prairie  
Village, KS 66208  
Daniel A. Netzel, 2526 Skyview Ln,  
Laramie, WY 82070  
Arthur King Peters, 230 Park Ave Suite  
1518, New York, NY 10017  
Tim Potter, Arrow Rock, MO 65320  
Florenz E. Roth, 2923 Knoll Acres Dr.,  
Baltimore, MD 21234  
John Russel, 17247 Mt. Everest Ct., So-  
nora, CA 95370  
Prof. Oliver Schuchhard, A-129 Fine Arts,  
Univ. of Missouri, Columbia, MO 65211  
Margaret Sears, 1871 Candela, Santa Fe,  
NM 87505  
Christine G. Simpson, 103 Catron St. #42,  
Santa Fe, NM 87501  
Pat Slaughter, 536 W. First, Larned, KS  
67550  
Kathleen Slimmer, 206 S. Main, Plainville,  
KS 67663  
David Slusher, 1515 South St., Lexington,  
MO 64067  
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Lake, WI 54810  
Lewis E. Thompson, PO Box 152, Santa  
Fe, NM 87504  
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Nancy Jo Trauer, 1309 W. Brier, Dodge  
City, KS 67801  
Helen V. Trigg, 2793 Fallon Cir, Simi Val-  
ley, CA 93065  
Don Troyer, Box 65, Murdock, KS 67111  
Dr. Carlos R. Vest, 6225 Nelway Dr.,  
McLean, VA 22101  
Douglas R. Wahl, 706 Geneva St., Dundee,  
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Monrovia, CA 91016  
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67846  
Robert Weins, 217 Dupps Ave., Pueblo,

CO 81005  
Jack L. White, Box 368, Coldwater, KS  
67029  
Don K. Wiles, 409 Lealand Circle, Dodge  
City, KS 67801  
Jerry L. Williams, 1412 Wellesley Dr. NE,  
Albuquerque, NM 87106  
Marilyn J. Wolter, PO Box 523, Barnesville,  
MN 56514  
Don P. Wood, 1130 S. Roanoke Ave.,  
Springfield, MO 65807  
Judith H. Young, 2206 McCoy, Dodge City,  
KS 67801

## **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 ap-  
pear in May, so send information for  
June and later to arrive by April 20.  
Thank you.

**Feb. 18 & 25, 1991:** "Santa Fe Trail, Part  
I," Jordaan Memorial Library, Larned,  
KS, 6:00-9:30 p.m. Contact Elaine Sim-  
mons, Barton County Community Col-  
lege, RR 3 Box 136Z, Great Bend, KS  
67530-9283 (316) 792-2701, ext. 214.

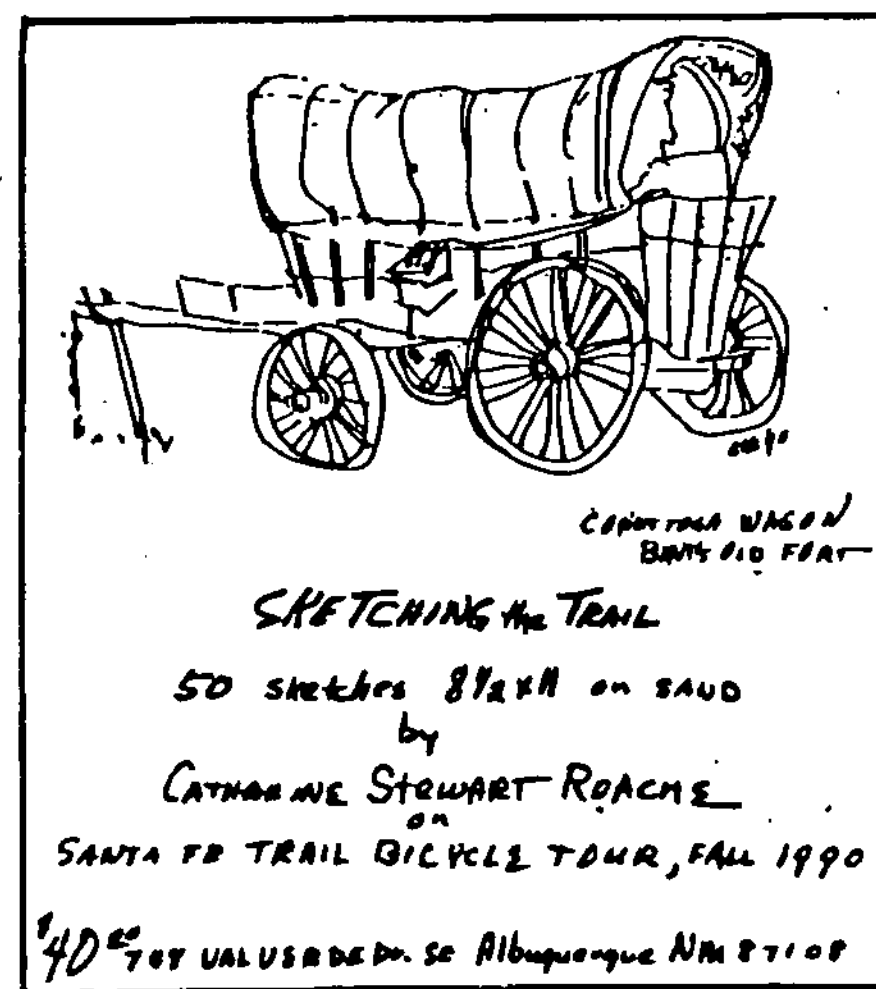
**Feb. 21, 1991:** Friends of the National  
Frontier Trails Center meeting at the  
Center, 318 W. Pacific St., Inde-  
pendence, MO, 7:00 p.m.; program on  
the Santa Fe Trail by Polly Fowler; dis-  
cussion of formation of SFTA chapter;  
anyone interested invited. For more in-  
formation, contact Jane Mallinson, Box  
8604, Sugar Creek, MO 64054 (816)  
461-2454 or the Center at (816) 254-  
0059.

**April 9, 1991:** Heart of the Flint Hills quar-  
terly meeting, 7:30 p.m., Flame Room,  
Greeley Gas Bldg., Council Grove, KS.

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

**April 18-20, 1991:** Coronado Symposium,  
Coronado Quivira Museum, 105 West  
Lyon, Lyons, KS 67554 (316) 257-3941.

**April 19-21, 1991:** Traveling the Trail, Kan-  
sas City Area. Contact Elaine Simmons,  
Barton County Community College, RR  
3 Box 136Z, Great Bend, KS 67530-





9283 (316) 792-2701, ext. 214.

**April 20, 1991:** Deadline for May issue of *Wagon Tracks*.

**April 21, 1991:** Rededication of Father Padilla Monument, Lyons, KS; contact Coronado Quivira Museum, 105 West Lyon, Lyons, KS 67554 (316) 257-3941.

**April 27, 1991:** Back to Boggsville Days; contact Boggsville Revitalization Committee, Box 68, Las Animas, CO 81054-0068 (719) 384-8113.

**May 3-5, 1991:** Traveling the Trail, Mountain Branch. Contact Elaine Simmons, Barton County Community College, RR 3 Box 136Z, Great Bend, KS 67530-9283 (316) 792-2701, ext. 214.

**May 15, 1991:** Fort Union National Monument program commemorating the centennial of the closing of the post.

**May 24-27, 1991:** Rails & Trails Days, Las Vegas, NM.

**June 3-21, 1991:** "The Gateway Plains and the Santa Fe Trail," lecture series, Southwest Institute, University of New Mexico, Albuquerque. Contact Jerry Williams at (505) 277-2828.

**June 8-9, 1991:** Santa Fe Trail Festival, Trinidad, CO.

**June 9-14, 1991:** Fifth Annual Santa Fe Trail Ride, Heart of the Flint Hills Chapter. Reservations required by May 31; write Trail Ride, 130 West Main, Council Grove, KS 66846.

**June 11-16, 1991:** Santa Fe Trail Rendezvous, Raton, NM.

**June 17-22, 1991:** Summer Seminar for School Teachers, "Before Zebulon Pike, the Other Histories of Kansas," Coronado Quivira Museum, 105 W. Lyon, Lyons, KS 67554 (316) 257-3941.

**June 22, 1991:** Santa Fe Trail Symposium, Fort Union, NM.

**June 23-28, 1991:** First session of field trips, Southwest Institute, see above for contact.

**July 1-6, 1991:** Second session of field trips, Southwest Institute, see above for contact.

**July 2-5, 1991:** Tour of the Coronado Trail in Kansas, Coronado Quivira Museum, 105 W. Lyon, Lyons, KS 67554 (316) 257-3941.

**July 15, 1991:** Cimarron Cutoff Chapter quarterly meeting, Clayton, NM, 7:00

p.m.

**July 27-28, 1991:** Soldiering on the Santa Fe Trail, Fort Union, NM.

**Aug. 7-10, 1991:** Palace of the Governors Buffalo Roast & Trade Fair, Santa Fe, NM.

**Aug. 24, 1991:** An Evening at Fort Union, Fort Union, NM.

**Sept. 21-22, 1991:** Old Taos Trade Fair, Taos, NM.

**Sept. 25-29, 1991:** Traveling the Trail, Missouri Symposium. Contact Elaine Simmons, Barton County Community College, RR 3 Box 136Z, Great Bend, KS 67530-9283 (316) 792-2701, ext. 214.

**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, 1991:** Cimarron Cutoff Chapter quarterly meeting, Elkhart, KS, 7:00 p.m.

## 1991 SYMPOSIUM

September 26-30

Arrow Rock-Boonslick Country

Thursday—Arrive Saline County

Friday—Arrow Rock

Sat. & Sunday—Cooper & Howard Counties

Monday—Lafayette & Jackson Counties

View specific sites of the Santa Fe Trail, enjoy good food, dramatizations, music, and lectures on topics including the culture & environment of the Boonslick, women of the SFT, and Missouri River & shipping.

## FROM THE EDITOR

It has been brought to my attention by several people that the Santa Fe National Historic Trail (SFNHT), an entity created by Congress and administered by the National Park Service (NPS), and the historical Santa Fe Trail, which includes every aspect of the actual Trail network, are not the same thing. Every route, or segment thereof, used by someone engaged in the Santa Fe trade, freighting govern-

ment stores, or traveling between the Missouri River valley and New Mexico over what was commonly called the road to Santa Fe (regardless of how long the segment was used or whether it was used for other purposes before, during, or after the Santa Fe Trail connection) will always be part of the historical Santa Fe Trail complex. The Aubry Route may be noted as an example.

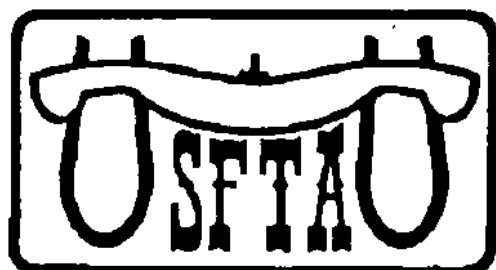
The NPS, however, following guidelines laid down by Congress and an advisory council, may be selective in the routes and sites chosen to be included in the SFNHT. A specific site or route may or may not be certified by the NPS as part of the SFNHT, but the site or route remains just as much a part of the historical Trail either way. The NPS may select from history but cannot change history. The more closely the SFNHT approximates the actual Trail network, the more nearly it will fulfill the "Historic" part of its official name.

Historically-minded people, including SFTA chapters, who desire to commemorate, mark, and promote segments of the historical Trail network and/or historic sites along those segments which may or may not be included in the official SFNHT (additions and deletions are always possible for that entity) are fulfilling purposes and goals for which the Santa Fe Trail Association was founded. The only criterion they must follow is evidence (facts, not fiction) of historical use, not how accessible the site may be, how long the rut may measure, how much it may cost to administer, how many years the route was followed, nor any other arbitrary prerequisite. They are not working against but are complementing the SFNHT. Both efforts are important and cooperation is essential if the Santa Fe Trail is to receive all the recognition it deserves. Think about it.

Happy trails!

—Leo E. Ollwa

**WAGON TRACKS**  
Santa Fe Trail Association  
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