

# Wagon Tracks

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Article 1

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1991

## Wagon Tracks. Volume 5, Issue 4 (August, 1991)

Santa Fe Trail Association

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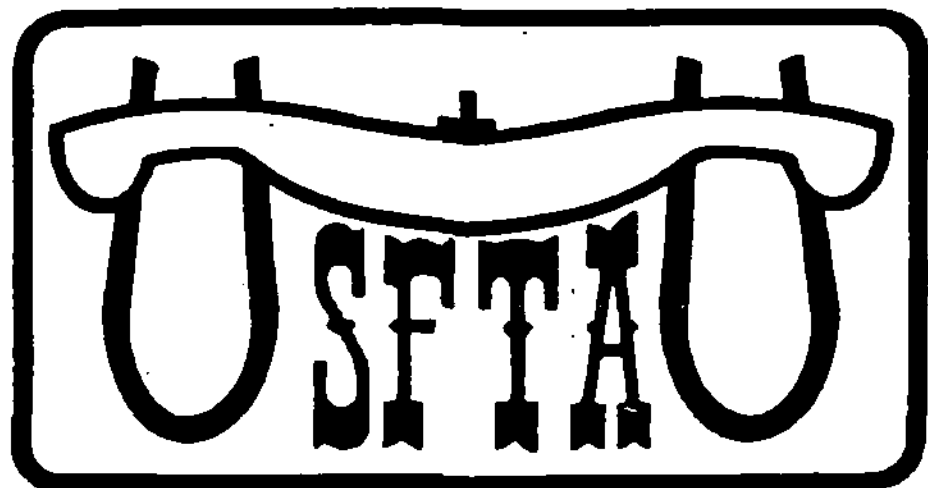
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# WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 5

AUGUST 1991

NUMBER 4

## SYMPOSIUM SET IN BOONE'S LICK AREA

THE 1991 SFTA Symposium will cover the Boone's Lick region along the Missouri River, Sept. 26-30. Registration materials were recently sent to all SFTA members; if you did not receive a copy please contact Symposium Coordinator Richard Forry, Arrow Rock State Hist. Site, 4th & Van Buren, Arrow Rock, MO 65320 (816) 837-3330.

SFTA members are especially invited by President Joseph Snell to sit in on the open meeting of the governing board on Sept. 26, 1:00 p.m., at the Interpretive Center in Arrow Rock, and to attend the general business meeting of the Association on Sept. 29 at 9:00 a.m. in Boonville. A highlight of the business meeting will be the presentation of awards. Members will also want to vote for officers and directors.

There is an outstanding lineup of speakers and historic tours, delectable food (including a pig roast and buffalo dinner), and book exhibits. The book exhibits will be available only on Sept. 28 and 29 at Boonville and all exhibitors are invited to make necessary arrangements as soon as possible with Richard Forry.

## WATCH FOR BICYCLE TREK SEPT. 21 - OCT. 12

THE 1991 Santa Fe Trail Bicycle Trek will be traveling from Santa Fe to New Franklin this fall. A list of overnight stopping places follows. Everyone along the Trail is encouraged to support this event and get out and meet the bikers when they are in your area.

Sept. 22, Las Vegas, NM  
Sept. 23, Wagon Mound, NM  
Sept. 24, Cimarron, NM  
Sept. 25-26, Trinidad, CO  
Sept. 27, La Junta, CO  
Sept. 28, Lamar, CO  
Sept. 29, Lakin, KS  
Sept. 30-Oct. 1, Dodge City, KS  
Oct. 2, Larned, KS  
Oct. 3, Lyons, KS  
Oct. 4, Hillsboro, KS  
Oct. 5-6, Council Grove, KS  
Oct. 7, Baldwin City, KS  
Oct. 8, Independence, MO  
Oct. 9, Lexington, MO  
Oct. 10, Arrow Rock, MO  
Oct. 11, New Franklin, MO

## BOOK OF THE MULETEERS

THE following Biblical-style account of trade with Santa Fe appeared in the *Missouri Intelligencer* in two parts, August 5 and 19, 1825, under the title "Book of the Muleteers." It may (or may not) be appropriate to reprint this historic item now for the benefit of those who are journeying to the Boone's Lick country of Missouri for the 1991 Symposium. The author had sufficient wisdom to remain anonymous.

### Chapter I

1. And it came to pass in the reign of Ellick the fat, that the dwellers round about Boon's Lick marvelled with one another.

2. And said, verily we have corn and oil, and milk and honey, and cattle and horses, and he goats in abundance, but nevertheless we have few pieces of silver.

3. And one of the judges, a father of preemptioners, rose up and said, men and brethren, hearken unto me.

4. And they did hearken.

5. And he said, there lieth over against us a province wherein dwelleth a people called Montezumians.

6. And they go in and out of tabernacles of clay and they be miners and shepherds.

7. And they have among them gold and silver and precious furs and ass colts in abundance and they be moreover a barbarous people and heathen idolators.

(continued on page 2)

## TRAIL DAY CELEBRATION AT NEW FRANKLIN, MO

THE 17th annual Santa Fe Trail Day Celebration in New Franklin, MO, will be Sat., Sept. 28, 1991, in conjunction with the SFTA Symposium. Activities are planned for all age groups, including a parade, craft booths and exhibits, entertainment, contests, street dance, and food booths, including their world-famous Bar-B-Q hamburgers. The event is sponsored by the New Franklin Area Businessmen's Association. For more information, call Joe Chitwood at (816) 882-7000 or Dan Chipley at (816) 882-3442.



Terry Brown portrays a Santa Fe Trader at Wagonbed Spring celebration (photo by Leo Gamble).

## WAGONBED SPRING REDEDICATION

by Mary B. Gamble

OVER 120 SFTA members and friends assembled at Wagonbed Spring on the evening of July 13, 1991, to celebrate with the Wagonbed Spring Chapter the completion of the reconstruction of the National Historic Landmark in Grant County, south of Ulysses, Kansas, and to rededicate this historic Trail site.

County commissioners had aided by having the road to the site graded. Weeds were cleared, the site was fenced, and two historical markers were returned to the original site. The markers had been placed by the DAR in 1909 and the National Park Service in 1961. A well was drilled and, using a solar pump, a recently-installed wagon box replicates the old one placed there about 1847 to store water for travelers.

Ed Lewis, vice-president of the chapter, was master of ceremonies. His mother, Lucille Lewis, grew up near the spring and was introduced to the crowd. Ray Fogelman, on horseback, carried the United States and Kansas flags for the flag ceremony. Marlon Stoskopf, who was the speaker at the 1961 dedication ceremony when the NPS marker was placed, recalled the earlier event and said "Keep the history

(continued on page 2)

## WAGONBED SPRINGS

(continued from page 1)

alive. Deserve it by preserving our heritage."

Norma Deyoe presented a memorial tribute to Fern Bessire, who as chapter president was involved in the planning for the restoration of the site. She was also responsible for founding the county historical museum and compiling a history of Grant County.

Rev. Lemuel Phillips gave the rededication address. He sketched the history of the Santa Fe Trail and the importance of Lower Spring which became known as Wagonbed Spring. He said the first resident of Grant County was Richard Joyce who settled the area which included the Lower Spring on the Cimarron River.

Terry Brown, Liberal, added to the historic event with his camp of a Santa Fe trader. A local group of musicians provided "pickin' and fiddlin'" music before and after the program. A picnic supper under a tent concluded the day's events.

## BOOK OF THE MULETEERS

(continued from page 1)

8. And he said, men and brethren of the tribe of Benjamin, hearken unto me—and they answered, and said, we do hearken.

9. And he said go ye unto your several places of abode and tarry three days; and on the fourth day rise up early in the morning while it is yet dark, and saddle your asses.

10. And on the fourth day they gathered themselves together as they were wont, every one on his own ass, and came, and stood still over against the habitation of Benjamin, and they said lo! we are come unto thee as thou has bidden.

11. And Benjamin combed his locks, rose up, and came forth to where his ass was tethered by the way side.

12. And he said, men of Boon's Lick, let your loins be girt about & your hearts filled with the oil of gladness, for you are going into a far country.

13. And they answered with one voice, yea, verily, we rejoice exceedingly and marvel not.

14. And moreover they cried out as one man, be ye our centurian & we will do thy bidding; and say unto each of us singly, go, and we will go, come, and we will come.

15. And they were armed every one with weapons of war according to his fashion, and they were valiant men and true, and well skilled in all strata-

gems and divers cunning devices.

16. But moreover as they journeyed forward in the wilderness the centurian cast about him and said unto his followers, be on your guard, for we are in the land of the *Arapehoes*, the *Camanchies*, and the ungodly *Paducas*.

17. Nevertheless be of good cheer and these heathen shall flee before us everyone to his own city; and they annointed their arms with bear's oil and set a watch round about.

18. And all of the men of Boon's Lick answered and said, we fear not, for we go into the land of promise.

19. And Benjamin raised his voice and spake cheerily, and said, yea verily, I say unto you as I said before, we seek the gold of Ophir and soft furs and ass colts and onyx stones.

20. And when they came unto a deep valley, by the river Arkansas, they stood still and said to the centurian, lo! here is water, let us drink.

21. And he said, yea, eat and drink and make yourselves glad, for ye have journeyed far, else ye may faint by the wayside.

22. And they unmuzzled their mules and their asses, and laid them down; and they drew from their panniers corn cakes, and the flesh of swine and did eat.

23. And when they had finished feasting, they rose up and departed leaving the fragments of the feast strewed round about and the ravens and the magpies came and picked up the remnant.

24. Now when they had journeyed forward three Sabbath day's journey on the river bank, and crossed over the waters thereof, they came to a great desert whereon the grass withered.

25. And it came to pass that they had no water, and they were exceedingly thirsty, so that their tongues were parched and cleaved unto the roofs of their mouths.

26. Now therefore Benjamin the centurian, was sorely vexed, for everyone went his own way in search of a fountain, and they marvelled exceedingly; and they said unto the centurian, why have ye brought us here to perish in a far country?

27. And Benjamin stood up among them and said, why marvel ye, men of Boon's Lick; what seek ye?

28. Wherefore are my locks grey if ye hearken not unto me? Gird your loins about ye, and seek and ye shall find water and precious metals. Why tarry we for the gold to come unto us—let us journey forward unto the land of Montezuma, and straightway silver shall

rise up and meet us.

29. And they answered with one accord, and said—as thou listeth so will we demean ourselves.

30. And it came to pass about the seventh hour, at the going down of the sun, that they came unto a pool, and it was brackish.

31. And the captain of the host said unto the men of Boon's Lick, drink ye and give unto your asses likewise.

## Chapter II

1. When therefore the caravan of Benjamin had eaten and drank there came among them certain wild oxen.

2. And they essayed to drink from the pool and would not be gainsayed.

3. Then Benjamin and all the men of his tribe rose up, with one accord, and laid hold of his arms, every one his double trigger.

4. And they slew of the wild oxen half a score and the humps upon their backs were as sweet morsels under their tongues.

5. Now therefore they journeyed forward and they tarried not until they compassed the hillocks of sand, and came unto a great plain, whereon herbage did grow.

6. And they set their faces toward the mountains that divided them from the land of Montezuma, and they went forward many Sabbath day's journey.

7. And it came to pass that the Caravan arrived in the midst of a city, and they of the caravan stood still by the way side, and looked round about them, and lo! a people came forth from

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

President: Joseph W. Snell, 5906 SW Hawick Lane, Topeka, KS 66614

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

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

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



their tabernacles of clay and their skin was like the skin of Ethiope.

8. And the dwellers of Santa Fe looked up and beheld the men of Benjamin, and they were sore afraid because of their habiliments and their harness of war.

9. And they marvelled one with another, and said, what manner of men are these whose skin is like unto the whiteness of a leper?

10. And the elders and the chief men of Santa Fe spake in a strange language, and said whence came ye?

11. And Benjamin answered and said, we be from a far country, from the land of corn and swine's flesh.

12. Now they of the Ethiope skin spake again unto the strangers and said, what seek ye?

13. Then Benjamin the caravan bachi stood forth and said, we come from afar with our asses laden with merchandize and we seek gold and silver, the ox and the ass and all that is within thy gates.

14. Then the men of Santa Fe cried with one voice, saying, tarry ye, come in and sojourn, and our maidens shall wash your feet and anoint your beards.

15. And they tarried, and did eat of the flesh of the lamb, and of goat's milk, and of barley water.

16. And they spake with one another and said, it is good for us to be here, for we are weary and our lot is cast in pleasant places.

17. Now it came to pass when they had sojourned awhile that there came among them certain money changers and set before them strange coins and said

18. These we will give unto you, yea more for your purple raiment and fine linens and sandals.

19. And the men of Benjamin said, add thereunto from the flocks and herds of your hills four score of ass colts, and mules and jennets a great many.

20. And those of swarthy skin answered them according to all they had spoken and thus did as the men of Benjamin had commanded and rose up and departed.

21. Then they of Benjamin shouted with one accord and cried aloud saying, this is the land of promise—and the land of payment—for we are laden with the gold of Ophir.

22. And it is moreover of greater value than Loan Office, and the sound thereof is like unto sounding brass and a tinkling cymbal.

23. And the music thereof is like the music of running waters in a great desert when the horse and rider thirsteth with a parched tongue.

24. It maketh the feeble strong, the lame leap, and the aged forget their grey hairs, yea it turneth the hair of the head like the plumage of the raven.

25. It inclineth the maiden to listen unto the word of him that wooeth, even the old men and the maidens are made glad thereat.

26. It buildeth up kingdoms and layeth the city and high palaces low.

27. It breaketh the bolts of the prison door—it causeth disease to flee away.

28. Now therefore all the men of Benjamin rose up and set their faces toward the land wherein their kin folk dwelt, every one his saddle upon his own ass.

29. And they rejoiced with exceeding joy that their sojourning in the land of idolators was at an end.

30. And when they came out from amongst the tabernacles of clay, they shook the dust from their feet.

31. Saying, this people is in the gall of bitterness, and the region of vermin.

32. Let us therefore cut off everyone his locks, that they multiply not among us. And they were shorn every one according to his mode.

33. And they did bathe in the pools by the highway at the going down of the sun.

34. And as they journeyed homeward in the wilderness, and in the land of the Arapahoes, the Camanchies and the ungodly Paducas,

35. Certain valiant young men of the tribe of Benjamin watched all night, neither did they close their eyelids.

36. And when Benjamin and his followers had wandered in the wilderness for the space of forty days,

37. And when their beards had waxed long and their raiment was like unto sack cloth overspread with dust and ashes.

38. They came unto a great river whose waters rolled one upon another like a mighty whirlwind.

39. And there stood therein great beams upright in the water like the bowsprits of tall ships.

40. Now therefore when they had gazed on this mighty sheet of angry waters they all cried out with one voice—MISSOURI! MISSOURI!

41. And they were exceeding glad, and rejoiced with joy unspeakable.

42. And everyone had many shekels of silver, and mules and ass colts a great company.

43. And all the old men and maidens, and all their kin folk dwellers in Boon's Lick were exceedingly rejoiced thereat.

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## MISSOURI! MISSOURI!

### 1991 SYMPOSIUM

SEPTEMBER 26-30

## MISSOURI NEWSPAPER MONUMENT

by Virginia Lee Fisher

THOSE attending the SFTA Symposium and other Trail travelers will be interested in this item, "Whatever Happened to Missouri's Only Newspaper Monument?" by Francis Pike, published in the *Columbia Tribune*, June 16, 1991.

The monument to the first newspaper printed in Missouri west of St. Louis is located in an out-of-the-way spot across the river from Boonville. It was erected in 1919 by the Missouri Press Association in honor of the Missouri Intelligencer and Boon's Lick Advertiser, celebrating its 100th year.

The inscription on the monument is as follows: 500 feet west of this spot/ is the spot where stood the building/ in Franklin/ in which was published/ The Missouri Intelligencer/ and Boone's Lick Advertiser/ by Nathaniel Patten and Benjamin Holliday/ The first number was issued/ April 23, 1819/ It was the first newspaper printed/ in Missouri west of St. Louis/ and was Missouri's pioneer county/ newspaper. . . . This monument was/ erected and dedicated by the /Missouri Press Association/ May 9, 1919.

Another marker nearby, erected by the state of Missouri, states that Franklin, founded in 1816, "was once the metropolis of the Boon's Lick Country, a central Missouri region taking its name from a salt lick in the area worked by the sons of Daniel Boone."

Here was the first land office north of the Missouri River in 1818 and the first newspaper in 1819. From 1817-28, Franklin served as the seat of Howard County. Encroachment of the river brought about the abandonment of the town and the beginning of New Franklin.

From Franklin, William Becknell, "Father of the Santa Fe Trail," led in 1821 the first successful trading expedition to Santa Fe and took the first wagons over the route. In 1822, the jacks and jennets brought back by Becknell were the founding stock of Missouri's mule industry.

Among those prominent citizens who lived in Franklin were John Miller, governor of the state in 1826-32, and Kit Carson, who was apprenticed to a saddler and later known as the "Scout of the West." Also, artist George Caleb Bingham's father ran a hotel in the town. Preceding the founding of Franklin had been the establishment of seven forts erected in the area to protect against Indian raids during the War of 1812.

Files of the first several years of the Intelligencer are with the State Historical Society of Missouri. The original press was given by William Switzler, Boone County historian of the 1800s, to the St. Louis

## Mercantile Library.

The newspaper consisted of four pages, 11 inches wide and 18 inches long. On the first page were listed unclaimed letters held by the old Franklin post office, a list of drugs "just received by Dr. Hutchinson" and information on the treaty with Spain that was in the process of being made.

The second page gave the editorial policy of the paper, setting forth principles of free speech, including acts of public officials of public interest, and that such acts were "expedient to the welfare of Franklin and the Boon's Lick area."

The third page published lists of land sales from the Franklin Land office, and also advertisements of Franklin merchants.

On the fourth page was printed Benjamin Franklin's "Caution to a Young Printer," also lists of toasts made at a public dinner honoring George Washington's birthday.

Because of the overflowing Missouri River, the *Intelligencer* was moved to Fayette June 29, 1826, then to Columbia May 4, 1830. The name was changed to *Patriot* Dec. 12, 1835, and finally to the *Statesman* Jan. 6, 1843. After consolidation with the *Columbia Herald*, it finally folded as the *Herald-Statesman* after 119 years and 2 months, on June 30, 1938.

The Missouri Press Association monument was designed by Egerton Swarthout, one of America's outstanding architects of the early twentieth century. Swarthout was the architect for the Missouri State Capitol at Jefferson City. Legend has it that Swarthout sketched the monument design at a local tavern while working on the capitol project. His name is in small letters in the lower left-hand corner of the monument.

The other large marker was first erected near the junction of State Highway 5 and old U.S. Highway 40. It was erected in 1937 by the Missouri Highway Department and the State Historical Society and was recently moved to the Kingsbury siding location.

Those attending the Symposium will enjoy stopping by the Arrow Rock Print Shop. Cordell Tindall, veteran Missouri newspaperman and editor, mans the shop and demonstrates typesetting and use of the old hand presses. He is preparing copies of old news sheets of early days of Arrow Rock for distribution at the meeting. The Missouri Press Association established the Print Shop as a press museum in the early 1960s. Demonstrations are supported by the Friends of Arrow Rock and the Historic Arrow Rock Council, with assistance from the Missouri Arts Council.

## MISSOURI WELCOMES SFTA

## TRAIL NOMINATIONS FOR NATIONAL REGISTER

THE Urbana Group of Urbana, Illinois, has been awarded a contract by the National Park Service to pursue National Register of Historic Places designation for Santa Fe Trail sites. Of the 194 sites listed in the NPS's SFNHT management plan, at least 40 will be nominated to the National Register.

This project is being directed by Urbana Group Vice-President Alice Edwards. Field work for the effort is headed by Colleen Hamilton of the University of Missouri-St. Louis. The contract is being monitored by the New Mexico State Historic Preservation Program. Nominations will be completed in 1992. A representative of the Urbana Group will attend the SFTA meeting at Arrow Rock.

The preparation of nominations will require visits to sites along the Trail and owner permission for listing. Site owners can expect to be contacted for permission to visit selected sites. The SFTA urges land owners to cooperate with the project.

The listing of a site on the National Register gives recognition but does not inhibit the use of private property. The owner retains all usual property rights. Providing public access to a National Register site is not a requirement. The intent is to recognize and document the historic qualities of the site. One measure of protection a National Register place possesses is that federal authorities must carefully review any proposed actions which would adversely affect the site.

Questions or comments on the nomination effort may be sent to Hugh Davidson, a research associate of the Urbana Group, 1532 44th St., Rock Island, IL 61201. Please mark correspondence "Attn: Santa Fe Trail" in the lower left-hand corner of the envelope.

## STONEWALL COMMUNITY CEMETERY

by Linda Peters

WHILE our family was on a fishing and camping trip in June, we visited the graves of Richard and Marian Russell and family at Stonewall, Colorado. We were pleased to see the small cemetery fenced and neatly mowed. It was evident that families had visited for Memorial Day because many graves were decorated with flags and flowers. There is a visitors' center just inside the gate with a registration book and a plaque containing the history of the cemetery. The plaque reads as follows:

This tract of ground had its beginning as a burial place in the latter 1860s or very

early 1870s. It was officially designated as a cemetery after the so-called "Stonewall War" between the early settlers and the Maxwell Land Grant Company. Richard D. Russell, a leader of the settlers, was shot and killed in this skirmish and was buried in the Stonewall Cemetery.

The Rocky Mountain Coal and Iron Company having acquired title to the Maxwell Land Grant Company ownership in Colorado deeded a tract of land which included the cemetery tract, to one Fred Herrington. In January of 1904, Fred Herrington conveyed title of the cemetery to J. W. Shouse, J. P. Coe, and Marion Russell, widow of Richard D. Russell.

Through the years it continued in use as a cemetery and one of the few Protestant cemeteries west of Trinidad. In 1972 Viola Russell and Nora R. Parsons, descendants of Marion Russell and J. P. Coe, incorporated the Stonewall Community Cemetery as a non-profit organization and deeded it to the Stonewall Community Church. A Cemetery Board of five taken from the church members now administers the cemetery.

In the fall of 1986 after the death of wife, Shirley Barron, Stanley Barron undertook a personal project of beautifying and rehabilitating the cemetery.

There were found to be quite a number of unmarked graves in the cemetery. Marion Russell had prepared a crude map and list of names in the cemetery prior to her death in 1936. From this map and list, names were assigned to unmarked graves. Some of these names had no first name and no dates. Exhaustive research was done from mortuary records, census records, and archives of the Colorado Department of Health. A few records were found pertaining to names on the list left by Marion Russell. It was found, however, that no records exist for burials prior to 1906. As a consequence many of the graves have markers that bear an incomplete name and no dates. The markers were donated by Campbell-Lewis-Cotter and Sons Funeral Home. The stones came from the old Grand Hotel in Trinidad. The stones and markers were put together and placed by Stanley Barron and crew. The grave markers were placed as per the list and map made by Marion Russell.

It is requested that any person that may have information pertaining to any incomplete named or non-dated grave marker please notify Stanley Barron, a member of the Cemetery Board, the Stonewall Community Church, or Campbell-Lewis-Cotter and Sons Funeral Home in Trinidad.

It was very satisfying to see the cemetery so neat and well-kept. All who are mentioned on the plaque as having put so much time and effort into this cemetery should be commended and encouraged to continue their efforts.



## MODERN CARAVAN FOLLOWS WET ROUTE

by Carl Immenschuh

WITH the wildflowers in bloom and the hills covered with a carpet of green, 75 people gathered on June 1 to follow the Wet Route of the Santa Fe Trail from Larned to just east of Fort Dodge. Hosting the modern-day caravan was the Wet/Dry Route Chapter of SFTA, led by David Clapsaddle. Appropriately enough, it rained.

The first stop was at Second and State streets in Larned. It was there that George Sibley, in 1825, made the first written mention of this unique location. It was "a face of soft rock, with people's names carved on it, along with Indian markings." The markings have long since disappeared and the cliff no longer resembles that of Sibley's notations. Sibley was one of the three commissioners appointed by the U.S. government to survey the Santa Fe Trail. He kept a diary which helps guide those seeking to rediscover the Trail.

Just west of this location, near the west edge of Larned's city park, Samuel Parker built a trading ranche in 1864. This predated the formation of Pawnee County by eight years. Parker later moved west to Jenkins Hill and established another ranche that later became the famous Boyd's Ranche. These early ranches were little more than early day "truck stops." They catered to the whims and desires of traders. Often their main business was food, liquor, and what could delicately be called "ladies of the evening."

The tour stopped at the bridge crossing Pawnee Fork on Highway 56 on the west side of Larned and contemplated the courage of the early travelers who crossed there. Sibley described the banks as being about 30 feet high and the river being 40 yards wide, making this one of the more difficult of many obstacles facing travelers of the Trail even though the water was usually only three or four feet deep. He also clearly described the timber that lined the banks, including Cottonwood, Elm, Ash, Elder, and Grapevine.

Military records and Trail journals often made reference to the difficulty of crossing Pawnee Fork. The bulk of the travel along this part of the Trail occurred prior to 1859, the year the military post that became Fort Larned was established near the Dry Route crossing of the Pawnee.

Although nothing remains to identify the location, 3 miles southwest of the Pawnee Crossing were "Forks in the Santa Fe Road." Before 1859, this was where the Wet and Dry Routes of the Santa Fe Road split. The Wet Route

followed along the Arkansas River while the Dry Route jogged off in a southwesterly direction to Coon Creek just past present-day Kinsley. After the establishment of Fort Larned, the Trail shifted to the north to stop at the Fort Larned mail station.

The caravan saw several cutdowns where the wagons crossed streams, as well as the hills they skirted. The area visited holds many distinct wagon ruts, all standing out as a memorial to the early travelers. Just one mile southwest of Garfield, in a pasture north of U.S. Highway 56, stands a large yellow sign marking the route. Here there is evidence of several cutdowns crossing Coon Creek, and also some evidence of a dugout near the creek bank. These are marks left from the military road that connected Fort Larned with the Wet Route and are quite evident on the west side of the creek just alongside the highway.

Five miles southwest of Garfield is Plain Camp, where in 1847 Lieut. John Love, on his way south with a contingency of troops for the Mexican War, was attacked by an estimated 300 Comanches. Accompanying him were two government trains of about 25 wagons each and one trader train of about 25 wagons. Five troopers were killed and the Comanches ran off about 130 oxen. Lieut. Love took an old mountaineer, Thomas "Broken Hand" Fitzpatrick, and went to look for help on the Dry Route. There they found a train returning from Santa Fe and struck a deal to borrow enough animals to allow them to continue their journey. From that time forward, Plain Camp was known as Love's Defeat.

Five miles farther west, in 1848, Lieut. William B. Royal's command was attacked by some 600 Comanche and Apache Indians. Even though he had only 73 raw recruits, Royal was able to fend them off with the aid of two small cannons and suffered no casualties in the fray.

Black Pool is another of the enchanting places visited by the caravan. The huge spring still flows. Its early existence was noted by an inscription dated 1843. The group visited Jackson's Grove (or Jackson's Island). Five miles west of Jackson's Island is the western terminus of the Wet and Dry routes. Here long stretches of ruts can be seen.

The tour provided an opportunity to view many important Trail sites. The Wet/Dry Route Chapter continues with its project to mark these sites along both branches. Anyone interested in joining the chapter can write President Joanne VanCovern, 4773 N

Wasserman Way, Salina, KS 67401.

## IKE OSTEEEN HONORED

IRA "Ike" Osteen, SFTA member from Springfield, Colorado, was recently honored along with his postal unit for service during World War II in Europe. The 144th Army Postal Unit, comprised of twelve men including Osteen, had a memorial dedicated to them in Arlington National Cemetery. Osteen, a retired postal employee, attended the ceremony. This is the first such memorial plaque to be placed in Arlington National Cemetery. The unit which served in the European theater weathered combat attacks in order to deliver the mail and became known as "The Fighting APO 144."

Osteen penned the following poem about the war and another man called Ike who also grew up near the old Santa Fe Trail:

The army was big but wouldn't you know  
It wound up with two Ike's in the ETO.

My buddies and I moved the army mail,  
And any letter for Ike came to me without fail.

One day I told Eisenhower, "This has to stop.

"I'll keep my name on the bottom and you put yours on top."

He looked at me and then said with a giggle,

"Make it Little Ike and Big Ike with nothing in the middle."

I said, "How about Sgt. Ike for me and General Ike for you?"

Then he said, "If Churchill demotes me to Sergeant what will we do?"

So I put a sign on my pup tent, "Little Ike sleeps here,"

And back to work I went.

One day Monty and Big Ike an inspection did make.

Monty saw my sign and did a retake.

Then he said, "General Ike is it really true,

"Is there another Ike as famous as you?"

Big Ike smiled, scratched his bald head,

Then turned to the Haughty Englishman and said,

"Yes, Monty, I guess it's true;

"This Sergeant is higher up than either me or you.

"I am from Kansas and you the British Isle,

"But Colorado Ike is higher up by a mile."

Now Big Ike and Monty are dead and gone,

Leaving Little Ike to carry on alone.

I don't suppose I'll ever match their fame,

But now you know I have a famous NAME.



## LEXINGTON AND THE SANTA FE TRAIL

by Roger Slusher

*[This is nineteenth in a series on museums and historic sites along the Trail. Roger Slusher teaches American history at Wentworth Military Academy in Lexington, Missouri. He is president of the new Missouri River Outfitters Chapter of SFTA. He and his wife, Sandy, have restored an 1840s brick house that sits on one branch of the Trail in Lexington.]*

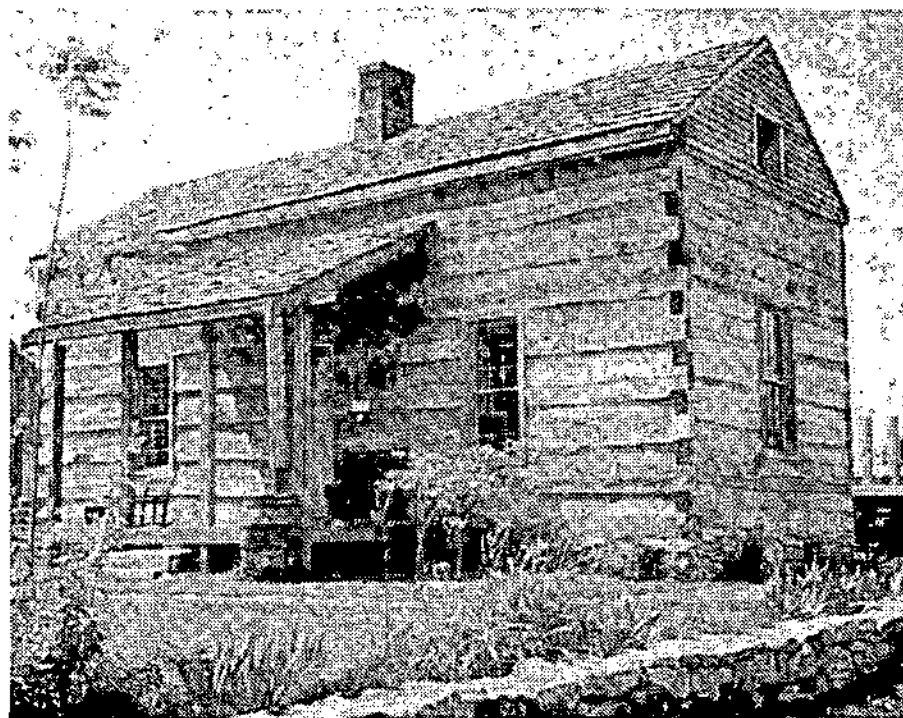
FROM the early 1820s until the Civil War, Lexington, located in western Missouri, was involved in almost every aspect of the Santa Fe trade. While written references, early roads, and memorials exist in some abundance, documented sites and artifacts are rare and scattered. Fortunately, history can bring understanding to this segment of the Trail as long as the reader or visitor is willing to contribute some general knowledge and a good dash of imagination.

Lexington's first settler was probably Gillad Rupe who came to the area around 1815 from Boonville where he had operated a ferry. He may have started a ferry at the mouth of "Rupe's branch" on the Missouri, but by 1819 Captain William Jack was known to be operating the ferry. "Jack's Ferry Road" was the connection between the river and the early settlement centered about two miles to the east.

In September 1821 William Becknell of Franklin probably followed the Osage Trace west from Arrow Rock through Grand Pass to Mount Vernon on Tabo Creek. Mount Vernon, which no longer exists, was the county seat of Lillard (later Lafayette) County, which included all of western Missouri at that time. In April 1821 the county court licensed Adam Lightner to operate a ferry across Tabo and appointed overseers to maintain the Trace from the eastern boundary of the county to Fort Osage. Becknell probably used the ferry at Tabo and then took the Trace to Fort Osage, skirting Lexington by a few miles to the south, before heading for Santa Fe.

The Lexington settlers had successfully petitioned the county court to open a road from Jack's Ferry to Mount Vernon by July 1821. Referred to later as the "old Santa Fe Trail" or the "old Dover Road" (after an early settlement east of Mt. Vernon), this route was settled as early as 1818 by Christopher Catron, who is said to have broken the first prairie soil in the county.

A road south from Lexington to the



This large log house was built overlooking Jack's Ferry at least as early as the 1830s and the "river route" of the Trail went past its front door. It has been authentically restored and furnished by the Lexington Historical Association.

Trace was declared by the court to be the "nearest and best" route to Fort Osage in October 1821. That route was often referred to as the "old Independence Road." Although many early traders from central Missouri may have by-passed Lexington, the route through the town became the preferred road.

Lexington was platted in 1822 in the area later known as "Old Town" and became the county seat in 1823 with a log courthouse in a public square between Lewis and Clark (now 23rd and 24th) Streets. Although most businesses were around the courthouse, the river front also grew as more boats came up the Missouri.

Direct expeditions from the Lexington area started as early as 1822 when Strother Renick, whose family had set-

tled seven miles west at Wellington, was hired by a Gen. McRea to "take a small stock of goods on pack mules over the trackless prairie to Mexico." Renick was only 19 and afterward made several similar trips by himself. He is said to have specialized in trading for mules.

For Trail historians, the first really significant business in Lexington was the store and warehouse built by John Aull who came from Delaware in 1822. He was followed by his brothers Robert and James in 1825. According to W. J. Ghent in *The Early Far West*, James (age 22) wrote, before setting out with the 1829 caravan: "Should the savages attack us, we must defend ourselves the best way we can, as Gen. Jackson or secretary Eaton appear disposed to let us shift for ourselves."

By 1830 the Aull brothers' stores were selling a wide variety of merchandise in Liberty, Independence, and Richmond, as well as Lexington, much of it to Santa Fe traders. In 1830 they sold between \$8,000 and \$10,000 worth of goods to the caravans at 25% over Philadelphia prices with no interest for six months and then 10% interest until paid.

This indicates one of the main problems with the trade and western commerce in general. Credit was crucial but very risky. Some goods such as whiskey, salt, tobacco, and beeswax could be bought or traded for locally. However, James had to travel to the East each winter to buy most of the goods for the next season, getting lighter things such as cotton cloth and luxuries in Philadelphia and other cit-



All that remains of the original Lexington town square in Old Town where merchants catered to Santa Fe traders is the rise to the right where the first two courthouses stood and the remains of two brick commercial buildings to the left.





**The Lexington Historical Museum was built as a Presbyterian Church in 1846. It contains exhibits on all periods of Lexington's history with emphasis on the Civil War and Russell, Majors & Waddell.**

ies. These were taken overland by wagon to Pittsburg and by steamboat to St. Louis where they and heavier items such as stoves and plows, which he might have had shipped from the east via New Orleans, were shifted to smaller boats or wagons bound for Lexington.

These goods had to be bought on credit, while they paid for the previous year's goods with payments made by the latest train from Santa Fe. Often the traders had to make two trips before they could completely settle their first bill, so the brothers depended on sales to local residents, fur traders such as Jedediah Smith or Ceran St. Vrain, and the army to stay ahead.

In 1832 James Aull tried to avoid the credit problem by sending \$3,000 worth of goods to Santa Fe with Gresham Compton of Liberty. Apparently little profit resulted, since the Aulls did not send any more goods direct to Santa Fe until James went himself in 1846. A telling note is that one of Compton's duties in Santa Fe was to try to collect \$98.18 from a wagon maker who had supposedly gone to that area.

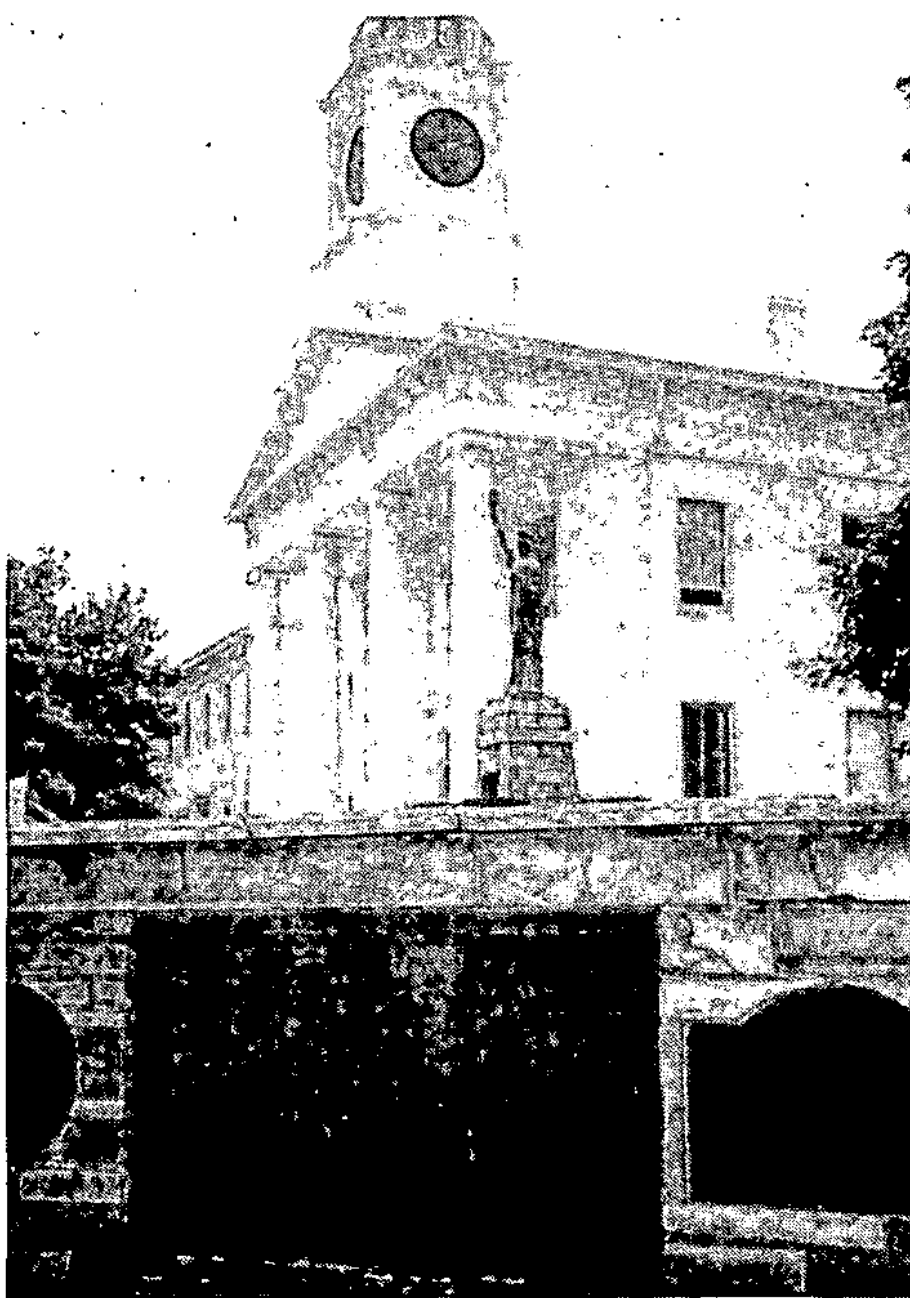
Military contracts were also risky. In 1838 the partners bid \$7,000 to supply Fort Leavenworth, about 100 miles upriver. They counted on using flour from a mill Robert was constructing on the Little Blue River near Independence, but the equipment for the mill did not arrive on time and they

had to buy the flour in Boonville, 70 miles down river. To add insult to injury, they were docked \$35.00 because the flour was not as fine as the contract required.

In 1832 James decided to cut back on stock and get the firm out of debt. This was extremely difficult. The West had a deficit in trade with the East, where most Mexican silver was quickly sent; the Aulls often shipped silver in secretly marked barrels along with other goods, since bank transfers were difficult. About the only source of "hard money" was the Santa Fe trade.

In the winter of 1835 James appealed to the circuit court in Independence and only collected \$500 out of \$25,000 owed his firm by residents of Jackson County. In reality, probably many of them had "gone west." Robert Aull had formed the first "bank" in Lexington in 1829 to support these credit operations, but in 1835 James warned that banks "will hold up for a few years longer" and that speculators would be wise to be "preparing for any storm that may come some two or three years hence." Taking his own advice, the Aull partnership was dissolved on January 1, 1836. James concentrated on the Lexington store and successfully weathered the depression of 1837.

The difficulties of the Aull brothers should not give the mistaken impression that things were not prosperous



**Lexington's Greek revival courthouse was constructed in 1847 and is still in use. Its upper left column was struck by a cannonball during the Battle of Lexington in 1861. The monument in the foreground honors Russell, Majors & Waddell for founding the Pony Express.**



**Missouri's DAR Pioneer Mother Monument, overlooking Jack's Ferry Road, was dedicated in 1928 by Jackson County Judge Harry S. Truman. The DAR granite Trail marker at right was moved to this spot from Tabo Creek and will be returned soon to its proper location.**

in Lexington for the Aulls and many others. True, as Josiah Gregg noted in 1844, after 1831 Independence "soon began to take the lead" but, as he also noted, "even subsequently to 1831 many wagons have been fitted out and started from (the) interior section."

In 1880 an early settler known as "Uncle George" Houx was quoted in the *Lexington Intelligencer* as saying that "money was sewed up in leather bags . . . like meal sacks from Santa Fe, and when they arrived in Lexington, at the tavern in Old Town, were thrown down like common baggage." Alphonso Wetmore's *Gazetteer of Missouri* (1837) proclaimed "Lexington is one of the towns from which outfits are made in merchandise, mules, oxen, and wagons for Santa Fe or New Mexico trade. The fur traders who pass to the mountain by land make this town a place of rendezvous, and frequently going out and coming in with their wagons and packed mules at the same period of going and coming that is chosen by the Mexican traders." Even allowing for some early American hyperbole, things were going quite well.

This prosperity led to many changes in Lexington. Although in 1835 a new three-story brick courthouse was completed in Old Town, increased river activity led to the platting of the area between the old square and the river. The riverfront now had several stores,





**This house at 188 Highland belonged to merchant Robert Aull and overlooked the "river route" of the Trail near Jack's Ferry. It was used as a bank in 1845 while the Fifth Branch Bank of the State of Missouri, which still stands, was being constructed one block away. The house is now a duplex and in good condition.**

warehouses, a mill, and a ropewalk for processing part of the large local hemp crop.

As for the Trail at that time, *The Santa Fe Trail Revisited* by Gregory Franzwa is a reliable guide. The main route from the east followed the Old Dover Road to Old Town and then turned south around what is now 20th street to join the old Osage Trace to Independence. When the river was low and wagons were loaded near it, they could follow an alternate "river route" from Jack's Ferry Road near the river west past Simpson's Spring to Wellington, where they could join the Independence Road south of town, saving a few miles and avoiding a few hills.

By the 1840's "New Town" near the river was the center of commerce, with the first newspaper, a branch of the Missouri State Bank, a Masonic College, and a stately Greek revival courthouse (1847). In 1844 *The Lexington Express* noted that "during the past 2 weeks some 30 wagons have passed our door freighted with bacon, dry hides, flax seed, beeswax, etc."

Despite all the activity, James Aull must have missed the excitement, and maybe the profits, of the Santa Fe trade. In 1846 he formed a partnership with Samuel Owens of Independence. Owens had managed the Aull brothers' store in Independence, later becoming Robert Aull's partner in the store, before purchasing Robert's half in 1844. The new partners loaded up \$70,000 in goods and joined one of the most famous and well documented of all

### Santa Fe caravans.

Leaving Independence in June 1846, the train of 45 wagons included Josiah Gregg (who soon turned back due to scarlet fever in his sister's family), the artist John Mix Stanley (whose drawings of the trek have been lost), and Samuel Magoffin, a veteran Santa Fe trader whose new bride Susan wrote one of the most complete and unique diaries of the Trail. According to her account, Owens and Aull had five ox teams and "some eighteen or twenty" mule teams on that trip.

Unfortunately, what could have been a stimulating and profitable venture turned into a tragedy of classic proportions. War was about to break out with Mexico over the American claim to a Texas border extending to the Rio Grande. One group of traders rushed ahead to Santa Fe, but were held prisoner when they went 500 miles south to Chihuahua, another Mexican trade center. The main group was overtaken by General Stephen Watts Kearny who ordered them to follow his troops as they advanced on Santa Fe. The fact that these traders resisted his protection, despite the outbreak of the war with Mexico, was an interesting commentary on the confidence, determination, and insight of the Santa Fe traders.

Kearny easily captured Santa Fe in August, but the local economy was disrupted, so Owens and Aull, plus 300 other traders and teamsters, headed for Chihuahua, only to be overtaken by Colonel Alexander W. Doniphan's Missouri Volunteers. Doniphan, who had practiced law in Lexington, exceeded his authority and created a "Traders Battalion" under the command of "Major" Owens. Owens was killed in the Battle of Sacramento in February 1847.

James Aull sold some goods to the troops as they marched toward Chihuahua and, after it was occupied by Doniphan, he set up a store to sell the stock that remained. On April 3 he sent pay accounts and drafts for over \$15,000 to E. W. Pomeroy, a Lexington trader and brother-in-law of the Aulls, who was in Santa Fe, to be forwarded to Robert Aull. James was even buying Mexican pork and mutton and reselling them to the army. At the end of April Doniphan was ordered to leave but Aull, having received promises of protection from the Mexican authorities, decided to stay. Every few days he was able to send several thousand dollars to Pomeroy, but on June 23 James Aull was stabbed to death by four Mexican robbers. Both Aull and Samuel Owens were buried in Chihuahua.

When E. W. Pomeroy came to arrange burial, he discovered that a Mexican receiver had sold part of the goods for \$4,323.19, which just happened exactly to equal expenses for legal documents, duties, and so forth. Pomeroy set up three stores in Chihuahua and by November had sold \$9,000 worth of goods. However, in fear of losing the estate, he urged Robert Aull to send someone to the Mexican consul in Pittsburg, saying: "Remember we are in H-ll and wish to be transferred to a better place." The Mexican government was remarkably agreeable under the circumstances and the last of the stock was sold by January 1848. Pomeroy estimated that the Owens and Aull enterprise had barely broken even in the terms of dollars and cents.

John Aull had died in 1842 and, following the death of James, Robert Aull continued in banking and trade for some time with the help of several relatives. In 1859 he helped found the Elizabeth Aull Seminary in Lexington. This Presbyterian finishing school for young ladies overlooked the river and was established in memory of his unmarried sister, whose will provided part of the funds.

Meanwhile a new generation of Lexington traders was getting off to a fast start. William H. Russell, lately of Vermont, started working for the Aull brothers in Lexington in 1830. He quickly exhibited a talent for accounting and self-promotion. He left the Aulls in 1838 and with two partners opened a retail store in Lexington. In 1840 he succeeded James Aull as treasurer of Lafayette County and was appointed postmaster of Lexington in 1841.

In 1845 a new partnership failed, but in 1847 Russell joined E. C. McCarty of Westport in sending the first civilian wagon train to Santa Fe from that city. Russell was too much of an aristocrat to make the journey, but he helped organize the successful caravan and repeated the effort in 1848. The next year, with the help of conservative Lexington wholesaler and retailer William Bradford Waddell, he joined with James Brown of Independence and silent partner Robert Aull to ship 600,000 pounds of emergency supplies from Fort Leavenworth to Santa Fe for the army. Their four trains of 30 wagons each and one of 15 divided into two groups. The one under Brown was snowbound in a sudden blizzard 50 miles from Santa Fe. Brown died of typhoid fever after riding into Santa Fe to explain the situation.

Waddell asked Congress for \$39,800 in compensation and in 1851 the firm, now called Russell and Waddell, deliv-

ered goods to Santa Fe, Albuquerque, and various other posts. In 1853 they got the contracts for Fort Riley, Kansas, and Fort Union, New Mexico, but competition was stiff, especially from Alexander Majors of Kansas City who had taken his first train to Santa Fe in 1848.

Majors was a very religious man whose wagons rested on Sunday and whose men agreed not to "use profane language, not to get drunk, not to gamble, not to treat animals cruelly." Majors earned respect from his men by fair treatment and superb organization. These policies and talents were joined to the financial conservatism and promotional abilities of Waddell and Russell when the three men joined in 1854 to win the unified contract to supply all military posts in the West. As might be expected, Majors supervised all of the wagon trains, Russell raised credit to finance the operation, and Waddell managed the offices in Lexington and Leavenworth, Kansas.

Russell, Majors & Waddell hired 1,700 men, including young William F. Cody who served as a messenger and, later, as a Pony Express rider. At its peak, the company owned 7,500 oxen for pulling 500 wagons in 20 trains out of their base in Leavenworth.

The firm had earned \$300,000 profit in the first two-year contract and prospects looked good indeed. In 1857 they signed a one-year contract but, soon after dispatching their wagons, the army demanded that they transport an additional three million pounds of supplies to support the government's attempt to conquer the Mormons in Utah. Based on oral promises by the Fort Leavenworth quartermaster and the quartermaster general, the company sent 41 trains carrying 4,525,913 pounds of goods. Due to three trains being burned by the Mormons and other transportation costs, they first asked for \$493,553.01 in additional compensation. In 1861 even that one cent was denied the company because they had no written contract to do the extra hauling.

In 1858 the group took on another two-year contract, even though the army did not have sufficient funds to finish paying off the last contract, falling short by over \$300,000. Russell suggested to Secretary of War Floyd that he write letters helping Russell raise credit on the promise of future contracted payments. Floyd agreed and a deficiency bill was introduced in Congress to cover the contracts. However, Russell started a separate freighting partnership with some of the credit, losing \$200,000, while Majors was struggling to set up new bases in

Nebraska City and Westport, as required by the new contract. In Congress the firm was pictured as unethical, but the contract money was approved.

As the partners continued to fulfill somewhat profitable government contracts, at the urging of Russell, they branched into a risky stage line to California and the legendary Pony Express. They were hoping to get a very profitable mail contract to California, but that hope was dashed as their credit and reputation collapsed. That was partly due to the fact that payments on their 1860-1861 military contract did not come through on time.

The company faced bankruptcy since credit had dried up and Secretary Floyd's letters of credit probably would not be honored as the loans based on them came due. In a convoluted sequence of events, Russell got \$870,000 worth of state bonds held in trust for the Indians from a clerk in the Interior Department, whose wife was a daughter of a cousin of Secretary Floyd. The clerk soon confessed, but Russell swore he did not know they were in government trust and he was not convicted of wrongdoing. As the scandal shook the Buchanan administration, Russell, Majors and Waddell scrambled to parcel out what assets remained to relatives and favored creditors. Majors and Russell died in poverty, while Waddell had a comfortable retirement in his Lexington mansion which he had sold to his son for one dollar.

Not surprisingly, many of the men who worked for Russell, Majors & Waddell came from Lexington. The 1860 census lists dozens of men with occupations such as trader, wagonmaster, teamster, freighter, bullwacker, expressman, and wagoner. However, with the coming of the Civil War, those freighting skills were needed by the armies of the North and South, if not at home trying to keep food on the table in trying times.

After the war Lexington had little role in freighting and the demand for hemp rope to tie cotton bales had vanished, but numerous coal mines revived prosperity until the Great Depression. Fortunately for lovers of history, the town did not change very much after that time, leaving hundreds of antebellum and later Victorian homes to be restored and admired. Several of those homes are open for tours or bed and breakfast. In addition, visitors can tour an 1830's log house that overlooked Jack's Ferry, walk the trenches of a Civil War battlefield, or visit the Historical Museum which features an exhibit on the Santa Fe Trail.

## SECOND ANNUAL TRAIL TOUR IN OKLAHOMA

THE Cimarron County Historical Society is sponsoring a tour of the section of the Santa Fe Trail which passes across the Oklahoma panhandle, on Saturday, October 5, 1991. Participants will meet at 7:30 a.m. at the Cimarron County Fair Building in Boise City and leave by 8:00 a.m. Those going on the tour should have their own off-road vehicle if possible, and the number of vehicles will be limited.

Weather permitting, the tour will visit several Trail sites northeast of Boise City during the morning, including Trujillo Springs and Upper (Flag) Springs, and return to Boise City for lunch. During the afternoon the guided tour will include Cold Spring, Autograph Rock, Signature Rock, and Camp Nichols.

Reservations are necessary and may be made by calling Joan Walton at (405) 544-3245 or 544-2479. There is no fixed charge for this tour but donations to the Cimarron County Historical Society are welcome. A breakfast will be available earlier that morning for those interested. Those who attended last year's tour recommend highly this opportunity to visit Oklahoma Trail sites.

## SUPPORT NEEDED FOR NATIONAL INDIAN MONTH

SENATOR Daniel Inouye, chairman of the select committee on Indian affairs, and his committee (which includes three Trail-state senators: Nancy Kassebaum of Kansas, Don Nickles of Oklahoma, and Pete Domenici of New Mexico) has proposed legislation to establish a National American Indian Heritage Month. They are seeking public support for this effort.

No specific month has been set aside to honor the traditions and heritage of American Indians, although Congress has annually designated various times for this purpose. The new legislation, according to Sen. Inouye, "will designate November as a permanent month to honor the Native people of this country." The committee believes this will be very helpful to educators who may plan activities to instill and promote public awareness of American Indian cultures.

Members of the committee, many Indian organizations, and the leaders of SFTA support this legislation. Individuals who would like to see this proposal become law should contact their senators and representative with a letter of support soon.



## LONE ELM AND ELM GROVE: A CASE OF MISTAKEN IDENTITY?

by Craig Crease

[SFTA member Crease, Shawnee, Kansas, is an insurance agent with a long-standing interest in the Trail through Johnson County, Kansas. He especially thanks Gregory Franzwa, who first introduced his two-campground theory in print (a brief synopsis and map) in the third edition of *Maps of the Oregon Trail* (1990).]

OF all the sites that make up the Santa Fe Trail, few seem as comfortably fixed in place and time as the Lone Elm campground. Certainly its historical importance on the Trail has been well established. Unique as apparently the only major campground serving both the Santa Fe Trail and the Oregon Trail, this landmark figures in many diaries and journals, and is mentioned and identified in most secondary sources on the trails.

Traders and emigrants, mountain men and dragoons, 49ers and explorers all knew it. The Lone Elm register reads like a Who's Who of the American West. A busy place in its time, it served as camp on the first or second night out from Westport and Independence for travelers on the Trail.

Now a red granite DAR marker holds its lonely vigil, hunkered down among the weeds on a dusty backroads' corner south of Olathe, Kansas, in Johnson County. Although it does not specify it as such, this DAR monument, located on the old Newton Alnsworth property marks the purported location of this famous old rendezvous, the Lone Elm Campground.<sup>1</sup>

Marked with great ceremony by the DAR in 1906, and accepted by historians ever since as Lone Elm, this site has been considered the location for a camp that was known by a variety of names. The traditional line of thought has been that "Round Grove," "Caravan Grove," and "Elm Grove," among other names, were all names for the same place and evolved into "Lone Elm" as the grove was cut away until only one elm tree remained. A careful evaluation of many primary and secondary sources supports a conclusion, however, that there were actually two separate major campgrounds that later came to be perceived as one.

There has been confusion about the site in the writings of several scholars. Hobart Stocking wrote in *The Road to Santa Fe*, "there is no one left to explain why the locality was variously mentioned as 'Round Prairie,' 'Round Grove,' and 'Caravan Grove,' since there was no other timber in sight."<sup>2</sup>

Dale Morgan summarized the traditional view in *The Rocky Mountain Journals of William Marshall Anderson*, "Round Grove, so called in 1825 by the commissioners appointed to mark the Santa Fe Trail, also become known as Caravan Grove, Elm Grove, and finally Lone Elm."<sup>3</sup> Margaret Long noted that Dr. Frederick A. Wislizenus, who traveled the Trail in the 1840s, stated "there was a venerable Elm tree at Caravan or Elm Grove, 33 miles from Independence" and, from this concluded that "Caravan Grove on Caravan Creek is undoubtedly the location of Lone Elm camp memorialized by the Santa Fe Trail Marker Johnson-5."<sup>4</sup>

These scholars and others can hardly be blamed for the confusion because many travel diaries and journals weave a conflicting narrative when describing Lone Elm. Consider, for instance, the observations of those that were there in one short period in 1849:

April 9, 1849, Edward Smith: "Elm Grove, popular rendezvous point, consisted of a lone tree with the top cut off."<sup>5</sup>

April 18, 1849, Alexander Love: "Famous Lone Elm bereft of all branches. . . ."<sup>6</sup>

April 24, 1849, Cornelius Cole: "First camp at lone tree, though that famous tree itself had disappeared . . . ."<sup>7</sup>

April 30, 1849, Dr. Bonine: "Found Lone Elm a mere stump."<sup>8</sup>

April 30, 1849, Samuel Dundass, "Famous Lone Elm was 3 feet in diameter, with a beautiful spreading top."<sup>9</sup>

May 3, 1849, J. A. Pritchard: "At 3 P.M. we reached the noted Lone Elm, where we encamped for the night. This lone tree stands on the banks of a small stream."<sup>10</sup>

The glaring inconsistencies about the existence and condition of the "lone elm" in 1849 make one wonder if they could possibly be writing about the same location, and other observations are also confusing. Many observers seemed to sense imminent doom, or at least a precarious existence for the tree, yet descriptions of it continued to be recorded over a period of at least 12 years (1841-1853). Also at odds, in some cases, were the descriptions of the campground site itself.

May 7, 1845, John Ewing Howell, "Elm Grove consists of one elm with all the limbs trimmed off."<sup>11</sup>

May 23, 1846, Dr. Wislizenus: "At

Lone Elm-tree we halted at noon: rather a poor camping place, with bad water, scanty grass, and a single elm-tree; some brushes are growing along the water. How long the venerable elm-tree, that must have seen many ages, will yet be respected by the traveller, I am unable to say; but I fear that its days are numbered, and that the little valley will look more desolate than ever."<sup>12</sup>

June 11, 1846, Susan Shelby Magoffin: "There is no other tree or bush or shrub save one Elm tree, which stands on a small elevation near the little creek or branch. The travellers always stop where there is water sufficient for all their animals. The grass is fine every place, it is so tall in some places as to conceal a man's waist."<sup>13</sup>

In view of these disparate descriptions and references to a valley, it is important to understand the actual physical attributes of the land recognized as Lone Elm campground today. No serious observer could describe any part of the purported site as a valley. The grade, for instance from the Lone Elm spring (just northwest of the middle of the northwest quarter of Section 23, as shown on the map) runs from an elevation of 1,040 feet above sea level at the spring to 1,064 feet at the middle of the top of the section, about a quarter-mile away. The elevation at the western edge of the section, also about a quarter-mile away, is 1,073 feet.<sup>14</sup> A gradual slope of 33 feet over a distance of 1,320 feet (a quarter mile) is hardly perceptible as a grade and certainly does not qualify as a valley. Yet consider these first-hand narratives of people who were there.

May 31, 1839, Thomas Farnham: "We halted on the banks of a small stream called Elm Grove." The next day he wrote, "We are now encamped about 20 miles from the western line of the state of Missouri in the Shawnee Territory, in a little valley of the prairie called Elm Grove."<sup>15</sup>

June 2, 1841, Richard L. Wilson: "Giving the slip to a couple of days, just at sunset on the second, we descended a precipitous declivity to a place of which nothing remained but the name Elm Grove, and one solitary logan of a stricken tree 'To mark where an Elm grove had been.' A beautiful rivulet bubbled forth from the base of the hill, and as we wound our way down, we spied a single campfire . . . of an old Mexican hunter."<sup>16</sup>

Another point for consideration of the physical attributes of the site is the

existence of a spring and/or stream. The site today has a well capstone at the location of the spring. No direct reference to a spring at Lone Elm, other than references to the creek as a "spring branch" has been found in any primary source.

Physical differences aside, the most convincing testimonial for the existence of two major campgrounds instead of only one lies in the journal of Lt. Gaines P. Kingsbury in September 1835. Writing on the return of Col. Henry Dodges's dragoon expedition to the Rocky Mountains, as they traveled east along the Santa Fe Trail, Kingsbury noted that the dragoons passed "Round and Elm Groves" on Sept. 15, then proceeded northwardly to Grinter's Crossing of the Kansas River.<sup>17</sup> Kingsbury referred to "groves" in the plural. This is also the earliest reference to the name "Elm Grove" that has been found. But the primary importance of his passage lies not in its early date but in its clear reference to two separate groves by names that all secondary sources have considered to be the same place. The evolution of names becomes a critical part of the enigma.

On first examination, it is easy to see how one might consider the progression of names from Round Grove to Caravan Grove to Elm Grove and, finally, to Lone Elm to be obvious. Round Grove was first mentioned by a Trail traveler in 1825 (more about this later) and last in 1846. Elm Grove was first used in 1835 and as late as 1849. The term Lone Elm was found in diaries and journals from 1844 through 1853.

Although there are numerous references in secondary sources to Caravan Grove, the only primary source located which used that term was the report of the Sibley survey of the Trail. George C. Sibley's journal of the resurvey in 1827 makes it clear that Round Grove and Caravan Grove were two different places.<sup>18</sup> Because of its separate location, as well as the single primary-source use of that term, Caravan Grove can be eliminated as a serious contender for an alternate name for the place known today as Lone Elm.

Although the earliest recorded reference to the name Round Grove was also the Sibley survey, that name may well have been used earlier by Trail travelers. According to the October 22, 1825, diary entry of Benjamin H. Reeves, a member of the survey team, "A short distance farther & came to a small grove near the divide [on the ridge between the drainage of the Osage and Kansas or Kaw rivers] called the 'Round Grove' which is on Kaw

waters."<sup>19</sup> It appears that Reeves was writing about a place-name that someone else besides that survey party had previously used. If the survey party had given it that name, Reeves would likely have mentioned it. The journalists with the survey usually made a point of noting sites they definitely did name (such as Council Grove and Diamond Spring).<sup>20</sup> It is important to remember that some members of the survey party had been over the Trail before and were probably familiar with earlier place-names, such as Round Grove.

At any rate, the name Round Grove was used longer in primary sources than any other name for the location, 1825 to 1846. The term Elm Grove was first used in 1835, thus it overlapped Round Grove usage for 11 years. Eleven years seems a long time for both names to last for the same place, if indeed they were the same. So far as can be determined, no primary source ever put the two together, except for Kingsbury in 1835, or even suggested that Round Grove was a predecessor name for Elm Grove (only secondary sources reached such a conclusion.) Thus Elm Grove, as with Caravan Grove, can be removed from serious consideration as another name for the place known as Lone Elm today. Elm Grove most likely was the other campground.

To understand the positioning of Elm Grove, it is important to realize there were two main trunks of the Santa Fe Trail in present Johnson County. One ran southwest from Independence, crossing the Missouri boundary at about present 121st Street, at the site of Little Santa Fe. Then it ran in a general southwest direction to Lone Elm, and from there to Bull Creek, (current site 1500 feet west of Lanesfield School), a distance of nine miles.

The other major branch ran southwest from Westport, crossing the Missouri border into present Johnson County at about 69th and State Line Road of today. A third route also ran southwest out of Westport but substantially northwest of the 69th crossing. This third road dropped down past Shawnee Methodist Mission and joined the other trail out of Westport at about present 88th Terrace and Farley in Overland Park. It then ran as one road generally southwest through present-day Olathe and on to Elm Grove (just southwest of Olathe), and then on to the above mentioned Bull Creek site, a distance of about eight and three-fourths miles. The trails from Independence and Westport joined west of present Gardner. Not far from where they met, the Oregon Trail

branched to the northwest and the Santa Fe Trail continued southwest.

Over time, for what reasons is not clear, modern Trail historians have focused on the route from Independence (121st and State Line to Lone Elm and beyond) as the main Santa Fe Trail in Johnson county, and disposed of the northern trunk as a mere "cut-off." The evidence is substantial and compelling, however, that the route from Westport saw as much or more traffic. Because the traffic on the Westport branch through Elm Grove and beyond is important to resolving the confusion over the campgrounds, the solid work of Irene Paden (done in the 1930s) provides vital information.<sup>21</sup>

Referring to the Independence branch, Paden concluded, "In the prairie, east of Gardner, it was joined by the strand from Westport which eventually so overshadowed the earlier road that the name Santa Fe Trail has become almost its exclusive property." Paden was the first trail historian to describe the actual location of Elm Grove, although she called it Lone Elm, thus adding to the confusion.

She wrote: "About a third of the way from Olathe to Gardner, or thirty-four miles from Independence, we passed near the site of the famous old Lone Elm where many camped on the first night out from Westport. Being very definite as to location, it was often used as a rendezvous. It was on the headwaters of Cedar Creek, and the solitary elm, three feet in thickness, was credited with being the only tree on the prairie within sight of the road. . . . We were still traveling southwest on the slight elevation, called, by courtesy, a ridge and now approached the point where the Westport road met the southern route from Independence."

The site described by Paden is west-southwest of Olathe near where U.S. Highway 56 crosses Cedar Creek. Although she called this place Lone Elm, she described the Elm Grove campground. The site currently recognized as Lone Elm is about two and one-half miles southeast of the place she noted and directly south of Olathe, not southwest.

The WPA *Guide to Kansas*, also from the 1930s, contained the following statement in reviewing points of interest around Olathe: "Just east of the concrete bridge on which US 50 crosses Cedar Creek, is a Santa Fe and Oregon Trail marker. . . ." <sup>22</sup> That particular marker has disappeared since the 1930s.

The Paden and WPA references were the first indications I found that this might be the site of the second camp-



ground, the actual Elm Grove and distinct from Lone Elm. Additional encouragement came from Marc Simmons's *Following the Santa Fe Trail: A Guide for Modern Travelers*: "On US 56 at one mile west of the junction with SR 7 is the Olathe city limits. Here on the right are two houses, the first a two-story red brick and the second a long white bungalow. Just past the bungalow on the right side of the highway is an open field leading down to a creek. This is the site of a major SFT campground, and before that an Indian campground. The trail wound along the foot of the slope that rises to the present highway. Across the creek and the bridge, trail ruts briefly parallel US 56, just inside a farm fence."<sup>23</sup>

Later, another source from the 1930s (A. B. McDonald's "Tracing the Oregon Trail Through Kansas, A Hundred Years After Its Founding") provided more compelling evidence.<sup>24</sup> Following a general review of the history of the Oregon Trail (which is synonymous with the Santa Fe Trail through most of Johnson County), McDonald wrote: "I went out last week to see if any marks of the Oregon trail might yet be found from Independence out across Eastern Kansas. . . . The first tracks of the old trails that I could find were where they forded Cedar Creek. Just east of the concrete bridge on the new highway 50 where it crosses Cedar Creek, southwest of Olathe, you may see the old trails cut deep into the earth and grass grown where it leads off to the northwest and goes down to ford the creek."

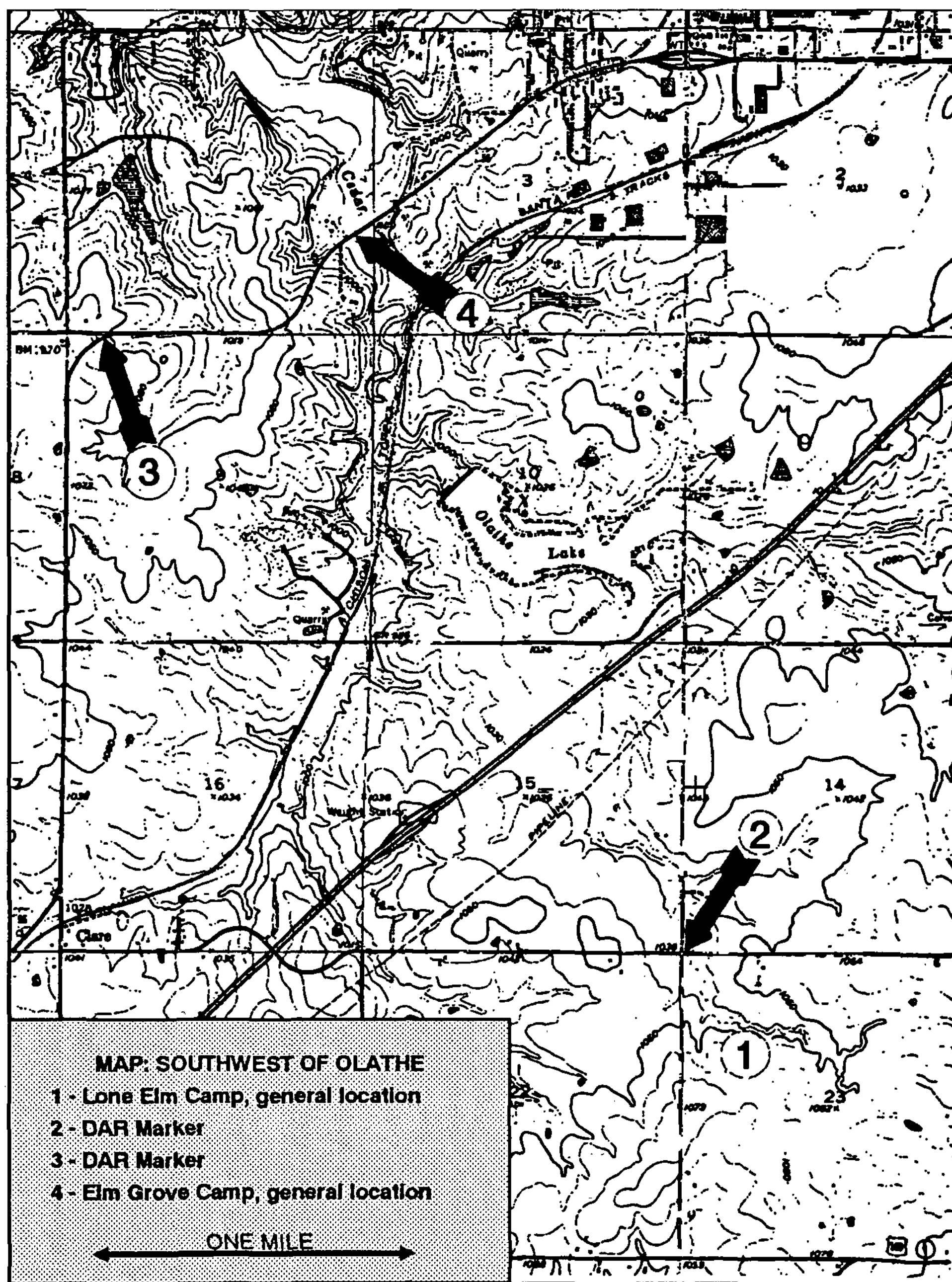
McDonald met R. P. Houghland, residing on the farm where he was born in 1858 near the crossing, who "remembers well the long covered wagon trains, sometimes 300 wagons in one caravan, that used to come over the horizon from the east and wind down to the creek [note the description of a descent] and the toil up the other bank. . . ." Although Houghland had farmed the land for many years, evidence of the trail across his property was still clearly seen in 1930. "West of the Houghland place," McDonald continued, "where the new highway tops the high ground, is a red granite monument with an inscription that marks the site of Lone Elm[?], where trains generally camped the first night out of Westport or Little Santa Fe."

This last statement of McDonald's is most intriguing, because it touches on another confusing aspect of the Lone Elm story, the missing inscription. Most DAR markers in Kansas did not have a location specifically inscribed but simply read "Santa Fe Trail 1822-1872. Marked by the Daughters of the

American Revolution and the State of Kansas. 1906." A number of writers, referring to the DAR marker at Lone Elm south of Olathe, have noted that there once was an inscription identifying this site as Lone Elm. Most then say this inscription either sunk below ground or was lost or stolen. They apparently draw their information from Margaret Long's 1954 guide to the Santa Fe Trail. Although the inscription was not there when Long saw the marker in 1952, she included a photograph (taken by J. G. Masters in the late 1920s) showing the words "Lone Elm Camp Ground, 1822-1872" inscribed in a white stone rectangle embedded in a masonry base supporting the regular DAR red granite marker. The only other photo of the marker with the inscription is in the

privately printed brochure that Newton Ainsworth had published about the Lone Elm Campground on his land.<sup>25</sup> Most likely this inscription was added to the base by Newton Ainsworth, who was a tireless promoter of himself and his land as the location of the historic campground.<sup>26</sup>

The photo published by Long was taken about 1927, and then the inscription apparently vanished. If McDonald's narrative about the marker west of the bridge over Cedar Creek can be taken literally, perhaps somebody had moved the "Lone Elm" inscription to this monument by 1930 when he was there. Possibly that is why Irene Paden referred to the Cedar Creek site as Lone Elm when she was there in the 1930s. Sufficient evidence has not been found to resolve this



quandary.

Further hard evidence to support the theory of two separate campgrounds was found in the original county surveys, 1854-1856. These maps show the Trail in all its variants through the county, section by section, and pinpoint the crossing of Cedar Creek by the road from Westport at the location of the present highway bridge.

The earlier Sibley survey references to Caravan Grove support the conclusion that what they called Caravan Grove was at the same location as what later was called Elm Grove. Mel Thurman was the first historian to theorize in print, based on Sibley's 1827 journal, that Caravan Grove was probably a separate grove on the same creek but to the north of the Lone Elm site directly south of Olathe.<sup>27</sup> Further substantiation came to light recently in the form of the unpublished words of George Sibley on June 27, 1827, printed here for the first time: "No. 67° E. 112 chs. to Caravan Creek, 30 Lks., bears north: here is a pretty Grove of Timber, good water, and good Pasture. The Round Grove is about 2 1/2 Miles above, or Southward on this same Creek."<sup>28</sup> The name Caravan Grove was not used by the traders because it remained hidden in the pages of the government survey report that was not published until Kate L. Gregg resuracted it in her *Road to Santa Fe* (1952).

Today the site of Elm Grove, near U.S. Highway 56 southwest of Olathe, remains in the Houghland family as it has since the late 1850s. When Mrs. H. F. Houghland graciously allowed me to inspect the "lay of the land" in the summer of 1990, I confirmed that this location matches the description, from so many of the diary excerpts, of a "little valley of the prairie" (the one physical attribute that was impossible to reconcile at the Lone Elm site). From any direction, the slope down to the creek crossing qualifies as a valley. Even the "precipitous declivity" of Richard Wilson's 1841 narrative is in evidence in several spots, particularly in a steep drop of 40 or 50 feet from bluffs facing the creek about a third of a mile north-northwest of the bridge or in the steep pull up the highway for a short distance immediately after crossing the bridge heading southwest.

Finally, consideration should be given to a very likely possibility. Much of the confusion of the diarists and journalists may have come from the fact that Elm Grove, given its heavy use, eventually gave way to just one tree (just like its counterpart), and likely an elm. It would be only natural for an observer, particularly a first-

time one, to assume that the first campground out of Westport at about the distance anticipated, and sporting a lone elm tree, "must be the place."

The overall evidence leads to these conclusions. (1) That the location currently known as Lone Elm, at 167th and Lone Elm Road, was originally called Round Grove and later came to be known as Lone Elm. It was never correctly Elm Grove or Caravan Grove. (2) Elm Grove was a separate major campground two and one-half miles northwest of Lone Elm on the same creek (Cedar Creek). It was also the location referred to in the Sibley survey as Caravan Grove.

Today the sites of Elm Grove and Lone Elm remain relatively undeveloped, but the city limits of Olathe are rapidly encroaching on them. Hopefully they can both remain this way and not fall prey to housing developers as the city expands. It is still possible, despite modern intrusions, to get a sense of "place," an uncanny sense of romance and high adventure on the old Santa Fe Trail, by walking in history's footsteps at both locations.

#### NOTES

1. This marker is located on the southeast corner of the intersection of 167th and Lone Elm Road. The purported site of the Lone Elm tree itself was at about the southeast corner of the northwest quarter of the northwest quarter of Section 23, Township 14S, Range 23E, thus located due south of Olathe, Kansas, in Johnson County. This site was on the property of Newton Ainsworth, who settled here in the late 1850's. Ainsworth and his brother-in-law, George Black, were both instrumental in getting the DAR marker placed at this location.
2. Hobart Stocking, *The Road to Santa Fe* 1971, 44.
3. Dale Morgan and Eleanor Towles Harris, eds., *The Rocky Mountain Journals of William Marshall Anderson*, 72.
4. Margaret Long, *The Santa Fe Trail* (1954), 260.
5. Merrill Mattes, *Platte River Road Narratives* (1988), 120.
6. *Ibid.*, 184.
7. *Ibid.*, 145.
8. *Ibid.*, 133.
9. *Ibid.*, 152.
10. Dale Morgan, ed., *The Overland Diary of James A. Pritchard* (1959).
11. Mattes, *Platte River Road Narratives*, 68.
12. Dr. F. A. Wislizenus, *Memoir of a Tour to Northern Mexico, Connected With Col. Doniphan's Expedition, in 1846 and 1847* (1848), 26. Wislizenus, recognized as a skilled and mindful observer, began his entry for May 23, 1846, as follows: "We started in the morning for 'Lone Elm-tree,' or 'Round Grove.'" Wislizenus had been over this same stretch of the Trail before, in 1839, when the name "Lone Elm" was unknown but the name "Round Grove" was in use. Also, on May 24, 1846, he referred to the site again as just "Round Grove": "This morning we passed the road to Oregon, that leaves, about eight miles from Round Grove, the Santa Fe Road, and turns to the right toward the Kansas."
13. Stella M. Drumm, ed., *Down the Santa Fe Trail and into Mexico: The Diary of Susan Shelby Magoffin, 1846-1847* (1926), 5.
14. Information taken from USGS Topo. Map for Ocheltree Quad., Section 23, T14S R23E.

15. Thomas J. Farnham, *Travels In The Great Western Prairies* (1841); also, Farnham letter from LeRoy and Ann Hafen, eds., *Far West and Rockies*, Vol. 3.
16. Richard L. Wilson, *Short Ramblings From a Long Yarn, or Camp March Sketches of the Santa Fe Trail From the Notes of Richard Wilson*, ed. by Benjamin Taylor (1936), 11-12.
17. Louise Barry, *The Beginning of the West* (1872), 294.
18. Kate L. Gregg, ed., *The Road to Santa Fe: The Journal and Diaries of George Champlin Sibley* (1852), 189, 190.
19. *Ibid.*, 173.
20. *Ibid.*, 57, 184.
21. See Irene Paden, *The Wake of the Prairie Schooner* (1943), 19-26.
22. Federal Writers Project, *WPA Guide to Kansas* (1939, reprint 1984), 373.
23. Marc Simmons, *Following the Santa Fe Trail, a Guide for Modern Travelers*, second edition (1986), 65.
24. *Kansas City Star*, April 9, 1930.
25. *Lone Elm Marker: Lone Elm Camp Ground, Santa Fe Trail Monument, Erected 1906* (souvenir pamphlet, n.d.), includes a speech given by Ainsworth at the marker dedication ceremony.
26. As early as 1874 Newton Ainsworth was claiming that the Lone Elm site was on his land. The *Johnson County Atlas* (1874) referred to his land as "Lone Elm Farm."
27. Melburn D. Thurman, "Lone Elm, Kansas: The History of a Trail Campground," *The Overland Journal* (Fall 1986).
28. George C. Sibley, *Field Notes of Resurvey, 1827*, MS, Missouri Historical Society, St. Louis. In using Kate Gregg's excellent book of the Sibley survey, *The Road to Santa Fe*, I assumed she had printed all the pertinent survey papers, particularly those on the 1827 resurvey. A careful review of her bibliography, page 273, hinted that at least one set of papers might exist that was not included in the book: "Field notes of Resurvey, 1827. Five pages. Lindenwood College Collection." The papers were no longer at Lindenwood College, but they directed me to the Missouri Historical Society in St. Louis. There were found the five pages on the resurvey that Gregg referred to and another set of field notes 23 pages long of which Gregg made no mention. The second set ran from 6/1/1827 through 7/5/1827.

## CLAPSADDLE WRITES TRAIL ARTICLES

by Carl Immenschuh

THE summer 1991 issue of *Kansas History*, quarterly journal of the Kansas State Historical Society, will include an article by Dr. David Clapsaddle, SFTA member from Larned, Kansas, on the marking of the Fort Hays/Fort Dodge Road. Marking this branch of the Santa Fe Trail took the better part of the years 1988 to 1990. Many volunteers took part in the marking of the road, with the high point being the rededication of Duncan's Crossing in Hodgeman County near Hanston, Kansas.

Scheduled for the summer 1992 issue will be an article on the Wet and Dry routes of the Santa Fe Trail that traverses the plain between Larned and Fort Dodge. Both articles will bring much-needed attention to the history of the Trail and the need to preserve it for future generations.



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

by Jane Mallinson

[The first installment of Mallinson's listing of DAR markers in Missouri appeared in the February 1991 issue. This segment presents those placed in Kansas. The Colorado and New Mexico markers will appear later.]

THIS information has been gathered from official records of markers placed along the Santa Fe Trail by the Daughters of the American Revolution of Kansas in 1906 and a report made by William C. and Ora Louise Baker of Topeka in 1982. The Bakers traveled the Trail across Kansas and noted the location and condition of the Kansas DAR markers. Marc Simmons's *Following the Santa Fe Trail: A Guide for Modern Travelers* and Gregory M. Franzwa's *Santa Fe Trail Revisited* give directions to many of the DAR markers along the entire Trail.

The DAR members recognized the importance of marking the Trail during the first decade of the twentieth century before it was lost to highways and commercial development. We owe them a debt of gratitude for their efforts to preserve this bit of American history. It is believed the first of the red granite markers was placed at Lyons in Rice County.

Since the Bakers reported on the condition of Kansas DAR markers, local DAR chapters have been the guardians and have reported any variances to the national DAR. There may be errors in information about the markers listed here and some markers may have been missed. If any reader has further information or corrections, please write to Jane Mallinson, PO Box 8604, Sugar Creek, MO 64054 and send a copy to WT.

Katharine B. Kelley, Baldwin City, KS, has written a *Brief History of the Seven DAR Marker Sites and Town Sites Along the Route of the Trail in Douglas County, Kansas*. She and the late Amelia J. Betts played an important part in taking care of the markers in their area. This is a very informative book for students of the Trail.

The Kansas markers are listed by county from east to west across the state. In the western part of the state, the counties of the Mountain Route appear first and then the counties of the Cimarron Route.

### Johnson County

**OVERLAND PARK**, at the northeast corner of 80th and Santa Fe.

**LENEXA**, in Santa Fe Trail Park at Noland Road and Santa Fe Trail Road

in Old Town Lenexa.

**LONE ELM**, south of Olathe at 167th Street and Lone Elm Road, which is the northwest corner of Section 23, Township 14 South, Range 23 East (legal descriptions hereafter given as 23-14-23E).

**OLATHE** marker has disappeared. It was originally placed on the courthouse grounds. When a new addition was built on the courthouse, the marker was lost. In 1907 a large gray granite Santa Fe Trail marker was placed on the courthouse grounds by the Old Settlers. It is still there.

**BETWEEN OLATHE AND GARDNER**, on US 56 and 151st Street in 2-14-23E is a marker enclosed in a heavy rope triangle.

**LANESFIELD MUSEUM**, in 3-15-23E, or two miles northeast of Edgerton, the marker is on the east side of the road near this rural museum.

### Douglas County

**BLACK JACK** marker is in the rest area on the south side of US 56 about three miles east of Baldwin City, in 7-15-21E.

**NORTH BALDWIN**, north of Baldwin City (one mile north of US 56) in 33-14-20E on the west side of the road.

**BALDWIN CITY** marker stands in the Robert Hall Park in the city.

**BROOKLYN**, in 24-14-19E is a marker on the east side of a county road. A large sign beside it reads "Brooklyn."

**WILLOW SPRINGS** marker is in a farm yard two miles south of Lone Star in 21-14-19E.

**GLOBE**, located on the southwest corner of 34-14-18E, one mile north of the Globe Store.

**FLAG SPRINGS** marker is between Globe and Overbrook, one mile east of the Osage-Douglas County line, in 1-15-17 on the south side of US 56.

### Osage County

**OVERBROOK** marker stands in front of the post office on the east side of Main Street.

**Santa Fe Trail High School** (not a DAR marker): At the entrance of the school is a marker placed by the Thomas Jefferson Chapter of the Sons of the American Revolution in 1979. When the Scranton marker was moved to the city park (see below), Santa Fe Trail High School requested that it be placed on school grounds. The DAR chapter elected to keep the marker in Scranton. President William C. Baker

of the Thomas Jefferson Chapter SAR offered to place a Trail marker at the school. So far as is known, this is the only Santa Fe Trail marker erected by the SAR.

**110 MILE CREEK**: At the overpass intersection of US 56 and US 75, east of 110 Mile Creek and three miles south of Carbondale, this marker is in 6-15-16E.

**SCRANTON** marker has been moved from its original site. It was first moved when a street corner was changed. In 1979, the Scranton DAR moved it to the northeast corner of the city park.

**BURLINGAME** marker is on the southwest corner of Santa Fe Avenue, one block west of where US 56 turns south. This marker honors Fannie Geiger Thompson, the woman who initiated the DAR marking of the Trail in 1906. This marker originally was set on the west side of the Switzler Creek bridge at the east edge of Burlingame.

**WEST OF BURLINGAME**, in 12-15-13E, the marker is 4.5 miles west of Burlingame (about 1.5 west of Dagoon Creek) on K 31 on the north side of the road. Soldier Creek runs one-half mile south of it, and the marked gravesite of Private Samuel Hunt, a member of Colonel Henry Dodge's Dagoon Expedition of 1835, is approximately one-quarter mile west.

### Wabaunsee County

**WILMINGTON** marker is on the north side of the road in front of an old stone school house in 15-15-13E.

### Lyon County

**ELM CREEK**, on the west side of K 99 just north of the bridge in 29-15-12E.

**142 MILE CREEK** marker is one-fourth mile west of the 142 Mile Creek bridge on the south side of the road in 12-16-11E.

**AGNES CITY CEMETERY** marker is in the cemetery by the flag pole in 4-16-10E.

### Morris County

**COUNTY LINE**, located one mile west of the Lyon County line and .2 mile north on a county road, on the east side of the road in a farm yard.

**COUNCIL GROVE** has two monuments. One, originally placed west of Council Grove, was moved many years ago to a hill on old US 50 at the northeast edge of Council Grove on the west side of road. The other is in the heart of Council Grove near the historical Council Oak (now a stump).

**WILSEY** marker is in 6-15-7E. To reach it, go to the first crossroad west of Wilsey, then two miles south. It is on the east side of the road.

**DIAMOND SPRINGS**, in 11-17-6E, the marker stands in the heart of Diamond Spring Ranch near the head of Diamond Creek.

**SIX MILE CREEK** marker is near the Trail crossing of that creek and the site of a stage station, located about .1 mile south of the bridge on the east side of the road. This location is one-half mile west and three miles north from Burdick.

## Marion County

**NORTHEAST OF LOST SPRINGS**, the marker is one mile east and one mile north of the town of Lost Springs on east side of the road just north of the AT&SF crossing in 14-17-4E.

**LOST SPRINGS**, located on the south side of the road near the historic site of the original Lost Springs, approximately 2.3 miles west of the town of Lost Springs.

**SOUTHWEST OF LOST SPRINGS**, the marker is located from the original Lost Springs approximately 2.6 miles west and .7 mile south, on the west side of the road.

**TAMPA** marker is at the northeast corner of the town.

**DURHAM** marker, also known as Cottonwood Crossing, is approximately one mile west and one mile north of Durham on the north side of the road at the edge of a field. This is just south of where the Trail crossed Cottonwood Creek.

**WALDECK**, located on the south side of a township road almost under the fence of a large pasture in 5-20-3W. The land is a part of the old Moore Ranch, an early trading post on the Trail and first post office in the area.

## McPherson County

**JONES CEMETERY**, located in 24-19-1W, the marker is at the southwest corner of the cemetery. This cemetery is the location of the grave site of Ed Miller, killed in 1864 by Cheyenne Indians on the Trail.

**CANTON** marker, originally located one mile east of Canton, disappeared when the highway was rebuilt several years ago.

**MCPHERSON SOUTH**, three miles south of McPherson in 9-20-3W on the east side of the road.

**ELYRIA** marker was moved from its original site approximately one mile west of Elyria near Dry Turkey Creek where a treaty was signed with the Kansa Indians in 1825. It is located in

a rest area at the south edge of Elyria on K 81. It is reported that this marker will be returned to its original location.

**WINDOM** marker is in the northwest corner of 17-20-5W on the west side of McPherson County.

**COUNTY LINE**, located five miles south of US 56 on the McPherson-Rice County line is an excellent marker, well located and with a higher foundation than most.

## Rice County

**LITTLE ARKANSAS RIVER** has two DAR markers. One, located a little over one mile west of the county line marker (see previous entry) on the south side of the road, was probably erected in 1906. The other was installed by the Eunice Sterling DAR Chapter of Wichita in 1929, a gray granite marker located one mile west and one-half mile north of the county line marker.

**JARVIS CREEK** marker is two miles north of Saxman in 17-20-7W.

**LYONS** marker is on the west side of K 96 approximately one mile south of Lyons in 9-20-8W.

**COW CREEK** is located four miles west of Lyons and one mile south in 2-20-9W.

**CHASE** marker is one mile south of US 56 at Chase in 5-20-9W.

**RALPH'S RUTS**, four miles west of Chase on US 56 and approximately three-fourths mile north, has a marker that originally was located two miles farther west near the Plum Buttes.

## Barton County

**ELLINWOOD** marker is on the north side of US 56 near the west edge of town. It was moved from 31-19-11W to Ellinwood.

**GREAT BEND** has two markers, one of which has been moved. It was first set two miles east of Great Bend and is now at 10th and Pine Streets, Great Bend, on the south side of US 56. The other is located in south Great Bend east of the railroad station, four blocks south of US 56.

**PAWNEE ROCK** marker is at the entrance to Pawnee Rock Park on the north edge of the town of Pawnee Rock in 33-20-15W.

## Pawnee County

**ASH CREEK CROSSING** was almost five miles southwest of Pawnee Rock, and the DAR marker is located on the south side of US 56 approximately three miles southwest of Pawnee Rock in 13-21-16W (more than one-half mile from Ash Creek and over one mile from where the Trail crossed the creek).

**LARNED** has two markers, one on the north side of town at the local airport in 21-21-16W and the other on the south side of town at Second and Santa Fe on the north side of US 56 (in 5-22-16W).

**PAWNEE FORK** marker is located west of Larned on the state hospital grounds near the bank of the river, near where the Dry Route crossed that stream, in 35-21-17W.

**FORT LARNED** marker was once located on the parade ground of the historic military post but is now situated in the roadside park south of K 156 north of the fort.

**GARFIELD** marker is in the city park in 1-23-18W on the north side of US 56.

## Edwards County

**BETWEEN GARFIELD AND KINSLEY**, on the north side of US 56 between mile markers 162 and 163, is a DAR marker.

**KINSLEY** marker is in a rest area at the west edge of town on the north side of US 56 (south side of US 50).

**WEST OF KINSLEY**, approximately four miles west of the junction of US 56 and US 50 just west of town, there is a marker on the south side of the highway (US 56 and US 50 are the same road from Kinsley to Dodge City).

**OFFERLE** marker is in a rest area at the west edge of town on the north side of US 50 & 56. This marker reportedly was moved to this location from its original site (unknown).

## Ford County

**MULE HILL** marker is in 26-25-21W in a field near a farm house. This site is two miles west of the Ford County line on US 50 & 56, then south 2.25 miles to the farm on the east side of the road.

**SOUTH OF SPEARVILLE**, 4.5 miles in 17-26-22W, is a marker.

**FORT DODGE** marker is approximately one-half mile east of the main entrance to the Kansas State Soldiers Home (originally Fort Dodge military post) on the north side of US 154 in 2-27-24W.

**DODGE CITY** has two markers. One is located near the entrance to Wright Park on the west side of US 56. The other, moved from its original site at the city hall, is located on the west side of town on the south side of US 50.

**WEST OF DODGE CITY**, approximately six miles on US 50 in a roadside parking area on the north side, a marker is located near the turnstile entrance to the Trail ruts in 8-26-26W.



## Gray County

**CIMARRON** marker has been moved from its original location at the corner of Avenue A and Main Street to the north side of US 50 at the Veterans Memorial Building.

**INGALLS** marker has also been moved from the north side of town to a small park near the railroad tracks, across from the old depot which now houses a museum.

## Finney County

**HARMONY SCHOOL** marker is located east of Garden City in a roadside park on the south side of US 50 in 21-24-32W.

**GARDEN CITY** marker is in Finnup Park at 6th and Maple.

**VALENTINE SCHOOL** is the site of a marker, south side of US 50, that was moved from its original location at District 51 in 36-24-32W.

**HOLCOMB** marker is located on the southwest corner of old US 50 and Wiley Street.

## Kearny County

**DEERFIELD** marker is in the city park five blocks south of US 50.

**LAKIN** marker is on the courthouse lawn at Main and Washington Avenue.

**INDIAN MOUND**, located approximately five miles southwest of Lakin on the north side of the Arkansas River near the site of historic Chouteau's Island, has a marker set on top of the mound.

**HARTLAND** marker is four miles south of US 50 on a county road, approximately 800 feet north of the railroad tracks.

## Hamilton County

**KENDALL** marker is at corner of Avenue A and Main Street, one block north of the railroad tracks.

**SYRACUSE** marker was originally placed by the Harvey House near the railroad tracks but has been moved to the north side of US 50 just east of Main Street at the front of the Hamilton County Historical Society.

**COOLIDGE** also has a marker that was moved one block north to its present location on the south side of US 50.

## Haskell County

**KOEHN FARM**, located in 15-27-31W two miles west of the Haskell County line, has a marker on the west side of the road.

**WANHOE CEMETERY**, in 1-28-33W, has a marker that was moved from across the road (originally in 6-28-32W). It now sits on the south side of

the cemetery gate.

## Grant County

**COUNTY LINE** marker in 1-29-35W on the south side of US 160 was originally across the road in Haskell County in 6-29-34W.

**9-29-35W** is the location of a roadside marker.

**SOUTH OF HICKOK**, in 33-29-35W (6.5 miles south and .5 mile east of Hickok), the marker is in front of a farm house on the north side of the road.

**WAGONBED SPRING**, approximately 12 miles south of Ulysses, has a marker that may have been moved twice and now is near its original location in 23-30-37W.

## Stevens County

**29-31-38W** has a marker moved from 20-31-38W, now located in a parking area on the west side of the road.

## Morton County

**9-32-39W** has a marker at the southeast corner of the section, three miles west of the county line.

**25-32-40W** is the site of a marker moved from a pasture in 33-32-40W many years ago.

**NORTH OF WILBURTON**, approximately 6.7 miles on the east side of the road, is a marker on the Cimarron National Grassland.

**MIDDLE SPRING AND POINT OF ROCKS** marker is on the west side of K 27 approximately one mile north of the Cimarron River (about nine miles north of Elkhart) in 32-33-42W.

Other markers have been placed by regional historical societies and local organizations. In 1921, to commemorate the centennial of the opening of the Santa Fe Trail, the DAR placed 10 bronze plaques in selected places where the Trail passed through. The location of seven of these is known: Penn Valley Park in Kansas City, Missouri; Olathe, Gardner, Lost Springs, and Pawnee Rock in Kansas; and one in Santa Fe, New Mexico. Originally there was one north of Baldwin City. If anyone knows anything about these and, especially, the other three, please contact Jane Mallinson and WT.

## CIMARRON (NM) HISTORICAL SOCIETY ON TRAIL

ON May 11 the newly organized Cimarron (NM) Historical Society had its first field trip to the Santa Fe Trail crossing of the Little Cimarron River (just below its junction with Ponil Creek). On August 10, 1846, General Stephen W. Kearny's Army of the West

camped on a wide flat just east of the crossing, according to Lt. Emory.

This site, not accessible to the public, is in a pasture of the CS Ranch, whose owner, Les Davis, graciously hosted the gathering. About 35 people from northeastern New Mexico and southern Colorado attended, many of them SFTA members. Marc Simmons, ignoring a roaring wind and dust, spoke about stagecoach activities on the Mountain Branch and Trail sites in Colfax County, NM. Alvin Stockton and Don and Katherine Berg related stories about Wootton's Ranch and Clifton House.

## FLYING THE TRAIL

MUCH has been written about traveling the Santa Fe Trail, including walking, riding a horse or mule, with wagons, on stagecoaches, by automobile, and via railroad, even bicycling, but little has been said about flying the Trail, until now. The first quarter 1991 issue of *Wings West Magazine*, a Colorado-based publication devoted to "travel and safety for the aviation community," contains an article on "Flying the Santa Fe Trail" by Connie and Jim Fahnestock.

They focus on the Trail from Dodge City to Santa Fe along the Mountain Route, noting that "only by air can the trail's historical landmarks be viewed in perspective and the wisdom of those who designed the trail be appreciated." They identify a number of historic Trail sites as viewed from their plane, including "Charlie's Ruts. Charlie was the father of renowned trail historian Paul Bentrup." One suspects that SFTA Ambassador Bentrup had a hand in luring the Fahnestocks to get serious about flying the route. They also tell about airports along the way and the value of landing and seeing some sites on the ground.

Bonita and Leo Oliva had the good fortune to fly over a portion of the Trail in May, following it from along the Fort Hays-Fort Dodge Trail to Las Vegas, New Mexico. They were able to keep the Cimarron Route in view most of its length and could easily identify from the air numerous sites they had visited on the ground.

Flying the Trail is an exhilarating experience and highly recommended as a way to gain a new perspective on the historic route. The motion can be somewhat upsetting, however, as David Clapsaddle of Larned can testify after searching by air for ruts along the Wet and Dry routes southwest of Fort Larned. That is another story which, perhaps someday, Clapsaddle will share with WT.

## ZANE GREY AND THE SANTA FE TRAIL

by Charles G. Pfeiffer

[Pfeiffer is a Zane Grey scholar who developed an interest in the Trail from reading Grey. With the help of SFTA members Aaron & Ethel Armstrong, Pat Heath, and Marc Simmons, Pfeiffer traveled portions of the route.]

Zane Grey (1872-1939) was the best-selling author of western fiction in the early part of this century. From 1908 to 1963 he had at least one book published each year except 1945 and 1962, and from 1910 to 1924 there was a Zane Grey in the top ten every year but one. He has been translated into over twenty different languages, and it is estimated that over one hundred million copies of his books have been sold here and abroad.

He was a native of Ohio, a graduate of the University of Pennsylvania, and for a few years was a New York dentist. But he had other aspirations and in 1903 his first novel, *Betty Zane*, was written. This was followed by *The Spirit of the Border* (1904) and *The Last Trail* (1905). This trilogy, written about the Ohio River country, was based upon his family's history. One of his ancestors was Colonel Ebenezer Zane, the founder of Fort Henry which later became Wheeling, West Virginia.

In 1907 he was invited by Buffalo Jones, one of the founders of Garden City, Kansas, to accompany him to the north rim area of the Grand Canyon to capture mountain lions to sell to zoos to raise money for one of Jones's pet projects. This was the beginning of Grey's love affair with the West.

It is wrong to think of Grey as only a shoot-em-up western writer. He was acutely interested in the development of the West and he wrote, albeit confessedly romantically, on most of the aspects of this growth—ranching, feuding, farming, moonshining, mining, sheepherding, wild horse hunting, Indians (with far more sympathy for them than most western writers), outlaws, rangers, conservation, and transportation.

He was something of a geographic determinist and, in his attempt to tell of the different aspects of the developing West, the land plays an important part. He was intrigued by a wide variety of land forms and delighted in describing them in detail—the Sonora and Mohave Deserts, Death Valley, the Staked Plain, the Great Plains, and the Mogollon Rim to name a few. The only western state which was not the setting for a Grey novel is North Dakota.

With these interests, it is under-

standable that Grey would be concerned with the great trails that helped open the West to settlement. Members of the SFTA will be delighted to know that while he could tell the story of the laying of the Union Pacific track and the stringing of the Western Union telegraph wire in one book each (*The U.P. Trail* and *Western Union*) it took two books, *Fighting Caravans* (Council Grove to Santa Fe) and *The Lost Wagon Train* (the Cimarron Route) to tell the story of the Santa Fe Trail. He was so fascinated by the "Old Trail" that it is mentioned in at least six other books (*Knights of the Range*, *Shadow on the Trail*, *The Thundering Herd*, *To the Last Man*, *Twin Sombreros*, and *The U.P. Trail*). Over sixty places along the trail are mentioned by name and Fort Larned was referred to over thirty times.

It must be remembered that Grey was a novelist, not an historian, and one does not read him to discover historical facts but to get something of the feel of freighting on the Old Trail in the early days of the West. There are anachronisms, doubled distances, changed names, and switched locations that can be frustrating to a purist, but there is much that is easily identifiable. I learned more geography and history in matching wits with Grey on the back roads paralleling the Santa Fe Trail than I ever did in a history classroom. I know of the Trail from the classroom, but it was Grey who put me on the road from Old Franklin to Santa Fe, made history come alive, and constantly draws me back to camp on the Cimarron Route. The next time you travel the Old Trail you may want to include Grey along with your Trail guides.

### TRAIL STATISTICS, 1851

by Harry C. Myers

[Myers is superintendent of Fort Union National Monument and has done extensive research on the military frontier. This information for 1851 helps provide the setting for John Pope's journal which appears elsewhere in this issue.]

THE volume of traffic on the Trail is of interest to everyone wishing to understand the history of that fascinating route. It is possible to summarize the quantity of freighting for 1851. The 1851 report of the quartermaster general (*House Executive Document No. 2, 32 Congress, 1 session, Serial 634*) provides information on military freighting for the fiscal year of July 1, 1850, to June 30, 1851. Louise Barry's *Beginning of the West* (1972) provides information on civilian trains going to

Santa Fe during the calendar year 1851.

In New Mexico Brevet Colonel John Munroe of the Second Artillery commanded the Ninth Military Department. The volunteer regiments from Missouri and Illinois, raised for the duration of the Mexican War, had returned home and the regular army was establishing its presence in New Mexico. In 1850 there were about 1,000 officers and men stationed at 11 posts. Supplies for these soldiers had to be carried over the Santa Fe Trail since New Mexicans produced almost no surplus foodstuffs. Lack of clothing, shoes, ordnance supplies, and pack saddles were items mentioned as being needed in the letters sent from posts to the headquarters of the military department at Santa Fe. Those items could not be procured in New Mexico at that time.

In fiscal 1851 the army contracted with five individuals and firms to move a little over two million pounds of freight to Santa Fe, Albuquerque, and El Paso. A total of 422 wagons in 14 trains, belonging to Joseph Clymer; David Waldo; James Brown; Brown, Russell & Co.; and Jones and Russell, moved the supplies. The contractors charged between \$7.87 and \$13.87½ per hundred pounds, resulting in an expenditure of \$265,670.11. The average weight carried in each wagon was 5,096.24 pounds. For that period, it cost the government about \$265.00 per soldier in New Mexico to pay the contract freighters for the supplies required.

Military supply trains in that fiscal year going to Santa Fe number 11, comprising a total of 236 wagons. The weight and cost of these military wagons was not documented. If these wagons moved a comparable quantity of supplies at a cost similar to that of the contract freighters (the actual cost may have been greater since the government contracted with private firms in order to save expenses), the military trains may have hauled more than one million pounds to New Mexico at a cost of about \$140,000. This would add another \$140.00 per soldier just for the cost of shipping (bringing the total to over \$400.00 each).

According to Barry, from January to September 1851, 522 civilian wagons had headed for Santa Fe. Barry conservatively estimated that 50 more wagons traveled the Trail during the remainder of the year, giving a total of 572 wagons. Although the fiscal and calendar years of 1851 are not the same, a total of the two comes to 1,226 wagons. These figures provide an idea of the volume of traffic on the Santa Fe



Trail. It must be noted, too, that all the statistics cited above related to wagons going to Santa Fe. Many wagons, although considerably fewer in number, must have been going to Missouri from New Mexico, and they would be in addition to those counted above.

## REPLICA WAGON AND ORIGINAL RUSSELL BOOK NOW AT FORT UNION

by T. J. Sperry

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

BY the generosity of two different donors, Fort Union National Monument has received items that are assisting in interpreting the Santa Fe Trail.

A full-scale working replica of the six-mule army wagon was delivered to Fort Union in May. Built by Greene Carriage Restoration of Orient, Ohio, it was purchased with funds provided by Southwest Parks and Monuments Association of Tucson, Arizona. Supt. Harry Myers remarked that "This wagon fills a gap in our interpretation of Fort Union and the Trail. Helping the average visitor understand the connection between the two subjects has always been a challenge. We can't imagine a more perfect 'bridge.' As an integral part of our interpretive programs, the wagon has already had a dramatic effect on how our visitors perceive the site. When they see that wagon they immediately think of the Trail and the army's role in its operation."

Bill Greene did a commendable job with the wagon. Myers said "He is truly a craftsman in the old sense. We have compared his wagon against the origi-

nal army specifications and drawings and he was dead on in most every detail. It is a solid, accurate copy in every way. One of the great things is that visitors are struck by the rugged sturdiness of the vehicle and immediately perceive how these wagons could cross the Great Plains time and time again."

The wagon sits beside a fine set of ruts next to the main interpretive path that leads through the ruins. Near the wagon is a series of tents, fully furnished, that help the visitor visualize the daily life along the Trail as described by numerous army wives. This outdoor museum has been extremely successful in provoking visitor interest and understanding.

In preparation for this summer's programs, the Fort Union staff spent considerable time researching army shipments and packing methods. The result was a "cargo" of over twenty replica packing crates built by the park maintenance crew. Some of the crates even include the marked contents, most specially-made tin cans with copies of original labels of the 1860s and 1870s.

The other donation was presented to Fort Union by Paul Erwin. It is an original copy of *Inquire Within, or Over 3700 Facts for the People*, a book originally owned by Fort Union's most famous couple, Richard and Marian Russell. The book, printed by Dick and Fitzgerald of New York in 1858, is a 431-page volume of household and domestic hints, advice, recipes, and formulas, covering everything from home medicine to marital relations. A copy of the inscription inside the front cover ("To Richard from Marlon, Tecolote, N.M., June 30th, 1871") follows:

*To Richard from Marlon  
Tecolote, N.M.  
June 30th 1871*

Well worn, the volume must have been heavily used by the Russells, and one or both circled several recipes that may have appeared frequently at their table. Among the recipes marked are sponge cake and orange marmalade, as well as the following:

### No. 2163. Horseradish Vinegar

-Pour a quart of best vinegar on three ounces of scraped horseradish, an ounce of minced eschalot, and one drachm of cayenne; let stand a week, and you will have an excellent relish for cold beef, salad, &c., costing scarcely anything. Horseradish is in highest perfection about November.

The book will be scheduled for conservation treatment in the coming months. Until then, it is on exhibit at the Fort Union museum.

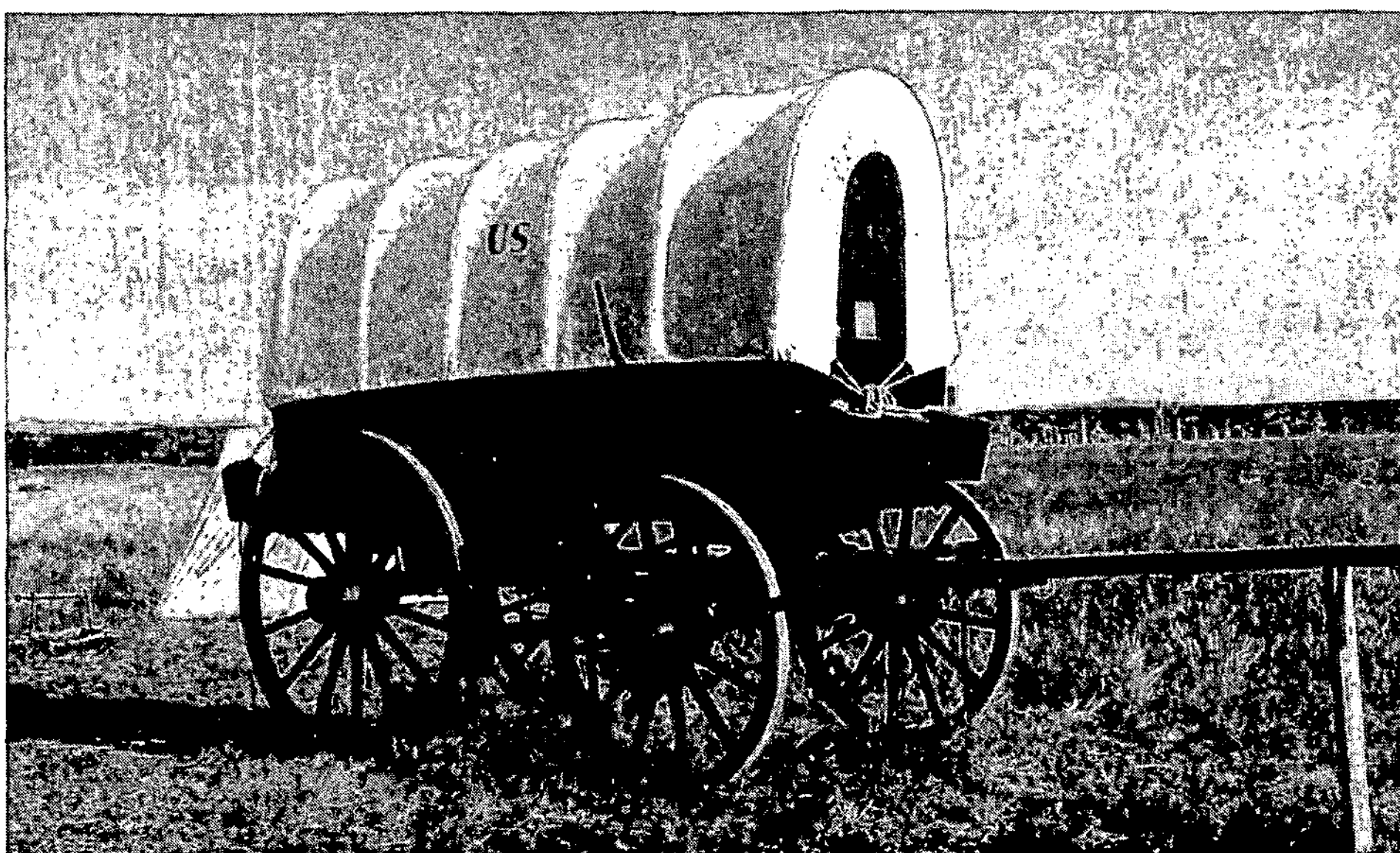
## TRAIL HISTORICAL SERIES

BARTON County Community College, Great Bend, Kansas, will offer a three-part Santa Fe Trail historical series of classes and tours beginning in August. Available for college credit, the classes will be taught by George Elmore of Fort Larned National Historic Site and will meet at the Santa Fe Trail Center west of Larned. Individuals may enroll in any one or all of the sections. Cost for each class is \$26, including college credit; reading materials may be extra. Pre-registration is recommended for Part I and required for Parts II and III.

Part I, offered from 9:00 a.m. to noon on Saturdays, August 24 through September 21, will focus on the inception of the Trail through the establishment of Kansas Territory in 1854. The section of the Trail from Franklin to Westport will also be a focus of this part of the series.

Part II, 9:00 a.m. to noon on Saturdays, September 28 through November 2, will cover the development of the Trail from 1854 through the Civil War and focus on the section of Trail between the Missouri-Kansas border and Fort Dodge, Kansas. A field trip is included.

Part III, 9:00 a.m. to noon on Saturdays, November 9 through December 14, looks at Trail history from 1865 to 1880 and the Cimarron and Mountain routes of the Trail. Field trips are included. For more information regarding the series, contact Pat Bauman at BCCC, (316) 792-2701, ext. 186.



Replica six-mule army wagon at Fort Union National Monument.

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

Annotated by Michael Olsen and Harry C. Myers

[Michael Olsen is professor of history at New Mexico Highlands University in Las Vegas, and Harry C. Myers is superintendent of Fort Union National Monument. Both are active members of SFTA. Pope's journal is available on microfilm from the National Archives, M1102, roll 4, frames 418-450. So far as is known, this document has not been published before. Part II will appear in the next issue.]

## Introduction

THE civil and military administration of New Mexico was confused and at times chaotic in the years immediately following the American invasion and annexation in 1846. Congress did not create New Mexico Territory and the legal framework of territorial government until 1850. The appointment of Lt. Col. Edwin Vose Sumner as military commander in the Southwest in 1851 produced a similar reorganization of military affairs.

Sumner traveled from Fort Leavenworth on the Missouri River to Santa Fe between late May and mid-July 1851. Only one full account of his journey is known. Lt. (Brevet Capt.) John Pope, U.S. Army Corps of Topographical Engineers, filed a report, reproduced and annotated here. Pope often was not appreciated by his army colleagues and has not fared well at the hands of historians. He graduated from West Point in 1838 and died in 1892, having served on commissions surveying the Canadian and Mexican boundaries, on campaigns against the Navajo, in the Mexican and Civil wars, and in the Indian wars. Over the years he took every opportunity to publicize his own exploits and denigrate those of others, providing he had not already appropriated their discoveries and research.

During the Civil War Pope became famous for proclaiming that as commander of the Federal Army of Virginia in 1862 he would have his "headquarters in the saddle." From that position he engineered the spectacular defeat of his men at the Second Battle of Bull Run, leading Confederate newspapers to question his ability to distinguish his "headquarters" and "hindquarters." His 1851 report presented here shows a more compassionate though perhaps no less testy side of this career officer.<sup>1</sup>

The 1851 freighting season on the Santa Fe Trail was busy. Upwards of 575 wagons may have made the jour-

ney west, exclusive of those in government trains. Of these 575 traders' wagons, at least 200, or 35%, were owned by Hispanic trading families or concerns. Prominent among them that year were the brothers of former New Mexican governor Manuel Armijo (23 wagons) and Miguel Otero (35 wagons). This heavy traffic reflected increased stability and order in New Mexican affairs plus the impact of the army on the New Mexican economy.<sup>2</sup>

Little has been changed in the transcription of Pope's report. The dates have been made bold and parentheses have been removed where present, for consistency. Most ampersands have been changed to "and" in the text. Otherwise the document, sent to Sumner on July 29, 1851, remains the same.

## Report

In obedience to instructions received from Colonel J. J. Abert Chief Topographical Engineer<sup>3</sup> I left St. Louis Mo. on the 17th of May to report at Fort Leavenworth<sup>4</sup> as Chief Topographical Engineer to Colonel E. V. Sumner 1st Dragoons, who had been assigned to the command of the Military Department of New Mexico.<sup>5</sup> I reached Fort Leavenworth on the 24th (inst) and reported myself to the Colonel whom I found encamped on Salt Creek two and a half miles from the Fort and on the road to Santa Fe.<sup>6</sup> The command consisted of about 600 recruits of the Infantry, Artillery and Cavalry who were destined to fill up the skeleton Companies in New Mexico.

With a view to operations against the Indians of the Territory, Col. Sumner was exceedingly anxious to march at the earliest practicable period and I found him very much engaged in expediting the preparations for the march. The very small number of Officers for so large a command of recruits seriously retarded the progress of the expedition and it yet remains unaccountable that the authorities at Washington should have neglected or overlooked so important a consideration to the successful movement of these troops.

The officers composing the command were as follows Viz

(Staff)

Bvt Colonel E. V. Sumner Commanding

Major D. C. Buell, Asst Adjt General<sup>7</sup>

Major E. S. Sibley, " Quarter Master<sup>8</sup>

Major F. A. Cunningham, Paymaster<sup>9</sup>

Bvt Capt Jno Pope, Topographical Engineer

Dr. A.W. Kennedy, Senior Medical Officer<sup>10</sup>

Dr. Tingley, Assistant [Surgeon]<sup>11</sup>

Major G. A. H. Blake, Commanding Dragoons<sup>12</sup>

Bvt Major I. B. Richardson, Commanding Infantry<sup>13</sup>

2d Lieut Moore, Commanding Artillery<sup>14</sup>

Bvt Maj. P. R. Thompson, 1st Dragoons<sup>15</sup>

Bvt Maj. Carleton, 1st Dragoons<sup>16</sup>

Bvt 2d Lieut Ransom, 1st Dragoons<sup>17</sup>

Bvt Major Rucker<sup>18</sup> and Capt Bowen<sup>19</sup> were left at Leavenworth in charge of the Trains of Provisions and stock and were to march within a few days after the departure of Col. Sumner.

Some of the detachments of recruits had been attacked with Cholera<sup>20</sup> while on their journey to Fort Leavenworth and brought the disease with them into the Camp at Salt Creek. Col. Sumner was therefore still further anxious to march at once, in order that by reaching the pure air of the plains, the spread of the disease among the troops might be prevented. The character of the command, consisting entirely of raw recruits, unaccustomed to the hardships and exposures of so long a march, full warranted the opinion that under any circumstances a very large proportion of sickness was to be apprehended. But two Medical Officers had been assigned to this large command and one of those was himself as inexperienced as any of the recruits. Very serious apprehensions as to the result, were felt by every officer of the command and these were by no means allayed by the prevalence of the Cholera among the troops. Subsequent events fully proved the justice of the anticipations and in less than ten days it was discovered that notwithstanding the unremitting exertions of at least one of the Medical officers,<sup>21</sup> the attendance was not nearly sufficient for the sick. I have never yet heard of 600 old and experienced soldiers with the supplies and munitions of [leav.?] necessary for them, being suffered to make a campaign with so disproportionate and insufficient a medical force; but where this large body of men, consists entirely of raw and undrilled recruits necessarily far more liable to sickness of all kinds, and who are about commencing a march of nearly two months through



the wilderness, such inefficient Medical preparations is entirely inexcusable. The greatest privilege extended to the soldier by our Government, is that he shall be kindly cared for when sick and with so small an army as our own and so large a medical corps, any neglect in this respect, is not to be attributed to defect of organisation. The numerous desertions which occurred are, in my opinion, entirely attributable to this fact. It is sufficiently appalling to a veteran soldier to see his comrades dying around him with an epidemic so sudden in its progress and so fearful without any sufficient medical aid and without the prospect of it, and it is not wonderful that the inexperienced recruits who composed the command and to whom the hardships of the march were quite trying enough, should have preferred to run all risks rather than continue a march in daily expectation of dying without advice and without medicine. Of the two medical officers who accompanied the command, one (Dr. Kennedy) died honorably in the discharge of his duty and the other returned to the U.S. before I could get any definite information from them as to the history of the disease. I am therefore unable to give the number of deaths or cases of cholera which occurred daily.

It is sufficient to say that they were numerous enough to cast a gloom over the command, which for a long time rendered the march one of the most melancholy it has ever been my lot to witness.

#### **May 26th**

The command marched 10 am over a rolling prairie country nine miles to Stranger creek. Encamped at 1 pm on East side of creek. Wood and water plenty, grass thin.<sup>22</sup>

#### **May 27th**

Marched at 7 am and encamped on small stream 13 1/2 miles.<sup>23</sup> Wood, water, and grass abundant. Cholera rather on the increase.

#### **May 28th**

Marched at 7 am. At 9 1/2 miles crossed Grasshopper creek<sup>24</sup> where we were detained more than an hour crossing the trains. Man suddenly attacked with cholera from drinking water immediately died before reaching camp. Made 16 miles and encamped on a small stream. Wood, water, and grass in abundance. Cholera greatly on the increase occasioned doubtless by the exposure and immoderate use of water.

#### **May 29th**

Marched at the usual hour 7 am. At 2 1/2 miles crossed small creek<sup>25</sup> and at same distance beyond crossed an-

other small stream.<sup>26</sup> Wood, water and grass abundant on both. At 10 miles from [Camp?] crossed Soldier creek, heavily timbered on both banks and a clear, bold, rapid stream.<sup>27</sup> A good deal of rain fell during the day which rendered the crossing of Soldier creek difficult in consequence of slippery banks. Small settlement of Indians on right bank. At 2 1/2 miles beyond reached ferry of Kansas river.<sup>28</sup> Found Government train with supplies &c which had set out some days before was in the act of crossing and were detained some time in consequence. Succeeded by sun down in crossing the carriages and part of the wagons of Hd Qrs.

Col. Sumner and staff encamped on right bank of river,<sup>29</sup> Major Richardson with the Infantry and Artillery detachments also crossed the same afternoon.

Major Blake encamped on left bank with the Dragoons. During the afternoon Lt. Ransom was taken very sick and it was found necessary to send to cross the river after night for the Doctor. Cholera on the increase.

#### **May 30th, 31st, & June 1st**

Occupied in crossing the train and horses during the whole time we remained. No rains of consequence. Several mules were drowned owing to the very indifferent arrangements of the ferry. Settlements of French and Indians on both sides of the river. Cholera still afflicting the Command severely and great uneasiness felt by every body. Desertions began to be numerous and in parties of 3 & 4 at a time.

#### **June 2nd (Monday)**

Marched at 8 am. At 7 1/2 miles crossed small stream at Pottowatamie settlement.<sup>30</sup> Weather bad and roads heavy. At 5 3/4 miles further crossed small stream. Wood, water, and grass good. Made 18 miles and encamped on right bank of Wakarussi Creek.<sup>31</sup> In crossing the stream which was rising rapidly one of the teamsters fell and his wagon heavily loaded passed over his leg, fracturing it in two places. Heavy storm came up immediately after we encamped and it rained heavily, accompanied by tremendous thundering and lightening during the whole night. Dr. Kennedy the senior Medical officer of the command was attacked with cholera about 7 o'clock in the afternoon and died about 1 o'clock that night without medical attendance.

Col. Sumner, Major Buell and myself attended him in his last hours but were unable to give him any relief. He died lamented by the whole command and by none more than the soldiers to whom he had been universally kind

and attentive. Dr Kennedy has been for many years in the service and during a greater portion of his Military career has been almost constantly on field service.<sup>32</sup> It is unnecessary in a report intended only for the eyes of his brother-officers to deliver any eulogy upon him. He was known by all, to have been a gallant and accomplished gentleman, an efficient and most competent officer and he died as a soldier should die, in the honorable discharge of his duty.

It is impossible to conceive a more distressing case than his. Nature itself seems to have conspired to surround his death-bed with as many awful and appalling circumstances as possible. The rain during the whole night fell in torrents, the thunder and lightening were incessant and the wind threatened every moment to dash the tent to the ground.

His wife and two little children were with him in his last hours, far from home and friends, in the depths of the wilderness and without a protector. He retained his senses to the last and his most painful apprehensions were for his wife and children and the fear that they might not reach their home in safety. Truly such deathbeds are uncommon and God grant it may not be my fate to witness another.

#### **June 3rd**

The day broke stormy and bolsterous. I had been employed during the whole night in arranging the remains of Dr. Kennedy so that they could be transported to Kansas [Kansas City, Missouri], to which place I was to transport them with his wife and children. No materials could be found in camp to make his coffin and I found it necessary to break up his bedstead and construct a rough box in which to place the body. The material being insufficient the box was fully open at the top.

Having prepared what was considered necessary Mrs. Kennedy and her children were placed in their carriage by Col. Sumner, who throughout the Doctor's illness and subsequent had manifested great tenderness and feeling toward his family. About 8 o'clock we set off under the most gloomy circumstances and leaving behind us a melancholy sadness as deep as our own. My first object was to strike the Independence road from Santa Fe which supposed to be about 15 miles distant but deep and impassable ravines prevented me. I found it necessary therefore to re-pass our camp of the night before and to follow the road back at least as far as the Pottowatamie settlement which we had passed the day before. I found the Wakarussi where

we had passed it the previous afternoon, very high and the crossing was made with some difficulty. The rain still continued to pour down upon us and from the passage of the wagons the roads were in a condition nearly impassable. I began to apprehend also that we would experience great difficulty in recrossing the streams we had passed on the march and hastened on as rapidly as possible. About 11 am I reached the Pottowatamie settlement and having procured a guide (an Indian) started for the lower crossing of the Wakarussi on the trail which led to Kansas.<sup>33</sup> The weather was awful and the prairies so soft that our animals went fetlock deep at every step. About 9 o'clock pm an hour after dark we reached the crossing of the Stream near where it enters the Kansas river having accomplished a distance of 62 miles. The Kansas river was very high and had backed up the Wakarussi until the water was fifteen or twenty feet deep. The night was intensely dark and the rain still fell in torrents. I succeeded in a small canoe in crossing Mrs. Kennedy and her children and partially sheltering them for the night in an Indian hut on the bank of the stream.

The men and animals were completely worn out and the intense darkness of the night and depth of the Stream determined me to wait for day light before attempting to cross the carriages and horses. It rained hard all night and the Indian Cabin, the only shelter for Mrs. Kennedy offered but little protection from the weather.

#### June 4th

At dawn of day I descended to the stream and found a roaring torrent at least 100 yards in width and entirely impassable. There was nothing but a small canoe within 50 miles and it was necessary to cross the carriages and horses. The rain still fell heavily and the wind blew in such violent gusts as to endanger seriously the crossing of the canoe. I at first resolved to construct a raft and by stretching the picket ropes of the horses across the stream to make the passage in that way. After several hours hard labor we succeeded in getting the rope across but it was torn away almost immediately by the heavy drift which came down with great violence. I then lashed a log on each side of the canoe and having unloaded the smallest of the carriages I took off the wheels and after great trouble succeeded in getting it upon this frail raft. It was necessary to tow it half a mile up the stream before starting to cross and I expected every moment to see it upside down. By the greatest good fortune we got it across.

The horses were next swum over and after crossing all the baggage we found it late in the night. The rain still continued unabated and the stream was rising rapidly every moment. In the night Mrs. Kennedy little boy was attacked by cholera and we spent a most melancholy night by his bed. We had no medicine and were therefore obliged to look on while this terrible disease was hurrying the poor little boy to his grave. By daylight in the morning he was in my opinion past all human help.

#### June 5th

The weather continued to be terrible and when I descended to the stream I was convinced of the utter hopelessness of attempting to cross the other carriages. The body of Dr. Kennedy had been so long kept also that it was absolutely necessary to reach Kansas as soon as possible. I determined therefore to abandon the other two carriages and start for Kansas at once. I put the horses to an old wagon I found in the neighborhood and started with Mrs. Kennedy in the carriage we had succeeded in getting across. I learned from an Indian just as we set out that several streams which poured into the Kansas below were over the banks and entirely impassable. I resolved therefore to leave the road and by taking a westerly course, to turn the sources of these streams and strike the Independence road.<sup>34</sup> Shortly after we started the poor little boy died and was carried in that condition for the remainder of the day. After a march of 12 miles over the prairie which was nearly knee deep in mud we reached the first stream and found it altogether too deep to cross.<sup>35</sup> It was getting to be late in the afternoon and it was entirely impossible to expose Mrs. Kennedy in her situation, and a dead child in her arms, to an inclement night and I resolved to return and bury the body of Dr. Kennedy at the Indian house on the Wakarussi. We reached the house about dark and passed another terrible night. Such scenes were sufficient to have appalled the stoutest-hearted man and I was in constant fear that Mrs. Kennedy would give way under such terrible afflictions. She bore it with a stout heart and her noble and resolute conduct had the most salutary effect upon the men who had shown strong intentions of deserting. An Indian who arrived during the night informed me that he could guide me to the Independence road without difficulty and I therefore determined to wait one more day before burying the remains of Dr. Kennedy. The body had by this time become so offensive that it was with extremely unpleasant to

approach it and I began to fear that the foul atmosphere would affect some of my small party.

#### June 6th

I started at day light under the guidance of the Indian and about 12 M struck the Independence road about 40 miles from Kansas. The weather continued very bad and the roads were in the worst possible condition. The numerous heavily loaded trains of the Santa Fe Traders had so cut it up that at all the mudholes and crossing of the streams, it was nearly impassable.

After a very hard march we reached Kansas between 1 and 2 o'clock at night and Mrs. Kennedy and her child were placed among their friends and relations. I had been quite unwell ever since our departure from the Camp and now that the excitement was over I felt very sick. The doctor gave me medicine and I remained for several days at Kansas entirely unable to travel. On the morning after my arrival Mr. P. M. Chouteau<sup>36</sup> and my self buried the remains of Dr. Kennedy and his child and I felt a relief which cannot be expressed or understood. I was most kindly treated by Mrs. Kennedy's relations in Kansas and shall ever cherish a most grateful recollection of it. I made the best arrangements I possibly could for the safe continuance of Mrs. Kennedy's journey to St. Louis and on Tuesday morning **June 10th** I started to overtake the command. I was still quite sick and only left Kansas because I feared that a longer delay would prevent me from overtaking the command. Dr. Hereford of West Port accompanied me. The night before my departure three of my men deserted but I had not the time to make any search for them. I made 40 miles this day over dreadful roads and in a severe storm and was only stopped by the entire exhaustion of my horses. We spent the night in the open prairie and, in a terrible storm of rain and hail.

#### June 11th

Marched at day light. Weather still very bad and roads worse. One man deserted with his horse and equipment. Made 55 miles and encamped at creek (110).<sup>37</sup>

#### June 12th

Marched at day light and after a very hard march over heavy road and in a continuous rain reached Council Grove about 9 o'clock at night. Passed several merchant trains on the road. I learned from Mr. Chouteau that the command had passed Council Grove nearly five days previous and it therefore became necessary for me to hasten on. We were approaching the Indian Country and my men had nearly



all deserted. I received a note from Col. Sumner advising me that he had employed a Citizen physician (Dr Barry)<sup>38</sup> who was going out with one of the trains and Dr. Hereford, therefore returned to West Port.

(continued next issue)

## NOTES

1. William H. Goetzmann, *Army Exploration in the American West, 1803-1863* (New Haven: Yale University Press, 1959), 246-248; Robert M. Utley, "Captain John Pope's Plan of 1853 for the Frontier Defense of New Mexico," *Arizona and the West*, 5 (Summer, 1963):149-163.
2. Louise M. Barry, *The Beginning of the West, Annals of the Kansas Gateway to the American West, 1540-1854* (Topeka: Kansas State Historical Society, 1972), 1037-1038.
3. John James Abert graduated from the U.S. Military Academy at West Point (USMA) in 1808 and declined appointment. However in 1814 he was appointed a brevet major in the Topographical Engineers. He was promoted to colonel in that corps in 1838 and remained in charge of it until his retirement in 1861. Francis B. Heitman, *Historical Register and Dictionary of the United States Army* (Washington: Government Printing Office, 1903), I, 150.
4. Fort Leavenworth was established in 1827 on the Missouri River by Col. Henry Leavenworth. One of its purposes was to protect traders on the Santa Fe Trail. U.S. National Park Service, *Soldier and Brave* (Washington: Department of the Interior, 1971), 145.
5. Edwin Vose Sumner was appointed a 2d lieutenant in the 2d Infantry in 1819. He was promoted to captain in 1833 upon the formation of the First Dragoons. He served in the Mexican War, marching to New Mexico with General Stephen Watts Kearny's Army of the West in 1846. Promoted to lieutenant colonel in 1848, he was directed by the Secretary of War in 1851 to command the 9th Military Department (of New Mexico). His charge was to save expenses, carry out an extensive system of farming by the troops, and revise the defense system of the department. After little success, he was replaced in command by Brevet Brigadier General John Garland in 1853. Sumner went on to distinguish himself in the Civil War. He died in 1863 as a major general of volunteers. Heitman, *Historical Register*, I, 936.
6. The Fort Leavenworth road to Santa Fe had evolved from the road that The Army of the West used in 1846. Dragoon Private Percival G. Lowe described the route in 1850: "The road from Fort Leavenworth to New Mexico ran through what is now Easton, [Kansas] at the crossing of Stranger Creek; then through what is now Winchester, Ozakee at the crossing of Grasshopper, now Delaware River and Soldier Creek, four miles north of where now stands Topeka. There it crossed the Kaw on Papan's Ferry, about sixty miles from Fort Leavenworth, thence to Council Grove, sixty miles farther, intersecting the main Santa Fe Trail from Independence, Missouri, east of the Grove." Percival G. Lowe, *Five Years a Dragoon* (Norman: University of Oklahoma Press, 1965), 27.
7. Don Carlos Buell graduated from the USMA in 1841 and was assigned to the 3rd Infantry. He was promoted to brevet captain as an assistant adjutant general in 1848. Heitman, *Historical Register*, I, 259.
8. Ebenezer Sprote Sibley graduated from the USMA and was assigned to the 1st Artillery in 1827. He was promoted to captain as an assistant quartermaster in 1838. Ibid., 885.
9. Francis A. Cunningham was appointed a paymaster in the volunteers in 1847, and a major paymaster in 1849. Ibid., 345.
10. Alfred W. Kennedy was appointed an assistant surgeon in 1840. Prior to his assignment to Sumner's command, he had served at Fort Scott, 90 miles south of Kansas City, since 1848. Ibid., 592; Fort Scott Post Returns, Record Group 98, National Archives (RG 98, NA).
11. William Hammon Tingley was appointed assistant surgeon on March 24, 1851, and resigned December 2, 1851. Heitman, *Historical Register*, I, 963.
12. George Alexander Hamilton Blake graduated from the USMA in 1836 and was assigned to the 2d Dragoons. After service in the Mexican War he was promoted to major in the 1st Dragoons in 1850. Ibid., 223.
13. Israel Bush Richardson graduated from the USMA in 1841 and was assigned to the 3d Infantry. He was awarded the brevet rank of major for his actions in the Mexican War and died during the Civil War as a major general of volunteers from wounds received at Antietam. Ibid., 828.
14. John Creed Moore graduated from the USMA in 1849 and was assigned to the 4th Artillery. He was promoted to 2d lieutenant of the 2d Artillery in 1850 and resigned in 1855. He served as a brigadier general of the Confederacy, 1861-1865. Ibid., 722.
15. Philip Roots Thompson graduated from the USMA in 1835 and was assigned to the 1st Dragoons. He was promoted to brevet major in 1847 for actions in the Mexican War and cashiered from the service in 1855 for appearing before a court-martial in a state of intoxication. Ibid., 957.
16. James Henry Carleton was appointed a 2d lieutenant in the 1st Dragoons in 1839. He was promoted to brevet major in 1847 for his actions in the Mexican War. Carleton was a major influence on military affairs in New Mexico through the Civil War and died in 1873 as a major general. Ibid., 282.
17. Robert Ransom graduated from the USMA in 1850 and was assigned to the 1st Dragoons as a brevet 2d lieutenant. Ibid., 816.
18. Daniel Henry Rucker was appointed a 2d lieutenant in the 1st Dragoons in 1837 and brevetted a major in 1847 for his services in the Mexican War. He was given a regular promotion to captain and assistant quartermaster in 1849, served in the Civil War, and retired in 1882 after serving briefly as quartermaster general. Ibid., 849.
19. Isaac Bowen graduated from the USMA in 1842 and was assigned to the 4th Artillery. He participated in the Mexican War and was promoted to captain in the commissary department in 1850. He died of Yellow Fever in New Orleans in 1858. Ibid., 233.
20. Cholera was (and in some parts of the world still is) one of the most dreaded communicable diseases of the nineteenth century. Caused by a bacteria, it is highly contagious. It can be spread by contaminated food and water, by contact with those stricken, and by flies. It is occasioned by poor sanitary conditions. Cholera bacteria inflame the intestines producing diarrhea and vomiting and resulting in severe dehydration. The afflicted go into shock and may die. Cholera was prevalent in 1851 in Independence, Kansas City, Weston, St. Joseph, and in the Indian country. Sumner's command lost about 35 men to the disease. Barry, *Beginning of the West*, 1010; Sumner to Adjutant General Roger Jones, October 24, 1851, Letters Sent, 9th Military Department, RG 393, NA (hereafter LS, 9MD, RG 393, NA).
21. Dr. Tingley was not highly thought of. He stayed at Fort Atkinson after the command reached there and shortly returned to the States. Dr. Kennedy on the other hand was respected and trusted. Ibid.
22. Near present Easton, Kansas.
23. Crooked Creek near present Winchester, Kansas.
24. Near present Ozawie, Kansas.
25. This is probably Muddy Creek on the western border of Jefferson County, Kansas.
26. They were northeast of present Topeka, Kansas, where several small creeks rise.
27. Soldier Creek flows into the Kansas river close to Topeka.
28. Joseph Papin established a ferry across the Kansas (Kaw) River as early as 1843, at the present site of Topeka, Kansas. Papin was married to an Indian woman and his two sons assisted in running the ferry. The road to Oregon and California also crossed here going north. Barry, *Beginning of the West*, 516, 714, 842-843, 1094.
29. Figured facing downstream, the right bank of the Kansas River here was on the south side.
30. Whitman and Searl's 1856 map of Kansas shows a "Bernett's" (probably Abraham Burnett, Pottawatomie Indian and agency interpreter) living in the southeast corner of the reserve on Shunganunga Creek. Lt. J. C. Woodruff's 1852 map of "A site for a Military Post," shows a Pottawatomie house in approximately the same location. The Pottawatomies moved from their reservation on the Marais de Cygne River in 1848 to the eastern portion of the Kansa Reserve. Anna H. Able, "Indian Reservations in Kansas and the Extinguishment of their Title," *Kansas Historical Collections*, 8 (1903-1904):72-109; Barry, *Beginning of the West*, 737-738, 800, 1022; & Robert W. Baughman, *Kansas in Maps* (Topeka: Kansas State Historical Society, 1961), 45.
31. Close to present Auburn, Kansas, in southwestern Shawnee County.
32. Kennedy in 1850 marched with Fort Scott Dragoons twice on the Santa Fe Road, once to Council Grove and once to the site of Fort Atkinson. He served briefly as the post commander of Fort Scott, October-November 1850, after the regular commander became too sick to command. Leo E. Oliva, *Fort Scott* (Topeka: Kansas State Historical Society, 1984), 43-44.
33. Pope had returned to Burnett's, 7-8 miles south and west of present Topeka. Contemporary maps show a road which was the Oregon Trail from Kansas City to Topeka. The Lower Crossing of the Wakarusa was just southeast of Eudora, Kansas, in northeast Douglas County. It was also known as "Blue Jacket Ford." Barry, *Beginning of the West*, 989.
34. The Santa Fe Trail.
35. Little Wakarusa or Captain Creek.
36. Pierre Menard Chouteau (1822-1885) was a member of the venerable fur-trading Chouteau family. He was the son of Paul Liguist Chouteau and Constance Dubreuil and grandson of Pierre Chouteau, Sr. P. M. Chouteau was a licensed trader to various Indian settlements in eastern Kansas, notably the Miamis, Weas, and Piankeshaws, in the late 1840s and 1850s. Mary B. Cunningham and Jeanne C. Blythe, *The Founding Family of St. Louis* (St. Louis: Piraeus Publishers, 1977), 60, 69; Barry, *Beginning of the West*, 793, 1190.
37. 110 Mile Creek was so named because it was 110 miles from Fort Osage where the government survey of the Santa Fe Trail began in 1825.
38. Dr. Edmund Barry was paid \$150 for serving as assistant surgeon to the command. Surgeon General Thomas Lawson to Sumner, October 31, 1851, M1102, Roll 4, RG 393, NA.

[The remainder of Pope's report will appear in the next issue.]

## CAMP TALES

### —CHAPTER REPORTS—

#### Cimarron Cutoff

No report.

#### Texas Panhandle

No report.

#### Wagonbed Spring

See page one.

#### Heart of the Flint Hills

The 1991 Santa Fe Trail Ride has been dubbed another successful venture. It takes a lot of planning and cooperation from many people to have a week-long ride that is 100 miles in length and requires space for 80 to 100 people to camp and water their horses and mules. This was made possible by the efforts of a very fine committee: Rex

Pio, Frank Burkdoll, Don Johnson, Brenda Newell, and Charles Noonan.

Starting June 9 near Gardner, Kansas, where the Oregon Trail left the Santa Fe Trail, the group trailed past the Lanesfield School which has been restored by the Johnson County Historical Society and on to Black Jack east of Baldwin. The rest of the trip included Willow Springs, Simmons's Point, Overbrook, Burlingame, Havana Station, Soldier Creek Crossing, Wilmington, Elm Creek, 142 Mile Creek, and Agnes City on the way to Council Grove.

The riders saw many Trail ruts. Good entertainment was provided at campsites by local historians and bands. On June 14 there were 115 riders on the prairie going the last 20 miles to Council Grove. They participated in the annual Wah-Shun-Gah Days at Council Grove on June 15.

The chapter directors met on July 9 with only four members and a few guests present because a heavy thunderstorm hampered attendance. It was reported that the Fremont Park Revitalization Board of nine members from throughout Morris County is completed so that work can begin on restoring the stone barn and the 16 acres around it. In reviewing the NPS management and use plan for the SF-NHT, it was noted that important historic sites and segments were omitted. These include the deep ruts on the Phil Workman farm, the grave site of 27 Mexicans, one mile of ruts on the south side of the road in Sec. 23-15-12, the stone dugout west of Elm Creek, the ruts at 142 Mile Creek and the crossing. The annual meeting is planned for October 20.

### End of the Trail

No report.

### Corazon de los Caminos

The next regular meeting is September 15, 2:00 p.m., Las Vegas. For details call (505) 454-0383.

### Wet/Dry Routes

The chapter summer meeting was June 1, with a tour of the Wet Route (see article about the tour in this issue). A chuckwagon lunch was served at the home of Steve and Pam Wetzel, which is located next to the Trail. Over 70 people enjoyed the meal. Joanne VanCoevern read a history of the chuckwagon and David Clapsaddle gave a short talk on how to get started in researching topics associated with the Trail. When skies darkened and rain began to fall, some of the party left the tour. Many continued along the "wet" route and visited a number of sites.

The fall meeting will be held in conjunction with Fort Larned Days, which will be a celebration of the 25th anniversary of Fort Larned NHS. The chapter will meet at Fort Larned for a potluck dinner at 12:00 noon on Sunday, October 13. A demonstration will be given on period firearms as well as living-history programs presented by the Fort Larned staff and volunteers.

### Mountain Branch

No report.

### Dodge City/Fort Dodge

On May 11 a chapter tour drew 65 people from Ford County, Hoisington, Jetmore, Coldwater, Hays, and Denver. They visited the Custer House at Fort Dodge, Black Pool near Ford, and the Fort Hays-Fort Dodge Trail crossing of the Sawlog on the Warner Ranch northeast of Dodge City.

At the meeting on July 19 members enjoyed a program by Dave Webb, author of *Adventures with the Santa Fe Trail*. He told of the fascinating information he found while doing research for the book, such as, in the 1860s an entrepreneur would spend \$117,000 to outfit a caravan of average size with mules and \$2,300 a month for wages for the wagonmaster, drivers, and herders.

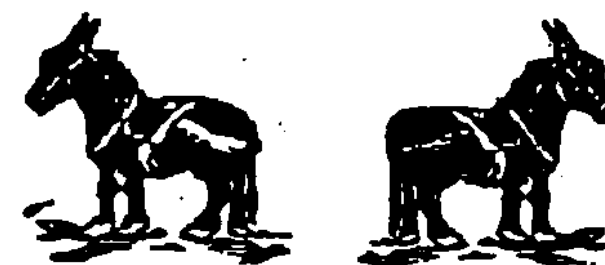
A wagon drawn by a team of Red Devon oxen from Bent's Old Fort NHS came to the Dodge City Days parade on July 27, courtesy of the Bank of the Southwest. The team and wagon were at the fairgrounds in Wright Park on July 28 & 29. This was made possible by the Ford County Fair Association.

### Missouri River Outfitters

On June 27 the Missouri River Outfitters Chapter was organized when 23 members met at the National Frontier Trails Center in Independence, MO, to adopt bylaws and select a chapter name. Officers had been elected in April: President Roger Slusher, Lexington, MO; Vice-President Michael H. Tatham, Raytown, MO; Secretary Anne Carter, Centerview, MO; Treasurer Pauline Fowler, Independence, MO; Historian Roy Stubbs, Arrow Rock, MO; Director Mary Conrad, Kansas City, KS; Director Michael Duncan, Olathe, KS; Director Ona Gieschen, Gladstone, MO; Director Louis Schumacher, Kansas City, MO; and Alternate Director, Robert H. Dorian, Raytown, MO.

The new chapter began with eleven family and seven individual paid memberships. Individual membership is \$10.00 and family membership is \$15.00 per year, with each category entitled to one vote. Membership in SFTA is a requisite for chapter mem-

bers. The executive board of nine members is scheduled to meet the second Thursday of each odd-numbered month at 7:00 p.m. At present these meetings are held at 3122 Santa Fe Road in Independence. Membership meetings are regularly held at 7:00 p.m. on the fourth Thursday of each even-numbered month at the Trails Center, 318 W. Pacific, Independence, unless other plans, such as treks, are arranged. Visitors are welcome at all meetings.



## HOOF PRINTS

### —TRAIL TIDBITS—

Lamar, CO, has a new Colorado Welcome Center located in the old Santa Fe depot. The Colorado DAR Madonna of the Trail statue is located nearby. Thanks to the efforts of SFTA Ambassador Paul Bentrup, the new center is well supplied with information about the Trail.

The Howard County (MO) *Democrat-Leader*, edited and published by SFTA member H. Denny Davis, has prepared a four-page reprint about Josiah Gregg's role in botany, including a list of plants named to honor Gregg. To obtain a copy (price not available), contact the newspaper office, PO Box 32, Fayette, MO 65248.

Bill Bullard is the new administrator of the National Frontier Trails Center in Independence, replacing Gerry Mot-singer who moved to the Johnson County Archives. Deborah Hickie is the new archivist at the Trails Center.

George T. Watkins III has donated over 400 trail diaries and reminiscences to OCTA. These will be added to the Merrill Mattes research library at the National Frontier Trails Center in Independence. This collection includes material on the Oregon, California, Mormon, and Santa Fe trails.

The Independence Young Matrons have provided funds to purchase a model covered wagon originally constructed for display at the OCTA convention in Omaha last year. The model, eight feet long including the tongue, will be furnished with a typical cargo of the 1840s and 1850s and used as an educational resource at the



Center.

SFTA Publicity Coordinator Mike Pitel wrote an article about the historic Santa Fe Trail which appeared in the June 1991 issue of *America West Airlines* magazine. The publication has a circulation of 110,000.

The large mural painted by Dennis Burghart on the east side of the Offerle Cafe in Offerle, Kansas, includes the Santa Fe Trail. It may be seen by travelers passing through town on US 50 & 56. Westbound folks get a good view without even stopping, but it is worthwhile to stop and look and visit the cafe.

The Santa Fe Trail was selected as the "Best Historic Road Tour" by *Westward, Denver's News & Arts Weekly*. The June 26-July 2, 1991 edition, "the best of Denver issue," lists the choice on page 108. The article also plugs Gregory Franzwa's new audio cassette tour guide, "The Santa Fe Trail Revisited."

Anne and David Carter rode horses from Missouri to Santa Fe three years ago. They will share this experience at the 1991 Symposium. Their book about the trip, *Mulberries and Prickly Pear*, should also be available at the conference.

Bonita and Leo Oliva had the good fortune to fly over and photograph the ruts of the Fort Hays-Fort Dodge Trail on the John Warner ranch northeast of Dodge City in May. On July 4 they joined a party of horseback riders at the Warner Ranch and rode a section of that route, following vivid ruts on both sides of Sawlog Creek. The Warner family is to be commended for preserving this part of the Trail.

SFTA member Suzanne Corbett, St. Louis, MO, a member of Missouri Press Women, was recently a three-time winner in the National Federation of Press Women Communications Contest, in Orlando, Florida. Congratulations Suzanne!

As anticipated in the last issue, the remains of Josephita Carson Squires, daughter of Kit and Josepha Carson, was moved from the Las Vegas cemetery and reinterred in the Carson family plot at Taos on June 22, 1991.

SFTA President Joseph Snell has designated Steve Linderer, superin-

tendent of Fort Larned NHS, to serve as the coordinator for the 1995 SFTA Symposium. The 1993 symposium will be at Bent's Old Fort and La Junta, CO, and the 1995 meeting will be at Fort Larned, Larned, and Great Bend, KS.

Fort Larned NHS will sponsor a booth at the Kansas State Fair in Hutchinson, Sept. 6-15. The Rucker ambulance, recently acquired by the Fort Larned Old Guard, will be on display and volunteers in period clothing will be present. This will give the fort and the Trail good exposure to a large audience.

Fort Larned NHS now has a short-range visitor radio station installed. Information is carried on AM 530 so visitors and potential visitors can hear about what is happening.

## POST OFFICE OAK

### —LETTERS—

Editor:

A couple of years ago we got interested in the Santa Fe Trail, worked up programs we gave to our clubs, and have continued to explore it. In June we made two trips that took us all the way to Santa Fe. Our interest is in photographing the DAR markers and we have gotten most of them. We just joined SFTA and hope the membership list will provide addresses to write for help in locating the other markers.

We have had correspondence with Gregory Franzwa since we got the AAA Kansas map and saw how wrong the Trail was drawn between Baldwin and Great Bend. He sent letters on and it is going to be fixed in the next edition.

At the Capulin Mountain Visitor Center we bought a copy of *Trail of Commerce and Conquest* by Jack Rittenhouse. Since SFTA published this, can you correct a mistake on page 20, second paragraph? Chávez was killed near today's Lyons, not Emporia. He was confused by Emporia being in Lyon County, while Lyons is in Rice County where the murder occurred. Could an errata slip be placed in the booklet?

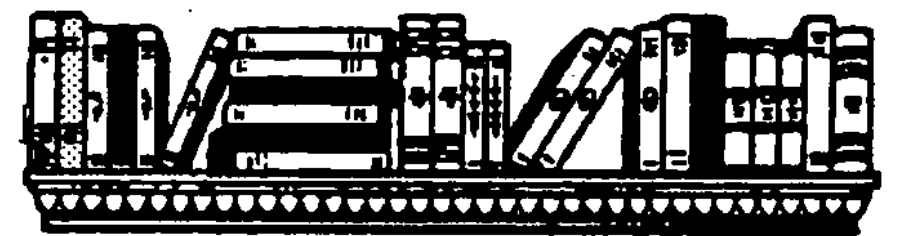
Helen & Alfred Ericson  
1406 College Dr.  
Emporia, KS 66801

*Your interest in the Trail is much appreciated. The articles on DAR markers should be helpful to your project and, if you have found any errors in these listings, please send corrections.*

*The site of the murder of Chávez has received so much attention in other pub-*

*lications that it did not seem necessary to include an errata in the booklet. Our readers should know that Trail of Commerce and Conquest was lifted by photographic copy without change from Rittenhouse's outstanding Santa Fe Trail Bibliography as a special gift by the author to SFTA (he received no payment nor does he want any royalty). It was not possible to make any changes in the text by using this process. Preparation of the material for publication was donated by volunteers, so the only cost to SFTA was the actual cost of printing. Funds from sales of this generous donation go into the SFTA publication account. Perhaps, someday, SFTA can fund other Trail publications. Perhaps, too, an errata can eventually be added, but it is not feasible at this time. Your fine letter will serve as correction for our many readers.*

Editor



## CONVERSE OF THE PRAIRIES

### —BOOK NOTICES—

*Milestones in Missouri's Past* (1976) includes information about the markers placed by the Missouri State Society of the Daughters of the American Revolution along several trails, including El Camino Real (the oldest public road in Missouri which extended from St. Louis to present Caruthersville), the Boone's Lick Road from St. Charles to Franklin, and the Santa Fe Trail from Franklin to the Kansas border. To order this DAR publication, send \$7.00 to Jane Mallinson, PO Box 8604, Sugar Creek, MO 64054.

W. B. Napton, Jr., *Over the Santa Fe Trail in 1857*. 1905; reprint Arrow Rock: Friends of Arrow Rock, 1991. Foreword by Jean Tyree Hamilton. Pp. 99. Illus. Paper, \$6.00 (includes shipping). Order from Friends of Arrow Rock, PO Box 124, Arrow Rock, MO 65320.

This is a personal memoir of an early Saline County resident, a son of "landed gentry" that came to Boone's Lick country in the 1820s. Napton, at age 18, signed on with "Jim Crow" Chiles for a trip to Santa Fe. His story, written 40 years later, describes the scene at Westport as the expedition assembled, an encounter with Kaw Indians at Council Grove, the vast buffalo herds to the west, and antelope on the Cimarron. At Fort Union Napton

was impressed with its neatness. Here part of the train headed to Mora to deliver champagne to Ceran St. Vrain. Cartoon sketches illustrate some of the action Napton described.

In the last 25 pages of the book Napton tells of his trip to the headwaters of the Missouri River in 1858 to deliver annuities to the Indians. Artist Carl Wimar was on the journey. What Napton lacks in profundity and pomp is made up for in his lively anecdotes and details of day-by-day travel.

Jean Tyree Hamilton, honored by SFTA in 1989, wrote the eight-page foreword. It includes background information, a critique of Napton's "memory," and a valuable bibliography. The book is worth the price for these pages.

—Virginia Lee Fisher

Stan Holg, *Jesse Chisholm: Ambassador of the Plains*. Niwot: University Press of Colorado, 1991. Pp. xiii + 236. Illus., map, notes, biblog., index. Cloth, \$28.00; plus \$2.00 shipping. Order from University of Colorado, PO Box 849, Niwot, CO 80544.

The Chisholm Trail, which crossed the Santa Fe Trail, was one of the great routes for the cattle drives from Texas to Kansas. This biography of the man for whom that trail was named is carefully researched and skillfully written, and includes several mentions of the Santa Fe Trail. It contains much about Indian relations. Chisholm (c. 1805-1868) was a fascinating half-Cherokee pioneer of many talents, and this volume is highly recommended.

Monroe Lee Billington, *New Mexico's Buffalo Soldiers, 1866-1900*. Niwot: University Press of Colorado, 1991. Pp. xiii + 258. Illus., maps, notes, biblog., index. Cloth, \$29.95; plus \$2.00 shipping. Order from University Press of Colorado, PO Box 849, Niwot, CO 80544.

Almost 4,000 black troops served in New Mexico Territory (the western end of the Santa Fe Trail) after the Civil War to 1900, and they were much involved in the Indian wars and other peacekeeping activities (Lincoln County War for example). This excellent study, based on solid research, examines the life of these buffalo soldiers (so-named by the Indians because their hair and color were like the bison) in the field and at military posts, on and off duty, and shows how they overcame many obstacles to serve their nation with honor and dignity. This volume is a significant contribution to both black and western American history.

## SEARCH CONTINUES FOR EVIDENCE OF MEXICAN GRAVES

FEW articles in WT spark much controversy, fortunately or unfortunately as the case may be. One item that has remains unresolved, but developments to date are printed here for the information of SFTA members and to solicit the help of anyone who may be able to shed light on the situation.

The February 1990 issue carried a photograph and story by Morris A. DuBois, SFTA member and director of the Heart of the Flint Hills Chapter from Burlingame, KS, about the marking of a grave site in Lyon County, KS, where 28 Mexicans were reportedly buried by the army in 1844 after being murdered by outlaws on the Santa Fe Trail.

In the November 1990 issue Harry C. Myers, military historian and superintendent of Fort Union National Monument, requested some primary evidence to support the story and noted that his extensive research in military records turned up no supporting documentation. He asked if primary sources existed, opined that the story may have been confused with another incident at another time, and offered his help to resolve the mystery. The WT editor offered to publish copies of primary sources which provide relevant evidence.

To date no primary source has been submitted but the following information (dating from February 1991 and edited for publication here) is presented to invite readers to join in the search and, more important, to bring attention to the critical "Rules of Evidence" presented in the last issue. Comments and pertinent primary sources are solicited by your editor:

DuBois, author of the original article, wrote as follows: "In regards to the Mexican grave site article, questioned by Harry Myers, the enclosed material from Matt Thomson's *Early History of Wabaunsee County* (1901) is submitted. According to many oldtimers in this area, this is a known fact. Information from a 93-year-old gentleman, who was born in the Wilmington area and still lives in this historic area, also confirms this event as actually happening."

The sections of Thomson's *Early History of Wabaunsee County* which relate the story of a gang of robbers operating along the Trail and the alleged massacre of the Mexicans (pp. 142-143) follow:

"In the spring of 1844 a mule train of forty-three wagons, owned by an American, but manned by Mexican drivers, while encamped 200 yards

west of Log Chain Creek, near the Wabaunsee county line, was surprised at night, and of the forty-six men, twenty-seven were killed, and the mules, 500 in number, run off by the outlaws, undoubtedly the gang having their headquarters within one mile of the present site of Harveyville.

"In one of the wagons was an iron box 18x12x8 inches containing \$75,000 in gold. This treasure box was taken and with the 500 mules represented a fortune—a lost fortune to the owner of the train, who succeeded in getting safely away.

"Within forty-eight hours he had ridden to Leavenworth and with a company of cavalry was on the way to the scene of the terrible massacre. But the wagons and harness were all that was left of the splendid outfit. After burying the dead Mexican trainmen the troops attempted to follow the trail of the robbers with the hope of returning to the owner the treasure box and the mules that he might continue his journey to the States. But the herd had been divided and driven in different directions and after unavailing effort to locate the robbers the Captain with his little band struck westward.

"At the Little Arkansas an old trapper and plainsman by the name of H. B. Hobbs offering the most reasonable solution of the problem that perplexed the Captain his services were secured to trail the robbers.

"Hobbs reasoned that the outlaws would not dare to take the mules either to the States or to Mexico but to the only place they could find a safe market—that, in his opinion, was Oregon. Taking a north-east direction the trail of the robbers with the mules was struck on the Smoky Hill. Following this until nearly the head of the stream was reached the troops encountered nineteen of the men in charge of the herd of mules.

"In the hard fight that followed fourteen of the nineteen robbers were killed. The other five were taken to Fort Leavenworth, tried, and sentenced to the penitentiary at Alton, Ill., for life. The mules were turned over to the owner but the treasure box was missing. As two of the twenty-one outlaws comprising the gang were unaccounted for it was supposed that to them had been entrusted the keeping of the golden treasure. Diligent search was made in the vicinity of the robbery for the iron box but the result was a grievous disappointment both to the officer in command of the troops and the unfortunate proprietor of the train."



After relating a series of treasure hunt stories for the missing gold, Thomson closed the incident with this story (pp. 144-145):

"In the Summer of 1895, just six years ago, an old Englishman came into the Harveyville neighborhood. He had but little to say to any one, though he preached some and fished a great deal. He fished and preached for two or three months. His favorite place for fishing was near the mouth of Bachelor's branch, the poorest place to fish in the whole country. He fished and preached until some time in September, when without bidding any of his newly made friends good bye, he disappeared.

"In a few days it was noised about that some one had dug up a box over north of the Harveyville cemetery. Right where stood the old log house the robbers had built fifty years before was a hole about four feet deep and on the sides was the imprint of an iron box 18x12x8—undoubtedly the same box stolen by the train robbers on Log Chain creek in 1844. The iron rust was there, but the \$75,000 in Spanish gold had disappeared—with the old preacher. He had watched as well as prayed. He had been fishing for gold—and had found what he long had sought."

In response, your editor replied as follows:

"Thanks for your nice letter and the material from the *Early History of Wabaunsee County*. What Harry Myers requested and what I also wish to see is some "primary source" material about the death and burial of Mexican teamsters in 1844. A primary source is a document contemporaneous with and by someone who had first-hand knowledge of the incident, such as a report by a military officer involved in the burial or pursuit of the outlaws, court records of the trial of the outlaws convicted and sentenced to prison, or even a newspaper account in 1844 about the incident.

"Historians attempt to work from primary sources as much as possible because secondary sources often prove to be confused and sometimes unreliable. If no primary evidence is available, it may be assumed that a secondary source has relied on information that cannot be verified or has recorded popular (undocumented) history that may be based on some other incident (in this case, for example, the murder of Chávez in 1843) or even a combination of other incidents.

"A secondary source, such as *Early History of Wabaunsee County*, is written by someone who was not present

in 1844 and has no direct (primary) knowledge of the event. If a secondary source cites primary sources (tells where the first-hand information may be found), then it is possible to check those primary sources (that is why many secondary sources have footnotes indicating the primary sources from which the information came). The reliability of a secondary source is usually determined by how carefully it is grounded in research in primary documents that can be verified. Not everything that appears in print is historically true. People may believe that it is true, but belief is an act of faith rather than evidence.

"For a good example of how primary sources are effectively used in secondary writing, see Marc Simmons's *Murder on the Santa Fe Trail, 1843*. You might also look at Louise Barry's *Beginning of the West*, an outstanding collection of primary sources including considerable information about the Santa Fe Trail. She shows that 1844 was the year of the great floods and that many wagon trains were halted for weeks because of high water. An eastbound Trail caravan, including a Mexican trader's train (probably headed by James Wiley Magoffin), was halted at Pawnee Fork by flood waters until May 21, and at Walnut Creek from May 24 until mid-June (p. 512). The 1844 floods were so bad in the spring that hardly anything could move, and this information casts additional doubt on the activities described by Thomson. In July the eastbound caravans are reported as arrived in Missouri after long delays, and there are reports of \$90,000 and \$100,000 in specie, but no mention of any robbery on the Trail (p. 521).

"Since Thomson was not present in 1844, he had to rely on other sources. If he had no primary documents (and none are cited), the sources were probably local tradition (usually called folklore) and other people who also were not present in 1844. If no primary source can be produced the burden of proof is on the person who claims the event happened (in this case, Thomson) rather than someone who is suspicious of it because no primary evidence has been seen (in this case, Myers or myself). Without some primary documentation, Thomson's story is not credible.

"If the events described by Thomson occurred, there will be primary sources available. Anything as dramatic as the killing of 27 Mexican teamsters, the loss of 500 mules and \$75,000 in gold, the pursuit of outlaws by troops from Fort Leavenworth, the death of 14 of the outlaws in a fight

with the troops, the recovery of the mules, and the trial and conviction of five outlaws would leave a trail of primary documents. If no primary document can be found, the story is suspicious. If Thomson is the *only* source available for the events he describes in 1844, what he describes is cast under a very heavy shadow of doubt.

"The story about the preacher contains no hard evidence that a box was actually dug up, let alone that \$75,000 was in that box. Even in 1895 that was a rumor. It is a good story, but it is presented as folklore and not as history."

The search for documentation of the alleged massacre of 27 Mexican teamsters on the Trail in 1844 continues. WT remains ready to publish any verifiable primary source.

## COUNCIL TROVE

### —DOCUMENTS—

#### Trail News, 1859

The following item, "Latest from the Plains," was found in the *Westport Border Star*, November 12, 1859, by Rodney Staab of the Kansas State Historical Society staff.

Our apprehensions on account of the delayed mails, travel, and trade between here and New Mexico are at length allayed by the safe arrival of a mail train, bringing three overdue mails, three passengers, and a mass of correspondence. They arrived on the morning of the 9th, in charge of the indefatigable conductor Woodruff, of whose kindness, energy and courage the passengers speak in terms of warmest praise. The gentlemen who came in with the train were Dr. D. C. De Leon, (army surgeon from Albuquerque,) T. K. McCutchen, (of the house of J. & W. R. Bernard & Co., Westport,) and W. B. Tipton, Esq., from whom we have gained the following facts.

The mail, in charge of J. W. Woodruff, started from Santa Fe on the 2nd of November [October], accompanied by the above named passengers and a lady (Mrs. Kelly) and two children. They proceeded on as far as Cold Spring, when not meeting any outgoing mails and hearing of difficulties among the Indians, it was considered hazardous to continue, and they determined to return. The male passengers stopped at Fort Union, but the lady and children were taken back to Santa Fe.

On the 19th ult., the mail from Independence reached Fort Union, and on the 21st Conductor Woodruff and his passengers again set out for the States, accompanied by an escort of seventy-five men under command of Captain Morris, who guarded them on as far as the crossing of Arkansas river. At this place they expected the spe-

cial government escort, but were disappointed. But the conductor and passengers being all well armed, they concluded to risk that dangerous part of the way, from the Arkansas to the Pawnee Fork, and succeeded in getting through safely.

A military post is now established at Pawnee Fork, in command of Captain Stewart of the 1st cavalry, with one company only. Their duty will be to escort the mails from Cow creek to the Arkansas—a distance of over one hundred and fifty miles—and return. Of course this is but small dependence. The season is likely to be inclement; forage and food are scarce; their horses are already broken down; and, under the circumstances, if we get two mails per month during the winter we shall be thankful.

During the journey the mail party was not attacked or molested by the Indians, but there is no doubt that their safety was owing entirely to their being well armed and ever ready. The Indians are still hostile and make attacks whenever they can do so with safety to themselves. The last murder reported is that of Patrick Cahill, of Independence, who went out in the mail coach in which Major Fauntleroy was a passenger. It seems that Cahill, seeing some Indians at a distance, went to them to get them to come up to the coach and have a talk with the major; the Indians refused; a dispute arose; Cahill fired his pistol; the Indians let fly their arrows—and Cahill fell mortally wounded. Some days after this two Indians were seen prowling in the neighborhood of the military post, and were killed by the soldiers. Of course this will still more exasperate the savages.

From the memorandum book of Mr. McCutchen we take the following items: "Met Hickman's train at the breaks of Red river—Kitchen's train at Point of Rocks—Majors & Russell's train at White's creek—Maj. Fauntleroy and mail at Cottonwood Holes—Whitlock's train near same place—Mail and Parker's train at Middle Cimarrone Springs—Bent's train, with two pieces of artillery, at Big Bend—met Col. Porter and mail at Cow creek."

Dr. De Leon rested a day and night in our town, and then proceeded on to the East on a visit to his friends and relatives. He has been connected with the United States service, as army surgeon, for some twenty years, the last seven of which has been spent in New Mexico.

The mail brought many letters and some heavy remittances to our business men.

## HELP WANTED

I am a travel writer who these days is concentrating on the off-beat and generally little-known treasures to be found along the non-Interstates in the U.S. and Canada. My husband, John, and I find this a most rewarding way

to travel and are sharing our findings with our readers. This past spring we did research in Gulf coast Texas, bayou Louisiana in Cajun country, and southeast Arizona. We'd like to follow the Santa Fe Trail either late this fall or next spring and thus are doing our research now. If any of your readers would like to make suggestions as to places we'd find meet our requirements (not well known but should be), we'd be grateful.

Eunice J. Meeker,  
PO Drawer 1110  
East Hampton, NY 11937

I am looking for any information anyone may have on my great-great-grandparents, Marion and Richard Russell, and would be thrilled to receive any information SFTA members may have. I have done extensive research on the lives of these ancestors and hope to find much more. Thank you.

Kathy Rhodes  
507 W. 24th St.  
Odessa, TX 79761

## NEW SFTA MEMBERS

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

## INSTITUTIONAL MEMBERSHIPS

George W. Wilson, 409 E. Waldheim Rd.,  
Pittsburgh, PA 15215

## PATRON MEMBERSHIPS

Stan & Lynn Coleman, PO Box 246, Travelers Rest, SC 29690  
Pat Trumbull, 2252 Calle Cacique, Santa Fe, NM 87505

## FAMILY MEMBERSHIPS

John & Dora Atkins, PO Box 1382, Taos, NM 87571  
Tom & Cheryl Benson, PO Box 1321, Lee's Summit, MO 64063  
Robert Arrowood & Evelyn Bock, 4163 Concord Oaks Dr., St Louis, MO 63128  
Susan & Terrence Boyle, 1630 W. Stuart, Fort Collins, CO 80526  
Al & Toni Bunting, RR 1 Box 27, Burlingame, KS 66413  
Robert & Linda Connelly, 711 NE Thames Dr., Lee's Summit, MO 64063  
Tom & Carol Crist, 3820 Columbia Dr., Longmont, CO 80503  
Wilmer & Hazel Ekholm, RR 1 Box 75, Windom, KS 67491  
Alfred & Helen Ericson, 1406 College Dr.,

Emporia, KS 66801  
Jean & Harry Gibbs, 110 W. Cedar, Webster Groves, MO 63119  
Phillip & Nancy Harris, 11101 W. 99th St., Overland Park, KS 66214  
Joseph C. & Nana L. Hughs, 644 Via Curvada, Chula Vista, CA 91910  
M/M Frank Jones, 625 Warren Landing, Fort Collins, CO 80525  
Jane Mayer, 831 W. Kansas Ave., Trinidad, CO 81082  
Tom Mendenhall Family, 2601 Arizona, Hutchinson, KS 67502  
Bob & Elsa Moneymaker, 8908 Knox Lane, Overland Park, KS 66212  
Dick & Lethene Parks, 3214 Clark Lake Rd., Hunters, WA 99137  
Emil & Ruth Peterson, 13201 West 96th St., Lenexa, KS 66215  
David & Sharlene Poverlein, RR 2 Box 10, Pomona, KS 66076  
Brant & Kate Rader, RR 1, Carlton, KS 67429  
Everett & Lillian Richardson, 2912 W. Wackerly St., Midland, MI 48640  
Jerry & Irene Riegle, 2913 Santa Fe Rd., Independence, KS 64052  
Mike & Vanessa Sandoval, 239 Garcia, Trinidad, CO 81082  
Myron & Doris Schwartz, 723 Farrel, Mulvane, KS 67110  
David E. & Carolyn Setzer, 51 West End Ave., Florham Park, NJ 07932  
Carol Sola, 7557 Co. Rd. 69.1, Trinidad, CO 81082  
Irvin & Sharon Summers, 9636 Roe, Overland Park, KS 66207  
Roy R. & Dorothy R. Wahrenbrock, 2728 Cogan Dr., Independence, MO 64055  
Harland M. & Ramona Wood, 7105 Beckwith Rd., Morton Grove, IL 60053  
Ron & Eileen Wright, 3032 W. Hwy 50, Emporia, KS 66801

## INDIVIDUAL MEMBERSHIPS

Belinda Adams, PO Box 38, New Albany, KS 66759  
Debra Anderson, 420 Hockaday, Council Grove, KS 66846  
Nancy Baker, 2021 Colorado Ave., La Junta, CO 81050  
James M. Brechtel, PO Box 1064, Fort Collins, CO 80522  
T. Patrick Broderick, 32109 Caminito Quieto, Bonsall, CA 92003  
Debbie Buchman, RR 1 Box 16A, Council Grove, KS 66846  
Marlyn Y. Burton, 12206 S. 71 Hwy, Grandview, Mo 64030  
Robin Coover, 802 E. 3rd St., Kinsley, KS 67547  
Suzanne Corbett, 5850 Pebble Oak, St. Louis, MO 63128  
Aubrey Crews, 8407 W. 90 Terr., Overland Park, MO 66212  
Miguel B. Duran, 1111 Doris Ln., La Junta, CO 81050  
Johnen Eckardt, 14013 Castaway Dr., Rockville, MD 20853  
Alice M. Edwards, PO Box 1028, Urbana, IL 61801  
Seymour Edwards, 1220 S. 14th St., Prai-



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 Maurice Eskew, PO Box 244, Kinsley, KS 67547  
 Frederick E. Fuhrman, 4040 Amaranta Ave., Palo Alto, Ca 94306  
 Ona M. Gieschen, 3608 NE 72 Terr., Gladstone, MO 64119  
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 Robert L. Hammerback, 232 S. Humbolt # 5, San Mateo, CA 94401  
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 Niel M. Johnson, 15804 Kiger Circle, Independence, MO 64055  
 Sandra Kelly, PO Box 2485, Shawnee Mission, KS 66201  
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 Richard W. Kingman, 2108 Meadow Lane, Topeka, KS 66614  
 Bill Lovin, PO Box 15, Arrow Rock, MO 65320  
 Nancy Marteney, 916 S. St. John, Lyons, KS 67554  
 Linda Milender, 1003 Hall, Council Grove, KS 66846  
 Bill Munn, PO Box 70, Green Mt. Falls, CO 80819  
 Robert S. Musselwhite, 525 Pecos Ave., Raton, NM 87740  
 Jerry Patterson, 1015 Mica Dr., Carson City, NV 89705  
 Christina Pierson, 17060 Arispie Rd., Wheaton, KS 66551  
 Rod Podszus, 720 Grey Eagle Circle No., Colorado Springs, CO 80919  
 Jim Reed, RR 2 Box 57, Leland, MS 38756  
 Joyce Remke, 709 Garcia St., Santa Fe, NM 87501  
 Martha A. Roush, RR 1 Box 178 E, Lawrence, KS 66044  
 Ronald Rowe, PO Box 272, Strong City, KS 66869  
 Keith Seltzer, 210 Summit Way, Syosset, NY 11791  
 Dean W. Sheffield, 180 South 300 West # 224, Salt Lake City, UT 84107

Laura Sisson-Thompson, 4720 N. Hwy 31, Racine, WI 53405  
 Linda Snider, PO Box 2568, Taos, NM 76571  
 Glenda Sours, 629 N. Mahaffie, Olathe, KS 66061  
 Neal M. Tait, 5404 Willow, Raytown, MO 64133  
 Larry Tetrick, RR 3 Box 170, Elkin, NC 28621  
 John Torrence, RR 5 Box 127, Manhattan, KS 66502  
 Ralph C. Wiederholt, 1908 E. 19th Lot E67, Lawrence, KS 66044  
 Lois K. Wood, 3811 Clay St., Denver, CO 80211  
 John L. Woodworth, PO Box 125, Taos, NM 87571  
 W. R. Young III, Rt 19 Box 89WY, Santa Fe, NM 87505

## TRAIL CALENDAR

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

**Sept. 15, 1991:** Corazon de los Caminos Chapter meeting at Las Vegas, 2:00 p.m., (505) 454-0383.  
**Sept. 16, 1991:** Bent's Old Fort NHS, Diez y Seis de Septiembre celebration of independence of Mexico. (719) 384-2596.  
**Sept. 21, 1991:** Candlelight Tour, Fort Larned NHS, reservations required, (316) 285-6911.  
**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 Coordi-

nator Richard R. Forry, 205 S. 6th St., Arrow Rock, MO 65320.

**Sept. 28, 1991:** Santa Fe Trail Days Celebration at New Franklin, MO, held in conjunction with SFTA Symposium. Contact Joe Chitwood (816) 882-7000 or Dan Chipley 882-3442.  
**Oct. 5, 1991:** Cimarron County Historical Society 2nd Annual Tour of Trail in Oklahoma panhandle, reservations required. Contact Joan Walton at (405) 544-3245 or 544-2479.  
**Oct. 13, 1991:** Fort Larned Day, programs and exhibits celebrating the 25th anniversary of Fort Larned NHS, free admission.  
**Oct. 13, 1991:** Wet/Dry Routes Chapter meeting, 12:00 noon, pot-luck dinner at Fort Larned NHS. Contact Joanne VanCoevern at (913) 825-8349.  
**Oct. 20, 1991:** Deadline for November issue.  
**Oct. 21, 1991:** Cimarron Cutoff Chapter quarterly meeting, Elkhart, KS, 7:00 p.m.  
**Dec. 13-14, 1991:** An 1846 Christmas, Bent's Old Fort NHS. (719) 384-2596.  
**Dec. 14, 1991:** Christmas Open House, Fort Larned NHS. (316) 285-6911.

## FROM THE EDITOR

The request for early copy was not honored and your editor has failed once again to get an issue out on time. We like to think that a quality product takes time, but others may see it as a simple case of incompetence. Perhaps the new president will want to appoint a new editor.

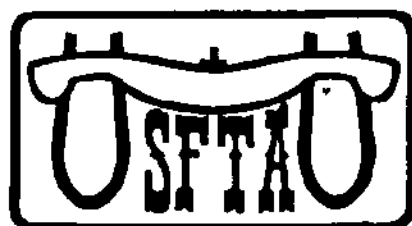
Everything looks great for the end of September in Missouri, and we hope to see you during the symposium.

Happy trails!

—Leo E. Olwa

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