

Wagon Tracks

Volume 5

Issue 3 *Wagon Tracks* Volume 5, Issue 3 (May 1991)

Article 1

1991

Wagon Tracks. Volume 5, Issue 3 (May, 1991)

Santa Fe Trail Association

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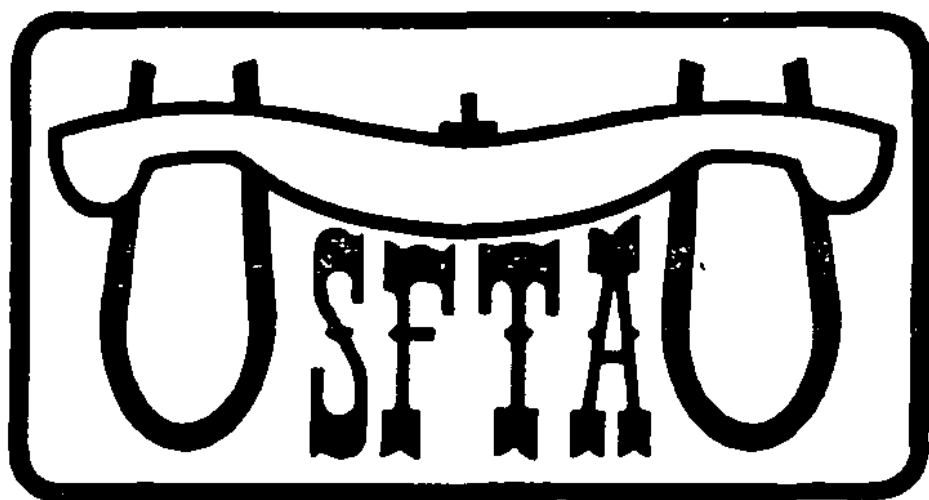


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Recommended Citation

Santa Fe Trail Association. "Wagon Tracks. Volume 5, Issue 3 (May, 1991)." *Wagon Tracks* 5, 3 (1991).
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WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 5

MAY 1991

NUMBER 3

CORONADO CONFERENCE GILT-EDGED QUEST

CORONADO was again the center of attention in the heart of Quivira, April 18-20, almost 450 years after his monumental exploratory venture. The symposium, "On the Trail of Coronado," was held in Lyons, Kansas, hosted by the Coronado Quivira Museum, sponsored by the newly-formed Coronado Trail Association, and funded primarily by the Kansas Committee for the Humanities. It was a remarkable success, with dozens of scholars in history, anthropology, and ethnohistory, joined by scores of aficionados, contributing to very spirited discussions.

Don Blakeslee, chairman of the department of anthropology at Wichita State University, and Betty Romero, director of the Coronado Quivira Museum, the prime movers in the founding of the Coronado Trail Association, arranged this excellent conference. Prior to the formal meetings, a fieldtrip to the Quiviran sites in the vicinity of Lyons drew a large crowd that visited the serpent intaglio, an excavated Quiviran house, petroglyphs, and the site where the Kansas State Historical Society plans to create the Museum of the Quiviran Indians. Prof. Blakeslee launched the conference with his keynote address.

The intent of the symposium was to seek the route of Coronado's 1540-1541 expedition through Mexico, Arizona, New Mexico, Texas, Oklahoma, and Kansas, and to determine what work still needs to be done. Although some points along the trail, such as the Zuni pueblos, Pecos pueblo, and the Quiviran villages in present Kansas are well documented, most of the route between these points is still open to debate. Some sections, such as that along the north side of the Arkansas River west of Great Bend, Kansas, are fairly certain. Others, such as the segment in the section between the winter camp on the Rio Grande and Pecos pueblo, require additional fieldwork. Many more, especially those in Arizona and Texas, need more thorough analysis of the documents and fieldwork to

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MARKING THE DRY ROUTE

by Carl Immenschuh

THE recently-organized Wet/Dry Routes Chapter in central Kansas has undertaken a project to erect markers on the two major routes of the Santa Fe Trail from near Larned to near Fort Dodge. Several limestone posts with bronze markers have been erected along the Dry Route, and this part of the project will be completed as funds are raised for the markers. The chapter will then mark the Wet Route.

It is important to remember that the Santa Fe Trail was not a single road between Missouri and New Mexico but a network of trails that shifted over time and because of how wet or how dry the season might be. The separation of the main Trail into what were known as the Wet and Dry routes occurred at several different places over time. The chapter is marking the Dry Route from near the Ash Creek crossing northeast of Larned to a point east of Fort Dodge, with markers located at each end and along the way at such points as the ruts in the Larned cemetery, the Pawnee Fork crossing, Boyd's Ranch by Pawnee Fork, Rock Hollow,

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1991 SYMPOSIUM

September 26-30

Arrow Rock-Boonslick Country

Thursday—Saline County

Friday—Arrow Rock

Sat & Sun—Cooper & Howard Counties

Monday—Lafayette & Jackson Counties

PLAN NOW TO BE THERE

HUTCHISON ON BOARD

DAVID Hutchison, Boise City, OK, has been selected to serve on the SFTA governing board as a director from Oklahoma, replacing Bill Pitts who was elected to the office of vice-president (replacing the resigning Tim Zwick). Hutchison, president of the Cimarron Cutoff Chapter, received one of the SFTA awards at the Santa Fe symposium for his work on the Trail. His appointment is effective until the selection of directors in September, when he will be eligible for election to the board.



Members of the Kinsley CQ Chapter of the P.E.O., who funded this marker, were represented at the site of the Big Coon Creek Crossing when the marker was erected. From left, SFTA Wet/Dry Routes Chapter President Joanne VanCoevern, Celesta Taylor, Rosemary Heinz, Susan Roenbaugh, Nancy Weidenheimer, Virginia Gleason, Arthur Sayler, David Clapsaddle, and Milden Yeager.

JOY POOLE AMONG WHO'S WHO OF AMERICAN WOMEN

JOY Poole, Farmington, NM, was recently selected to Who's Who of American Women, partly in recognition of her efforts in founding the Santa Fe Trail Association. Joy, affectionately known among SFTA members as the "Mother of the Santa Fe Trail Association," is a member of the board of directors. She organized the first symposium at Trinidad in 1986, during which the Association (first called the Santa Fe Trail Council) was founded. She has been active in the Association from the beginning.

Joy, who was administrator of the Baca/Bloom and Pioneer Museum in Trinidad when the SFTA was organized, has been the administrator/curator of the Farmington Museum since 1987. She has also served on the Santa Fe National Historic Trail Advisory Council since it was formed in 1988. She is a member of the Mountain Plains Museum Association and the American Association of Museums. For leisure, she enjoys windsurfing, bicycling, traveling, and playing keyboards in a jazz ensemble.

Congratulations to Joy for this outstanding honor!

PETER OLCH

SFTA member Peter D. Olch, Kensington, Maryland, died April 25, 1991. A physician who had conducted extensive research on frontier diseases and medical practices, Dr. Olch will be remembered by SFTA members for his outstanding presentation at the Hutchinson symposium in 1987, "Bleeding, Purging, and Puking in the Southwestern Fur Trade and Along the Santa Fe Trail, 1800-1850," and the article from that presentation that was published with the other papers from that conference (*Adventure on the Santa Fe Trail*, pp. 11-35, available from the Kansas State Historical Society).

Dr. Olch was an associate professor of medical history at the Uniformed Services University of the Health Sciences at Bethesda, Maryland. He and his wife, Mary, presented a number of programs to various organizations on the subject of frontier medical problems and practices. Dr. Olch was much fascinated with the American West and was a collector of western historical books as well as medical history volumes. He recently started a mail-order book business, The Owl and the Buffalo, specializing in rare publications in those fields. The base-

ment of his home, an area known as "Olch Gulch," was filled with historic items of the Old West. Although Peter Olch spent much of his adult life near Washington, DC, he never visited the eastern shore of Maryland, declaring that if he was going to travel it was going to be to the West. His heart, that finally failed him, was in the West, and he will be greatly missed by many friends and acquaintances throughout the land.

FERN BESSIRE

Fern Tuttle Bessire, Ulysses, Kansas, succumbed on May 2, 1991, to the cancer that ravaged her during recent months. She was the former director of the Grant County Museum in Ulysses and was the president of the Wagonbed Spring Chapter of SFTA. She grew up within sight of the Trail and Wagonbed Spring (Lower Cimarron Spring) and was devoted to the history of the Cimarron Route of the Trail. She led efforts to improve access to and the interpretation of the Wagonbed Spring site, a project still underway.

She worked to secure the listing of Wagonbed Spring on the National Register of Historic Places and was spearheading the effort to obtain certification of the site by the National Park Service as part of the SFNHT. Mrs. Bessire especially tried to interest young people in history, and she presented numerous programs to school children over the years. She provided one-minute spots for the Ulysses radio station about the history of the area. The Trail has lost a great supporter, and her passing is a tremendous loss to the chapter and SFTA as well as to her family and friends.

ADT FOLLOWS SFT

THE American Discovery Trail (a coast-to-coast hiking trail), as noted in the last issue of WT, is designed to follow a portion of the Santa Fe Trail. A recent report from the ADT scouting expedition summarizes the routing of the trail from Denver to the Mississippi River, with the following information relating to the SFT.

Near La Junta, CO, the route picks up the Santa Fe Trail, passing near Bent's Old Fort National Historic Site, Las Animas, and Lamar. The ADT enters Kansas near Coolidge, and parallels the Santa Fe Trail for the most part on unpaved country roads. From Coolidge the route goes to Syracuse, Kendall, Lakin, Garden City, Pierceville, Cimarron, Dodge City (home of Boot Hill Museum), Offerle, Kinsley, Garfield, Larned (home of Fort Larned

National Historic Site and the Santa Fe Trail Center), Pawnee Rock, and Great Bend (and the Cheyenne Bottoms Wildlife Area).

Just as the Santa Fe Trail did, the ADT leaves the Arkansas River near here, passing through or near Ellinwood, Lyons, Hillsboro, Marion Lake, Council Grove, Burlingame, and Overbrook. The route then passes through the more populous areas of Kansas, through Lawrence and the Johnson County/Kansas City area, including some off-road trail. In this area the ADT is on the route of both the Santa Fe and Oregon National Historic Trail.

The ADT enters Missouri at Kansas City, and heads to Independence, passing the National Frontier Trails Center and near other points of interest in this town. Independence was the jumping off point for many years for travelers headed for Santa Fe, Oregon, California, and other points west. Near Independence the ADT follows the Santa Fe Trail and parallels the historic route of Lewis and Clark. The hiking route passes through Levasy, Wellington, Lexington, Waverly, Marshall, Arrow Rock, and Boonville. Much of the route across Missouri is on the Missouri River State Trail (also known as the Katy Trail), part of the rails to trails program.

According to the scouting team, the ADT includes 785 miles in Colorado, 570 in Kansas, and 335 in Missouri. The team is presently working the section east of the Mississippi River. As this national hiking trail is completed

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Membership Categories

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

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

and comes into use, the Santa Fe Trail and communities along the ADT will benefit from the attention and increased number of visitors. People all along the route are invited to support the ADT, a project of *Backpacker* magazine and the American Hiking Society, sponsored by the Coleman Company and Chevrolet. For additional information, contact the ADT, 33 East Minor St., Emmaus, PA 18098 (215) 967-5171.

CORONADO CONFERENCE

(continued from page 1)

test the hypotheses offered by various scholars.

The National Park Service received some heated criticism, both for its draft report on the proposed Coronado National Historic Trail and for its neglect of the Coronado story at existing facilities. While the NPS report now being reviewed in Washington, DC, recommends that the route not be designated part of the National Historic Trail system, the consensus of the meeting was that the expedition was far too important to the history of America not to recognize it in some permanent fashion. As Father Charles Polzer stated in his address, "The Coronado expedition was a seminal event in the development of who we are as Americans, both north and south of the border."

All presentations at the conference were recorded on videotape. The need for careful research came up time after time. The scholars in attendance made it clear that a new, critical edition of all the pertinent documents is essential for the quest for Coronado's route. Several questions of translation and meaning cropped up during the discussions. In addition, fieldwork to check out the records will be required along the entire route. Some plans were made to continue the extensive investigations required.

The Herrington/Amarillo Area Foundation will be sponsoring some fieldwork in May 1991 in the panhandle of Texas. Waldo and Mildred Wedel, their son Waldo, Jr., Jack Hughes, and Margaret Harper showed videotapes of a preliminary reconnaissance they had conducted along the northwestern edge of the Llano Estacado that revealed a possible access route along Arroyo Puerto. Richard Flint reported on the careful fieldwork he and his wife Shirley have undertaken to locate the site of the bridge across the Pecos River that Coronado's column erected in the spring of 1541.

The Coronado Trail Association plans to sponsor long-term research

programs and ensure that various governmental and private agencies mark and interpret the route and commemorate the significance of the expedition. At the business meeting of the new association Don Blakeslee was elected president and Betty Romero was elected secretary-treasurer. Discussion centered on the mission for the organization. A newsletter is being planned.

Coordinators in each of the states touched by the expedition will help obtain new members. Margaret Harper will serve in Texas and Richard Flint in New Mexico. Charles Polzer and Jim Officer agreed to find someone in Arizona. A volunteer is needed for Oklahoma. To join the Coronado Trail Association, send dues (\$10.00 for individual, \$15.00 for family) to Betty Romero, Coronado Quivira Museum, 105 West Lyon, Lyons, KS 67554.

SANTA FE TRAIL CENTER CERTIFIED BY NPS

THE Santa Fe Trail Center near Larned, Kansas, owned and operated by the Fort Larned Historical Society, became the second site certified by the National Park Service as part of the official Santa Fe National Historic Trail in ceremonies at the Trail Center on April 17, 1991. Dr. O. R. Cram, president of the Society, and David Gaines, representing the NPS, signed the certification agreement. The Santa Fe Trail Center, under the direction of SFTA Sec-Treas Ruth Olson, is the only such institution, devoted to collecting and presenting the history of the entire Santa Fe Trail. The Trail Center serves as the official archives of the SFTA, and it hosts a biennial Trail Rendezvous in the years when SFTA does not have a symposium.

BOGGSVILLE UPDATE AND NPS CERTIFICATION

RESTORATION work on the basic structure of the Boggs House is nearing completion, and it is hoped that some of the finish work, including reconstruction of the floors and porches and replacing the trim work on the house, will be done soon.

Archaeological work is scheduled on the Prowers House, and restoration work will begin on that structure as soon as possible. Plans for summer work at the site include the installation of restrooms at the interpretive center.

On April 27 Boggsville officially became a certified site of the SFNHT, with the signing of an agreement by Pioneer Historical Society of Bent County President Galen Moss and John Con-

oboy of the National Park Service. This occurred on the day of the annual celebration of "Back to Boggsville Day," which featured guided tours at the site, Indian dances, and other entertainment.

Visitors are welcome at the historic community near Las Animas. For further information, contact the Boggsville Revitalization Committee, PO Box 68, Las Animas, CO 81054 (719) 384-8113. Their newsletter, *Boggsville Times*, edited by Phil Petersen, is an informative combination of Boggsville history and reports on developments at the site. It is sent to all members of the Friends of Boggsville (\$15.00 per year for individuals and \$25.00 for families).

FRANKLIN OR BUST ANNUAL MEETING

FRANKLIN or Bust, Inc., elected the following officers at its annual meeting in March: President H. Denny Davis, Vice-President John Shopland, Secretary Doris Markland, Treasurer Bill Rudloff, and board members Steven Rust, Opal Moser, and Herbert Neibruegge. The organization renewed its commitment to the erection of an enclosed, manned visitor center at the eastern terminus of the Santa Fe Trail in Old Franklin, MO.

Bill Rudloff reported on progress in having the Missouri Division of Parks clear and landscape at the Kingsbury Siding site, two blocks from the original courthouse square of Old Franklin, in time for an authentic Missouri frontier buffalo stew cookout, to be held as part of the SFTA symposium next fall. Carl (Woody) Fleck reported that the Missouri Highway Dept. has promised to raze an old alfalfa mill at the site prior to that event.

Two historical markers have been erected at the site and a third one, already there, has been cleaned and tuckpointed. The Missouri Dept. of Highways and Transportation, the Missouri Press Association, the Missouri Dept. of the Daughters of the War of 1812, and the South Howard County Historical Society were among groups making these things happen.

FOB President H. Denny Davis, in his annual report, praised the work of the SFTA and called on FOB members to join, declaring "The SFTA is the only national organization that gives two hoots about Franklin or the eastern terminus of the Trail." He also praised the SFNHT Advisory Council and the National Park Service for deleting offensive references in the final draft of the management plan for the Historic Trail.

REENACTORS NEEDED FOR SFT EDUCATIONAL VIDEO

FOF Productions, Washington, DC, is seeking reenactors to appear in an educational video on the Santa Fe Trail. The company is in production on the 55-minute program to be marketed by a major Chicago-based distributor of educational media (see WT, vol. 5, no. 1, for more details).

The producers want to interview and audition reenactors who specialize in characters of the Trail. The program will feature several dramatic monologues and dialogues by selected characters. The characters may be famous or obscure. Of special interest are Manuel Alvarez, Manuel Armijo, Giovanni Maria Augustini, Gertrudes Barcelo, William Becknell, Thomas Hart Benton, The Bents, Kit Carson, Manuel Antonio Chaves, Mariano José Chaves, Malcolm Conn, Matt Field, Josiah Gregg, John Hough, Seth Hays, Stephen Watts Kearny, Archbishop Lamy, Susan Shelby Magoffin, Alexander Majors, Meredith Marmaduke, Facundo Melgares, Zebulon Pike, Marian Russell, Dr. John Sappington, Jedediah Smith, Uncle Dick Wootton, and Native Americans (for example, Cheyennes such as Owl Woman or Black Kettle, etc.).

Please call or write Marilyn Larson or Rod Wolford, (202) 667-6048, FOF Productions, 1832 Kenyon St. NW, Washington, DC 20010.

BICYCLE TREK—1991

WILLARD Chilcott, head of the Santa Fe Trail Bicycle Committee, has announced the schedule for the second annual trek, September 21-October 12, 1991. The ride, officially sanctioned by SFTA, is divided into four segments: (1) Santa Fe to Trinidad, (2) Trinidad to Dodge City, (3) Dodge City to Council Grove, and (4) Council Grove to New Franklin. Participants may join for the entire distance, ride one or more of the segments, or join and leave the ride at any point. SFTA members will be assisting along the way, helping arrange accommodations and providing historical information.

Riders may choose from three plans with varying fees: (1) riders using Sag-Wagon support and camping facilities, (2) riders not using Sag-support but using camping facilities, and (3) riders not using either Sag-support or camping facilities. The deadline for signing on for this exciting venture is June 15, 1991. For trek details and an application form, contact Willard Chilcott, 885 Camino Del Este, Santa Fe, NM 87501.

BUFFALO SOLDIERS TO BE HONORED

SENATOR Nancy Kassebaum (R-KS) and 40 co-sponsors have introduced legislation to honor the all-black army regiments that served from 1866 until the army was integrated in 1952. The bill will designate July 28, 1992, as Buffalo Soldiers Day, commemorating the 126th anniversary of the creation of the all-black Ninth and Tenth regiments of U.S. Cavalry. On that day, a monument will be dedicated at Fort Leavenworth, where the Buffalo Soldiers were originally headquartered. Called Buffalo Soldiers by the Indians because their hair and skin color were thought to be like that of the buffalo, these troops saw service throughout the American West, including time at posts along the Santa Fe Trail.

The record of black troops on the American frontier, both cavalry and infantry regiments, was admirable. The officers of the all-black regiments were white. The black enlisted men had the lowest desertion rate of any units in the army, and they conducted themselves well in garrison and on campaigns. Despite discrimination within and outside the military, the African-American soldiers served their nation faithfully. The inspiration for the Buffalo Soldiers monument came from General Colin Powell, now chairman of the joint chiefs of staff, when he was stationed at Fort Leavenworth in the early 1980s.

SFT DAYS AT TRINIDAD, COLORADO

FOR the fourth straight year the Baca/Bloom complex will celebrate its ties to the historic Trail with its Santa Fe Trail Days event on Saturday, June 8, 1991. Held in conjunction with Trinidad's annual Santa Fe Trail Festival, this special day will feature tours of the Baca House (built by Trail merchant John Hough in 1870), programs and demonstrations by living-history interpreters, and self-guided tours of the Pioneer Museum, all free to the public.

Among guest interpreters will be representatives from Bent's Old Fort and Fort Union. Blacksmithing will be demonstrated by Russ Young of Santa Fe, and programs on the Santa Fe Trade will be presented by members of The Opposition, a fur-trade-era reenactment group. Demonstrations on Hispanic cooking and adobe construction are also planned. For more information contact the Mark Gardner, PO Box 472, Trinidad, CO 81082 (719) 846-7217.

SFT DAYS AT MARSHALL, MISSOURI

THE annual Santa Fe Trail Days celebration in Marshall, MO, is scheduled for August 1-4, 1991. The four-day festival includes activities for all ages and interests, including free entertainment, craft booths, a bicycle tour, antique car show, parade, chuckwagon dinner, and dance. For more information, call Tom Blackburn at (816) 886-8372.

FORT HARKER FESTIVAL

THE Fort Harker Days Festival at Kanopolis, Kansas, July 13-14, 1991, will focus on the military life at the historic frontier post, 1864-1871. Troops from Fort Harker, located on the Smoky Hill Trail near the intersection of that route with military road from Fort Riley to the Santa Fe Trail, sometimes served on the Santa Fe Trail. Several of the post buildings still stand in Kanopolis, including the guardhouse which is now a museum. Living-history individuals and groups are invited to participate in this celebration and everyone is invited to attend. For more information contact the Fort Harker Days Festival Committee, PO Box 242, Kanopolis, KS 67454 (913) 472-4856.

REMAINS OF CARSON DAUGHTER MAY BE MOVED

THE youngest daughter of Kit and Josepha Carson, Josephita Carson Squires, may soon find a final resting place with the Carson family at the Taos cemetery. The daughter was born April 13, 1868, and her mother and father both died within a few weeks. She died in 1892 and was apparently first interred in the cemetery at Wagon Mound. Later, in 1902, she was moved to the Masonic cemetery at Las Vegas, New Mexico.

The body will be exhumed when a disinterment permit is issued by the state, and the remains can then be buried in the second-generation plot near her parents in Taos. A relative must initiate the process, and SFTA member John M. Carson, Swink, Colorado, Kit Carson's great-grandson, has discussed this with other family members and plans to request the necessary permit. The circumstances about Josephita Carson Squires's death and first two interments remain something of a mystery, but John Carson hopes to locate the records to determine what happened. Hopefully he will share that information with *Wagon Tracks* when it is found.

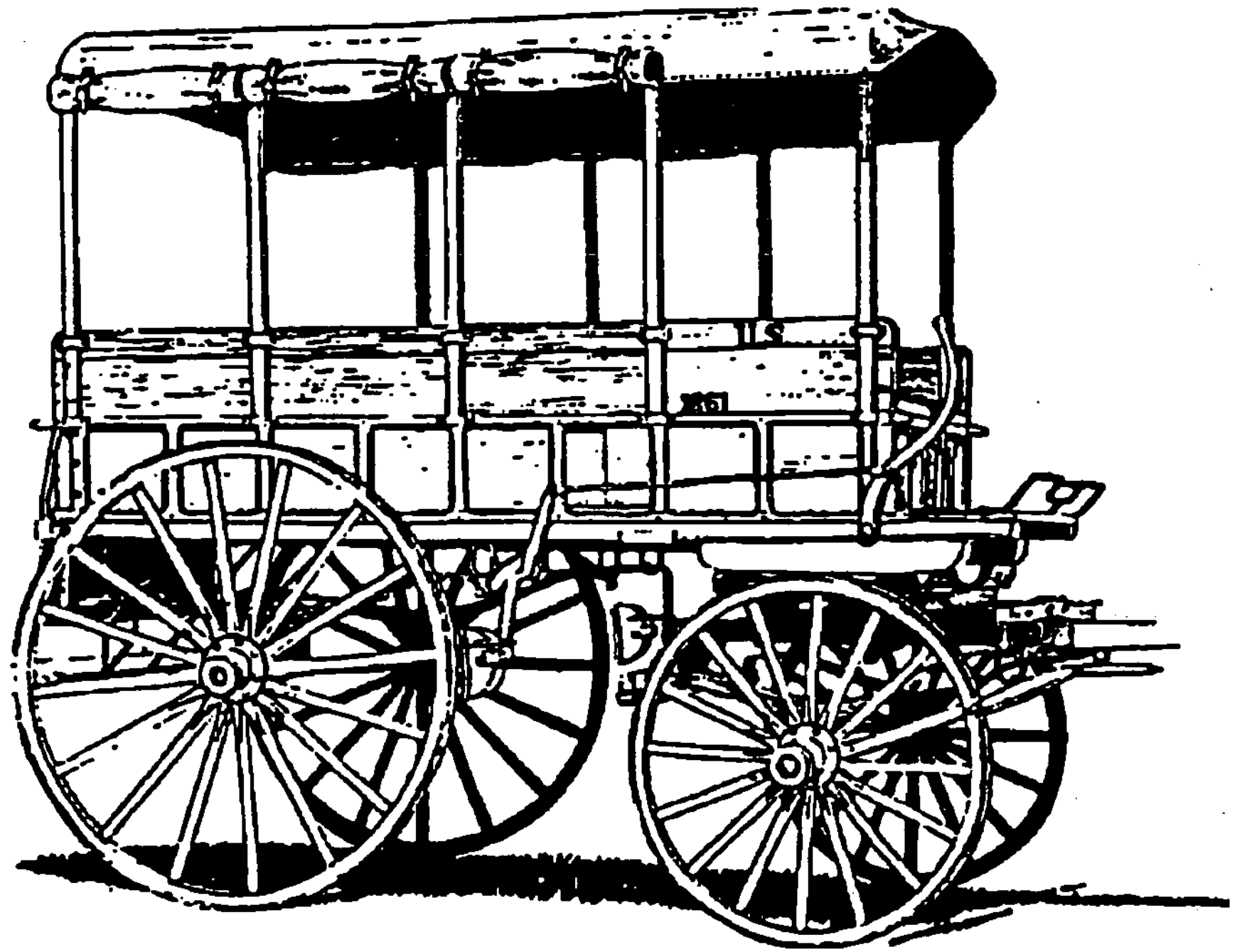
FORT LARNED GETS RUCKER AMBULANCE

A rare Rucker Ambulance has been obtained by the Fort Larned Old Guard for Fort Larned National Historic Site. The Old Guard is a support group headed by SFTA President Joseph Snell. The military vehicle, designed during the Civil War by Major General Daniel H. Rucker (who had served in New Mexico and along the Santa Fe Trail in the 1850s) while he was in charge of the quartermaster repair shops in Washington, DC, was obtained from Dr. J. Joe Marsh, Jr., Somerville, TN, who found it on a Tennessee farm in 1967. It is believed to be the best preserved example of the Rucker Ambulance and one of only three known in the nation.

The ambulance, appraised at \$18,000, was obtained by a grant of \$9,000 from the Jordaan Foundation of Larned, KS, and the donation of the remainder by Dr. Marsh. Transportation of the vehicle to Fort Larned was also donated. The Rucker Ambulance was designed to transport the wounded from the field to hospitals as comfortably as possible. It could accommodate four patients on stretchers. The vehicle was equipped with folding seats and could transport eight or ten people when used as a carriage.

In addition to carrying the sick and wounded, the ambulances were used to carry passengers and the mail. Army officers and their families often traveled in them at military posts and from one duty-station to another. When more than 3,000 surplus ambulances were sold by the quartermaster department after the Civil War, many officers purchased one for personal use. They were used along the Santa Fe Trail and at military posts in the region. The army adopted a new ambulance design in 1878 and the Rucker models were phased out. All remaining horse-drawn ambulances were sold by the army in the early 1930s.

When the army disposed of this particular Rucker Ambulance has not been determined. Dr. Marsh, a retired optometrist, operated a sawmill on his Tennessee farm and became an accomplished woodworker. He carefully restored the ambulance, 1983-1989. A few minor details remain to be done, and the ambulance needs to be painted to comply with an army order in 1867, requiring that the ambulances be painted solid yellow, "the same color as the hospital flag." This rare item is now on display at Fort Larned NHS as part of its interpretive program.



Rucker Style Ambulance

JOSIAH GREGG, SCIENTIST

by H. Denny Davis

[Davis is editor and publisher of the Fayette (Howard County), Missouri, newspaper, The Democrat-Leader, president of Franklin or Bust, and a member of SFTA. This information appeared in his newspaper on April 27, 1991. A list of scientific names accompanying the newspaper article has been omitted here.]

A scholarly journal has recognized the contributions of nineteenth-century Howard Countian Josiah Gregg to American botany. "Josiah Gregg, Pioneer Naturalist," is the title of an article in *Cactus and Succulent Journal* (July-Aug. 1990) by two botanists, Larry W. Mitich and Guy B. Kyser, of the University of California at Davis.

Gregg spent his boyhood in Howard County, first at Cooper's Fort during the War of 1812, then at his father's farm east of present Glasgow. Gregg's Creek, which forms the southern border of Glasgow, was named for his father, Harmon Gregg, the first settler on those waters. Josiah Gregg later became a Santa Fe Trail trader. He is best remembered for his book, *Commerce of the Prairies*, published in 1844. It has been translated into several languages and is still in print, considered the classic work on the early history of the Santa Fe Trail.

With the revival of interest in the Trail, scholarly interest has focused on Gregg's work in studying the native plants of the Southwest. The article

begins, "How did this self-taught naturalist of the early frontier become immortalized in the scientific names of more than 25 southwestern plants?" The authors explain how Gregg collected and sent cataloged bundles of botanical specimens to George Engelmann, a noted physician and botanist in St. Louis who later founded the Missouri Botanical Gardens. The identity of many of these plants was unknown, and Engelmann honored Gregg in naming some of the new species (for example, *Peniocereus greggii*).

In a footnote the authors acknowledge the first publication of a list of plants named for Gregg appeared in the *Democrat-Leader* of Nov. 28, 1987. Dr. Dan Elliott of Central Methodist College and Cal Royall of Fayette helped organize and explain that list, Mitich and Kyser reveal other plants were named for Gregg by botanists John Torrey and William Hemsley. They point out that Gregg also became a friend of German naturalist Frederick Adolph Wislizenus, who in his publications acknowledged Gregg's aid.

The article reveals that Gregg also sent back other specimens, such as bird skins. He continued to do so until he died on an exploring trip in California in 1850. The man who had done so much to help identify western American plants, many of them edible, died of starvation.

SEEKING A GRAVE AT THE ROCK CORRAL

by Mable Sutton

[Mable Sutton, Pueblo, Colorado, is a media specialist for Fremont School District in Florence, Colorado. She and her husband, Irving, are charter members of SFTA and call themselves "trail buffs who spend the summers traveling along the old trails."]

JOHN BURLEND—BURIED ALONG THE OLD SANTA FE TRAIL. As I was browsing through a family history given to me by my parents, the above statement caught my eye and excitement began to build in my veins.

John Burlend was a brother to my grandmother's grandmother, making him by great-great-great-uncle. John was born in England and came to Pike County, Illinois (my birthplace) with his parents in 1831 when he was nine years old. The venturesome character of John Burlend is still a matter of family tradition. He was known as a rascal and a tease.

John's mother, Rebecca, returned to England to visit another son who had stayed behind. While there, she wrote her story and published it as *A True Picture of Emigration*. It is still in print today: Rebecca and Edward Burlend, *A True Picture of Emigration* (Lincoln: University of Nebraska Press, 1987).

In this book (page 27) she wrote about an episode that happened to John on the ocean crossing: "While pacing upon the deck, I was almost struck dumb to see my son, a fine youth, but uncommonly daring, fast asleep on the bowsprit. The least accidental movement and he would have lost his equilibrium, and been precipitated into the water. My husband was just at hand and I pointed out the cause of my distress. He soon understood me, and, hastened softly towards the lad, and rescued him from that imminent peril into which his daring spirit had unwittingly led him."

In another episode, Rebecca told of the time her husband was laid up with an injury. The wheat was ripe and needed to be harvested or it would be lost. She took John, then nine years old, into the field. The two of them cut three acres of wheat in intolerably hot weather in a little more than a week. The cut wheat was still in the field, so she got two strong rods and placed a number of sheaves near one end. She had her little son, John, take hold of the lighter end. In this manner they gathered together the wheat of the entire three acres.

As charter members of the Oregon-California Trails Association and

SFTA, my husband, Irv, and I have been trail buffs for some time. I was intrigued to discover where John was buried along the Santa Fe Trail. He was a soldier during the Mexican War, 1846-1848, so I sent off for his army records. His records state that he served as a private in Company K of the First Regiment of Newby's Illinois Infantry and that "he was killed in affray on the march at Rock Corral NM Aug 15/48."

We made several inquiries as to the whereabouts of the Rock Corral and discovered that it was the last stopping place on the Trail before reaching Santa Fe, or the first one east if you were leaving Santa Fe. Our letter published in *Wagon Tracks* requesting information on Rock Corral turned up a positive response. David S. Masterman of Santa Fe responded that he had found the lost location of Rock Corral and had also located two possible gravesites in the area. This was exciting news indeed.

Spurred on by Paul Bentrup, I wrote W. Y. Chalfant, Hutchinson, Kansas, concerning movements of Newby's Illinois Volunteer Infantry. His reply confirmed the facts that Newby's regiment had marched down the Santa Fe Trail in 1847 to replace troops whose enlistments were about up. Newby's troops returned in August 1848, and Colonel Edward W. B. Newby and his staff left Santa Fe on August 10. Chalfant stated that "it was not uncommon for the companies to be strung out and not necessarily leave on the same day."

Our next move was to visit the Rock Corral area. We made arrangements with David Masterman to show us the way. He told us about his research on the Rock Corral and showed us the maps he had found and studied. We drove to the area, parked, and hiked over the Santa Fe Trail. We saw the two possible gravesites.

We then drove down a steep hillside into an arroyo to the site of Rock Corral. The land is privately owned and a house has been built right in the corral site. It is easy to see where the corral could be made from the natural rock cliff and an outcropping of rocks a short distance away. By building a couple of pole gates, the space would be used to corral animals. A short distance down the arroyo, Masterman identified the site of the stage station by spotting a large black locust tree which is not native to the area. We sat in the warm sunshine and absorbed the surroundings, visualizing the

movements along the Trail years ago.

There are still Burlends in Pike County, Illinois, and they were thrilled that we had located the area of John's death. Family stories about John Burlend tell that, while he was on his way home from the Mexican War, he was stabbed to death by another soldier when John threw sand in his soup.

So ended John's life, a prank carried too far. He rests today along the old Santa Fe Trail.

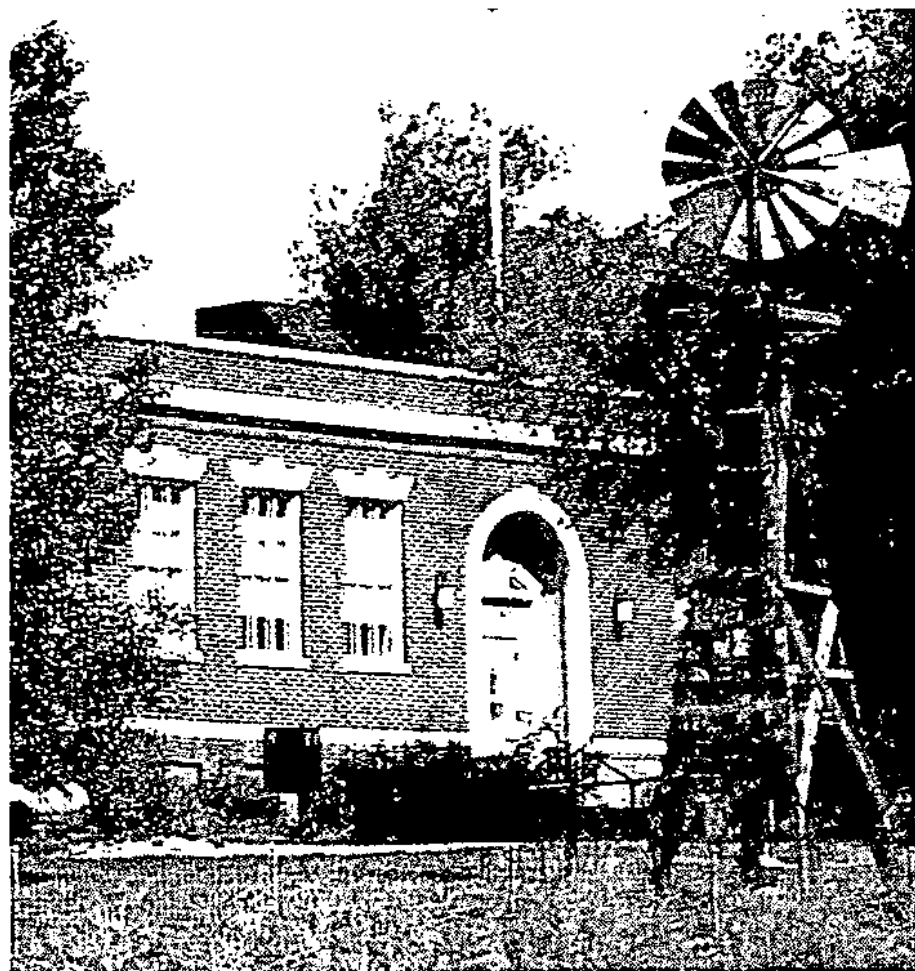
We wish to say "thank you" to David Masterman and W. Y. Chalfant for their contributions to this search. We extend a special "thanks" to Paul Bentrup who would not let us give up on the search for the Rock Corral nor on the writing of this story.

[Editor's Note: Mable Sutton's tribute to Paul Bentrup is indicative of that man's indefatigable determination to see something through once he gets involved in it. In view of the fact that SFTA Ambassador Bentrup is a collector of monikers (including "Dirty Shirt," "Bodacious," "Fastest Tongue in the West," and "Lamb Dyer"), it seems most proper that Bentrup's obstinate and tenacious persistence (doggedness may be the proper term) in never letting go and seeing a project completed should be officially recognized with the appropriate appellation of "Bulldog Bentrup." By the authority vested in me as editor of WT, I hereby declare that he be so dubbed, with all the rights, honors, and privileges appertaining thereto.]

GRAVE ROBBERS STEAL HOLLISTER SKULLS

OVANDO J. Hollister, a Colorado newspaperman, was a member of the First Colorado Regiment of Volunteers during the Civil War. This regiment helped defeat the Confederate troops at Glorieta Pass on the Santa Fe Trail in March 1862. Hollister wrote a history of that unit, (*Boldly They Rode*), which remains an important source on the Civil War in the Southwest.

Early in March 1991 grave robbers broke into a mausoleum at Riverside Cemetery in Denver and stole the skulls of Hollister and his wife, Carrie. He died in 1892 and she in 1917. The thefts may be linked to cult activities which have been a problem in the Denver area. Police arrested two men who were charged with the theft, but the missing skulls were not recovered.



BIG TIMBERS MUSEUM

by Dixie Munro

[This is eighteenth in a series on museums and historic sites along the Trail. Dixie Munro is president of the Prowers County Historical Society which operates the Big Timbers Museum in Lamar, Colorado.]

Big Timbers Museum takes its name from the famous section of the Santa Fe Trail on which it is located north of the Arkansas River at Lamar, Colorado. The land is part of Indian Claim 26. As a result of the negotiations after the Sand Creek tragedy, President Ulysses Grant, on July 2, 1869, signed the deed of 640 acres to Julia Guerrier, daughter of a Cheyenne. After her death it went to her husband, Ed G. Guerrier. In 1882 John W. Prowers, for whom the county is named, purchased the entire 640 acres, which became part of the Prowers ranch.

In 1929 the American Telephone and Telegraph Company purchased one and a half acres of the Prowers land on which was built the station to house repeater equipment of the Denver-Kansas City long-distance telephone lines. In 1966 AT&T built elaborate new underground facilities ten miles south of Lamar and generously presented the vacated substantial brick building to the Prowers County Historical Society to establish a museum. The society is the fifth owner of this historic property.

This area is the central section of the Big Timbers, a famous grove of huge old cottonwood trees, many six to eight feet in diameter. It was the largest grove of trees between Council Grove, Kansas, and the mountains, extending approximately forty miles along the Trail from just west of present Granada to Rule Creek, site of the present John Martin Reservoir.

Big Timbers was the campsite and meeting ground of the early Indian

tribes (Cheyenne, Arapaho, Kiowa, and others) with the trappers and traders. It was the home of buffalo, bear, elk, deer, antelope, turkeys, and other animals. Many pioneer diaries tell of the grass, wild grapes, chokecherries, and the carpets of beautiful wild flowers of the Big Timbers.

When Charles and William Bent were planning their adobe trading post, the Cheyenne Chief Yellow Wolf insisted that it should be located at the Big Timbers. According to David Laverder's *Bent's Fort*, Yellow Wolf spoke of it as the favorite camping spot of the Cheyenne, with "good shelter, good feed for ponies, and plenty of firewood. Buffalo were thick." The Bents did not take that advice. Yellow Wolf would never have guessed that in less than sixty years the white settlers who were to swarm over the Trail would have obliterated this ancient grove and its abundant wild life.

Within a few miles of the museum are the sites of two major forts. In 1849, when William Bent abandoned his adobe trading post (Bent's Old Fort) and partially destroyed it, he headed east to the Big Timbers. There, beneath a bluff, he built three cabins in a U-shaped pattern with a palisade across the open end and resumed his occupation—trading with the Indians. Later, in 1853, he built of stone Bent's New Fort on a bluff above the present Amity Dam at the extreme edge of what is now Prowers County.

In 1860 the government built a stone fort one mile west of Bent's New Fort on the lower plain, closer to the river. This was Fort Wise, later named Fort Lyon, and now known as Old Fort Lyon (the post was later moved upstream to a new site), a major military post on the Santa Fe Trail from which troops went out to defend travelers and traders. It was from this post that Colonel John M. Chivington led troops to the infamous tragedy at Sand Creek in November 1864. Because of flooding, in 1868 Fort Lyon was moved twenty miles upriver to its present location, the place where Kit Carson died in 1868.

Since both Bent's New Fort and Old Fort Lyon were constructed of stone, homesteaders in the next few years totally destroyed the walls to obtain the stone for their own construction projects. Houses, barns, corrals, and schoolhouses in the area were built of stone from the two forts. The fort sites are on private property. The owners are cooperative in granting permission for visitors to enter, but there is little to be seen but the outlines in the soil. At the museum are aerial photographs which more clearly show the outlines

and locations of these posts.

The Daughters of the American Revolution (DAR) have placed many markers in the territory. Less than a mile south of the museum, beside US Highway 50, is one of their Santa Fe Trail markers. In the town of Lamar, at the newly renovated Santa Fe Railroad depot, is the Madonna of the Trail statue, one of a series depicting a pioneer mother with two children on the trail. It is the Colorado statue of a series placed by the DAR in twelve states through which overland trails were followed by pioneers.

The site of this statue was selected in 1927 by a committee headed by Harry Truman, then a judge in Missouri and chairman of the Old Trails Committee. When the statue in Lamar was dedicated in 1928, a survey was made to choose a pioneer woman who had been one of the area's first homesteaders. Mrs. Mary Sullivan Cain was designated to be so honored at the dedication ceremony. In the museum is Mrs. Cain's wedding dress, displayed with other mementos of the Cain family.

A major display at the museum is the Indian artifacts. Many arrowhead exhibits are from the collection of Paul Steward, whose grandparents on both sides of his family were homesteaders in the area before the town of Lamar was established. His collection features several major finds, including Folsom, Clovis, and Yuma points, which are labeled as to age and location of the find. One of the most recent acquisitions is an Indian headdress worn, not by a Cheyenne warrior, but by the Indians performing in Buffalo Bill Cody's Wild West Show. Local citizens have been helpful in finding the right kind of popcorn and Job's-tears seedpods to repair the decorations on this quite showy piece.

The museum possesses an extensive collection of historic photographs of the region and has an art gallery that features the work of local artists. Among the displays are exhibits of firearms, cowboy gear, women's fashions, period rooms, children's toys, and the story of the Fleagle robbery including the escape car. Some of the items in the museum are harnesses, an ox yoke, and a wagon odometer.

The Big Timbers Museum, located at 7515 US Highway 50 at Lamar, is open from 1:30 to 4:30 every day of the year except Christmas, New Years Day, Thanksgiving, and Good Friday. The museum is located where visitors can look over a portion of the historic Big Timbers. Admission is free. For more information about the museum and directions to Santa Fe Trail sites in the area, call (719) 336-2472.

TABO CREEK

by Virginia Lee Fisher

[Fisher, Arrow Rock, MO, is a member of the SFTA board of directors and a frequent contributor to WT. She especially invites those attending the symposium in September to take time to look at Tabo Creek.]

TRAVELERS following the Santa Fe Trail in Missouri east of Lexington will be on the Dover Road. Settlers entered land claims in this area before Missouri became a state in 1821, and by the 1830s families had established homes and farms along the Trail. The affluence and southern traditions of these settlers are still evident in the stately ante bellum homes which remain. Hicklin Hearthstone, built in 1837 and located two miles east of Lexington, is a National Historic Landmark. The rich loess soil of this rolling country supported grain crops and livestock. Hemp was a major export until after the Civil War, and hemp can still be seen growing along the road-sides.

Tabo Creek, eight miles east of Lexington, is a major Trail landmark on the Dover Road. Today's travelers speed along high above the creek and can scarcely note its presence or know its role in history. On the Santa Fe Trail, Tabo was the first major stream crossing west of the Missouri River where Arrow Rock ferries provided a crossing from north of Franklin. This stretch of the Trail followed the path known as the Osage Trace.

The Osage Trace avoided a creek crossing before reaching Tabo Creek by following a narrow pass on the ridge between the Salt Fort River on the south and the Missouri River on the north. The "Grand Pass," thirty miles east of Lexington, has been used for centuries, and it can be identified by the line of cottonwoods, sycamores, and willows to the south as one drives on the shelf above the railroad track and bottom land of the Missouri River. Tabo Creek, however, had to be crossed by the Osage Trace and the Santa Fe Trail.

Tabo Creek was known by the Indians and early French explorers. The name Tabo is attributed to the French, a corruption of *Terre Beau* (beautiful land). On the hill north of Tabo Crossing the settlement of Mt Vernon was later established, overlooking the Missouri River. Long before French voyagers traveled up the Missouri River, Indians camped on this hill. There are two Indian mounds in the area. Mt Vernon was located on a New Madrid grant to Alexis Picard. The town was



Tabo Creek, about 1930.

the first county seat of Lillard (later Lafayette) County which extended from Saline County to the western boundary of Missouri. In 1823 the county seat was moved to Lexington. Washington Irving visited Lafayette County, feasted on wild turkey breast fried in butter, and remarked, "Lafayette County is the garden spot of Missouri, and Tabo grove is its strawberry bed."

To see Tabo Creek today, turn north off US Highway 24 about one-fourth mile east of the bridge over the creek and go west on the service road to the creek bank. The creek appears too small to impede travel, but in the deep loess soil of this area wagons mired down to the axles. It was too shallow to swim and too deep to wade.

Adam Lightner, in 1821, paid two dollars for a ferry license, the first of several to do business at Tabo Creek. It is likely that William Becknell crossed on Lightner's ferry on his trips to Santa Fe. Even after the first bridges were built and washed out, ferries served the crossing. In the gold rush days of the late 1840s, Tom Slusher ran the ferry as his daughter Mollie sat on the top of the hill and watched the covered wagons, and sometimes Indians, heading west. By 1850 a more permanent bridge was built, but it was burned by Union troops during the Civil War. In 1867 Lewis Wernwag constructed a covered bridge, set on high abutments above the creek. Wood siding was later replaced by metal sheeting, and the bridge stood firm until November 21, 1927, when raging waters and ice floes rose and lifted the bridge from its foundation.

During the depression days of the

1930s road construction employed most of the farmers and mules, plus the slips and fresnos of the area. This road building began highway "modernization" as hills were leveled, valleys filled, and old corners cut across. The vertical plane of the Santa Fe Trail changed more drastically than the horizontal as the modern highway stayed close to the early-day Trail. A glance at the road cuts and fills of the present highway give an indication of the vertical changes along this route.

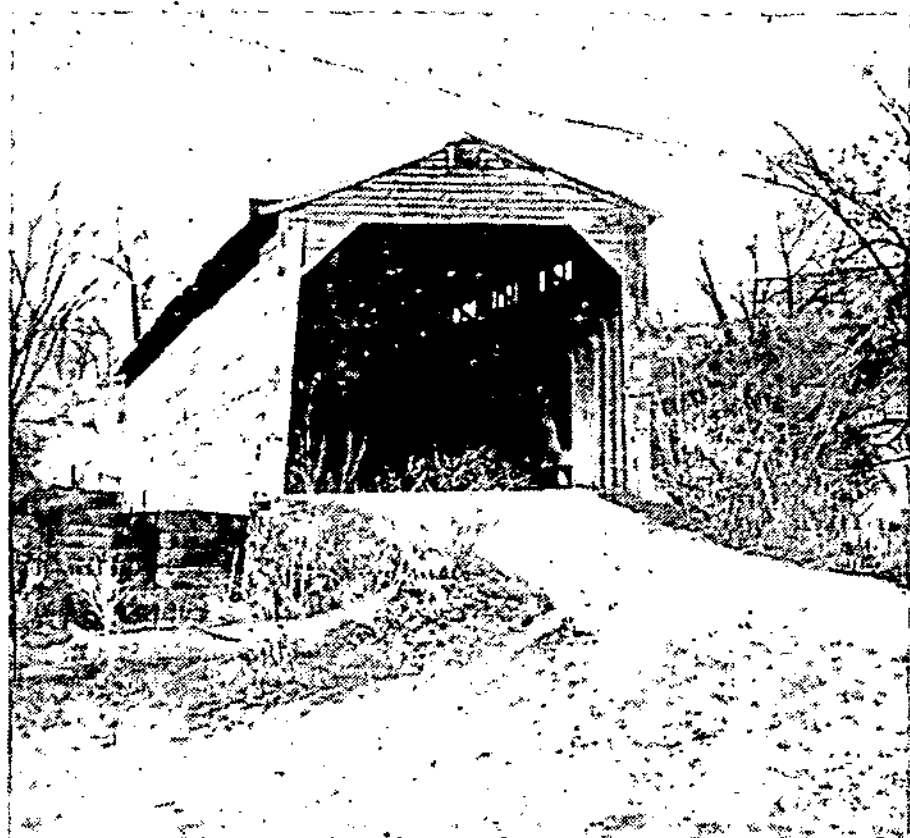
In Trail days Tabo Creek was probably a campsite. A stretch of level land runs along the east bank. Livestock could water at the creek. A hundred years later Tabo retained its status as a "watering hole." During the 1930s and 1940s Tabo Creek was well known as a place to pause and enjoy the companionship of friends, swim in the creek, row a boat, and hold family and community picnics.

Lige Neer, who lived above the creek at the site of old Mt Vernon, had dreams of Tabo as a recreational area. He established a campground and built a few primitive cabins. Tabo was a muddy creek. To swim, one waded through slimy mud to reach murky water deep enough for swimming. Neer moored three or four flat-bottomed wooden row boats at the creek bank. Overhead tire swings were hung at the end of metal cables. The timid could swing, the daring could hurl themselves into the creek, and the unsuspecting would be dumped when a cable gave way.

Near the shadow of the bridge Neer built a service station and a jukebox dance hall. His promotion of dancing was not appreciated by all the community elders. His first dance floor was built outdoors and warped when it rained. He built an addition behind his service station and constructed an indoor dance floor. His nickel machine had flashing lights and the latest Sinatra, Crosby, and Dorsey records. The local youngsters stumbled and then became graceful dancers to "String of Pearls," "Dipsy Doodle," "Chattanooga Choo-Choo," and "Mood Indigo."

Lige Neer and his wife Julia were lenient with local youngsters but subtly required decent behavior. During World War II they bridged the frenzy of wartime and the serene decency of rural Missouri life. Before counselors were invented, the Neers gave sympathetic advice to the neighborhood young folks.

Tabo saw violence. A man named Ed



Tabo Creek Bridge, 1920s.

lived at the bridge and ran the filling station. He was murdered, bludgeoned to death by thieves who took the small change from the day's business. By 1960 Liege Neer had died and the station was closed. Tabo Creek flowed gently by. No gas was pumped, no beer sold, no jukebox music blared across the water. The old Trail was again changed as more hills were leveled and more valley filled. The new bridge, still higher above the creek, rested on the site of the old covered bridge after destruction of the original stone abutments.

Tabo Creek has been a social and historical crossroads for more than 300 years. The present highway, a ribbon of concrete over the old Santa Fe Trail, affords high-speed passage. Going more slowly with a little imagination, in the mind's eye one can visualize Tom Slusher's ferry of the 1840s and the lines of wagons stretching back to Dover, the covered bridge of the late 1800s and early 1900s where wagons and carriages clattered across and children's ponies were interminably balky, the muddy and dusty years of constructing the first of several high-water bridges, the social institution of Tabo Creek during the 1930s and 1940s, and the present new highway along which the old historic homes still stand.

KIMBALL OFFERS SFT STUDY TOUR

STANLEY B. Kimball, SFTA member and professor of history at Southern Illinois University, Edwardsville, will direct a study tour of the Santa Fe Trail from St. Louis to Santa Fe, August 12-21, 1991. This is the seventh annual "Great Western Trails" travel/study program offered by the university. Participants may earn four hours of credit. Kimball is an experience travel leader who has conducted summer study tours for many years.

The deadline to register for this trip is July 22, 1991, but interested parties are encouraged to apply early because the tour may fill to capacity before the deadline. For more information and to enroll in "Great Western Trails 1991: The Santa Fe Trail," contact the Office of Continuing Education, SIUE, Box 1084, Edwardsville, IL 62026-1084 (618) 692-3210.



HOOOF PRINTS —TRAIL TIDBITS—

The Friends of Arrow Rock, under the efficient direction of Kathy Borgman, publish an informative and interesting newsletter. They welcome annual memberships (\$5.00 for individual; \$10.00 for family). Send dues to Friends of Arrow Rock, PO Box 124, Arrow Rock, MO 65320.

SFTA Ambassador Ralph Hathaway and his famous Trail ruts in central Kansas have received much-deserved attention recently, being featured in a fine photograph in the *National Geographic* article on the Santa Fe Trail in March and in an article with photographs the same month about "Ralph's Ruts" in *Kansas Magazine*. A photographer from the Smithsonian was there recently, and it is possible this site will receive further national exposure. Visitation at these excellent Trail remnants has already increased.

Fort Union National Monument attendance during the first quarter of 1991 was 20 percent above the same period in 1990. Many visitors stop especially to view the excellent Trail ruts there.

Irv Summers, Inc., PO Box 6987, Shawnee Mission, KS 66206, is offering several Santa Fe Trail tours to groups of 20 or more people during 1991. Cost of an eight-day bus trip is \$1,135 double occupancy or \$1,317 single occupancy.

SFTA member Joe Nardone, the authority on the history of the famous Pony Express, will leave St. Joseph, Missouri, on June 8, 1991, on horseback to follow the Pony Express Trail to California. The main purpose of his ride is to collect 10,000 signatures to petition Congress to make the Pony Express and California Trail part of the

National Historic Trails System. Nardone's history and maps of the Pony Express Trail will be published next year. For more information, write Western Trails Enterprises, PO Box 3266, Carson City, NV 89702.

The New Mexico village of Tecolote on the Santa Fe Trail was featured in the travel section of a recent issue of *Wild West*, including a summary history of the community. Richard and Marian Russell once operated a store at Tecolote. Visitors may still see where the Trail crossed Tecolote Creek.

An eight-page travel article by George Hendrix, "Traveling Through Kansas on the Santa Fe Trail," appears in the June 1991 issue of *Midwest Living*. Among the featured sites are Council Grove, Fort Larned, Santa Fe Trail Center, and Dodge City.

Alan Hitz is the new archivist and education director at the Santa Fe Trail Center, Larned. Hitz is a recent graduate of Emporia State University. He replaced Jon Zwink who left the Trail Center to attend graduate school.

The home of SFTA board member Bill Chalfant and his wife, Martha, was hit by a tornado on March 26. The Chalfants, residents of the Willowbrook community at Hutchinson, KS, were not at home at the time and their loss was not as severe as some of their neighbors. It was an experience they would just as soon have done without. The rumor that Chalfant's library and the research for his book on the Santa Fe Trail during the Mexican War were destroyed is not true.

The 1991 annual convention of the Oregon-California Trails Association (OCTA) will be in Sacramento, CA, August 14-18. For more information about this gathering and to join OCTA, contact the association at PO Box 1019, Independence, MO 64051-0519.

The National Frontier Trails Center in Independence opened an exhibition, "Pioneering on the Prairie with Laura Ingalls Wilder," on April 14. It will be there until September 3.

The Independence Pioneers Chapter DAR recently sponsored its eighth annual essay contest on "Life on the Trails" for fourth graders at the thirteen elementary schools in the district. This year there were 103 entries. Jane Mallinson is chairman of the project

and reports "the teachers welcome this contest as it gives a focal point to the course of study of Missouri history that they get in the 4th grade."

The Friends of the National Frontier Trails Center recently elected the following new officers: Paul Weston, president; Roy Keeland, vice-president; Peggy Matthews, treasurer; Joanne Eakin, historian; James E. Budde, acquisitions and collections; Millie Nesbitt, center development; Jerry Motsinger, programs and activities; and C. H. Ohrvall, membership chairman. President Weston hopes to involve more school-age children by sponsoring programs to help young people learn about the significance of the trails in America's history.

Mary B. Gamble gave a program "Coronado and His Journey to Kansas in 1541" at the annual meeting of the Colorado Society Daughters of Colonial Wars in Denver, March 24. She exhibited a photograph by Leo Gamble of "Coronado's Cross" erected by the Ford County (KS) Historical Society in 1975 near Fort Dodge, near where it is believed Coronado's expedition crossed the Arkansas River.

The Catholic Diocese of Dodge City will celebrate the 450th anniversary of the first mass in what is now Kansas at the Coronado Cross and Historical Park six miles east of Dodge City at 4:00 p.m. on June 29. On that date in 1541 Father Juan de Padilla, the priest who accompanied Coronado, offered mass on the feast day of Sts. Peter and Paul.

The large cross west of Lyons, KS, commemorating Father Padilla's missionary work and martyrdom, was rededicated on April 21. Father Padilla returned to Kansas as a missionary in 1542 and was killed, presumably by the Quivirans in central Kansas. Padilla was among the first Europeans to travel a portion of what became, almost 300 years later, the Santa Fe Trail.

The photograph of the dinner bell included with the *National Geographic* article on the Santa Fe Trail, March issue, is of the bell on the Rice-Tremonti Home in Raytown, MO. The Friends of the Rice-Tremonti Home recently elected 1991 officers: Leigh Elmore, president; Jeff Phipps, vice-president; Mildred Raymond, secretary; Laura Wilch, treasurer; and Sylvia Mooney, corresponding secretary. Efforts continue to raise funds to

purchase this site on the Santa Fe Trail.

The Conservation Fund is conducting a feasibility study for development of a recreational and historical greenway corridor connecting Santa Fe with Pecos National Historical Park. The Fund is calling the model project the "New Santa Fe Trail." The SFHNT Advisory Council has endorsed this project and the U.S. Forest Service and private individuals are also supporting the study.

Santa Fe Trail picture postcards, showing the big stone Trail marker in New Franklin, MO, with a description of William Becknell's first successful trading expedition in 1821, are now on sale at the tourist information center in New Franklin. Proceeds go to Franklin or Bust to help bring an enclosed, manned interpretive center to the eastern terminus of the Trail at Kingsbury Siding.

Senator Robert Dole (R-KS) secured an appropriation to plan a new visitors' center at Fort Larned National Historic Site. On a recent visit to the fort, Dole pledged that the new visitors' center and museum will be funded and that the historic Trail post, one of the best preserved frontier forts in the nation, will be restored as nearly as possible to its 1868 appearance. Interpretation at the site includes the history of the Trail.

Congressman Dan Glickman (D-KS) announced in April that he will introduce legislation to establish the Flint Hills Prairie National Monument near Strong City, KS, on a historic ranch a few miles south of the Santa Fe Trail. He plans to address areas of local concern, including prohibition of eminent domain, payment in lieu of taxes, and protection of adjoining landowners' rights.

Senator Nancy Kassebaum (R-KS) introduced legislation May 7 designed to guide the preservation of eight historic frontier forts in Kansas, including those associated with the Santa Fe Trail. The bill directs the secretary of the Interior to determine how best to preserve the forts and to communicate their common role in the overall story of the Old West.

The annual Trinidad Historical Society picnic is set for Saturday, July 27, 1991, on the Bloom House grounds. The event is open to the public, with a

fee charged for the noon meal. For more information or to make reservations contact the Trinidad Historical Society, PO Box 176, Trinidad, CO 81082 (719) 846-9139.

The Raton Centennial Celebration of 100 years of incorporated town government will be held July 27-28, 1991. Events include a parade, free noon barbecue, summer run, bike tour, exhibits, games, and band concert. For information about the celebration or directions to local Santa Fe Trail sites, please contact the Raton Chamber & Economic Development Council, PO Box 1211, Raton, NM 87740, phone (505) 445-3689 or 1-800-638-6161.

SFTA member Wayne Smith, Raymond, KS, was featured in the February 1991 issue of *Kansas Farm Bureau News*. In addition to his farming interests and work with Farm Bureau, Smith emphasized his historical interests, mentioning the Trail and SFTA. A photograph of the DAR Trail marker near his farm was included. Smith was president of the Rice County Historical Society when the large addition was built onto the Coronado Quivira Museum in Lyons, KS.

In April Wayne Muri, chief engineer of the Missouri Highway Dept., and Doug Crews, executive director of the Missouri Press Association, visited the historical markers at Old Franklin, MO. Muri promised that his department would assist with refurbishing the highway marker relating the history of Franklin, which was damaged while being moved from Highway 40 to Kingsbury Siding. Crews said his association wants to bury a time capsule in front of the *Missouri Intelligencer* and *Boon's Lick Advertiser* newspaper marker in connection with the 125th anniversary of the association later this year. The *Intelligencer* was established in 1819 and is an important source on the early history of the Trail.

The Cimarron (New Mexico) Historical Society held its first annual field day at the Cimarron-Ponil crossing of the Santa Fe Trail (8.7 miles east of Cimarron on Highway 58) on May 11, 1991. This site, at Doggett's Corral, is where Colonel Stephen W. Kearny and part of the Army of the West camped on August 10, 1846.

Ken Burns, who made the outstanding series on the Civil War for public television, is now working on a similar documentary to be called "The Old West," scheduled for release in 1993.

He is researching old photos, paintings, diaries, and letters to show the West as it really was.

SFTA Ambassador Paul "Bulldog" Bentrup is afflicted with the very painful rheumatoid arthritis, but it has not affected his enduring sense of humor. He admits that it hinders his ability to communicate since he cannot wave his arms while talking. When Bonita Oliva, a beekeeper, informed Bentrup that bee stings are believed to help prevent arthritis and offered some of her bees at no charge (even though stinging is fatal to the bees), Bentrup promptly responded, "I want no part of any sting operation." His character is apparently every bit as sterling as that of Ambassador "Honest Les" Vilda.

"Honest Les" Vilda appears briefly (very briefly) in the award-winning movie, *Dances With Wolves*. Vilda has become a celebrity in Nebraska, making personal appearances at movie houses and signing autographs. He reports that the video of the movie, when it is released, will include the full four-hour feature from which one hour was deleted for showing in theaters. He also mentions there is talk of a sequel.

The April 1991 issue of *Folio*, published by Greg Franzwa's Patrice Press, has a recent photograph of Camp Nichols showing the site of Marian Russell's "home" where she and her husband lived during the short life of that Trail post in 1865. The Camp Nichols site is on private land and is only open to visitors periodically and by special arrangements. For information about when it may be seen, contact the Boise City Chamber of Commerce, Boise City, OK 73933.

Boise City, Oklahoma, located near the historic Trail, was featured on the NBC-TV *Today Show*, May 7, 1991, because it has the distinction of being the only American city bombed by a U.S. B-17 airplane during World War II. On July 5, 1943, one plane on a night-bombing training run went off course and the crew, thinking the lights around the courthouse square in Boise City identified their target, bombed the downtown area. One bomb hit a garage, but damage was minor and no one was hurt. The navigator was reportedly court-martialed, but the rest of the crew eventually went on to bomb Berlin. Boise City has invited the members of the crew to return to the scene of their mistake (so far none has accepted), and a bomb will be placed as a monument on the

courthouse square. Stephanie Becker, the NBC field producer for this feature, declared of Boise City, "this is the nicest town I've ever done a story in."

Marc Simmons recently received a copy of a letter via the Idaho Dept. of Commerce from an official with German Public Television. The letter, addressed to "Idaho USA," stated that a documentary film on wagon trains was being planned and wanted information about "the Flint Hill Overland Wagon Train which . . . runs diagonally to the Santa Fe Trail." Somehow, someone in Idaho knew enough to forward this to Simmons, who suggested that German Public Television contact Don Cress at Council Grove. Perhaps Cress can provide a follow-up story.

The final resting place of the remains of the 31 Texas Confederate soldiers found in unmarked graves at Glorieta Battlefield four years ago is still being debated. New Mexico has refused the request of Texas to rebury them at the state Confederate cemetery in Austin, and present plans are to reinter them at the Glorieta Battlefield when it comes under National Park Service jurisdiction. The remains of a 6'4" soldier were identified and taken by descendants for burial in a family plot. The remainder, one of which has been identified, are still stored by the Museum of New Mexico.

Marian Meyer's biography, *Mary Donoho: New First Lady of the Santa Fe Trail*, is scheduled to be released by Ancient City Press of Santa Fe this summer.



From left, Arthur Sayler, Milden Yeager, and David Clapsaddle with the Big Coon Creek Crossing Marker.

MARKING THE DRY ROUTE

(continued from page 1)

and Big Coon Creek Crossing.

Arthur Sayler of rural Albert, KS, is providing the stone posts, each measuring ten inches by sixteen inches by six feet long and weighing about 500 pounds. Funds for the bronze markers have come from a variety of sources, with small donations the norm. The marker at Big Coon Creek Crossing, however, was funded entirely by the 55 members of the CQ Chapter of the P.E.O. at Kinsley, KS.

Wet/Dry Routes Chapter President Joanne VanCoevern, whose brothers farm an area where the Trail crosses, is pleased with the progress being made on the project and thanks everyone who has contributed funds for the markers. Dr. Clapsaddle, who is overseeing the marking project, said that "in addition to those who have contributed money, we owe a deep debt of gratitude to those landowners who have allowed us to place these markers."

The chapter conducted a tour of the Dry Route on April 13 and plans a tour of the Wet Route on June 1. There are a number of examples of fine Trail ruts along these historic routes. For more information or to contribute to the marking project, please contact President VanCoevern, 4773 N. Wasserman Way, Salina, KS 67401 (913) 825-8349 or Secretary Pam Wetzel, RR 1 Box 21, Offerle, KS 67563 (316) 659-2305.



Planting the 500-pound markers is not an easy task. Here David Clapsaddle demonstrates his skills with a manual posthole digger as Arthur Sayler stands by with the shovel. George Elmore prefers the easier method, an electric auger.

TRAIL TOPICS

by Marc Simmons

IN choosing a Santa Fe Trail topic to research, most people select from one of three categories: (1) prominent people, (2) notable events, or (3) famous landmarks. All of these provide worthy subjects, but there are many other things deserving of attention that do not fit into these slots.

I've made a list of off-the-beaten-path topics that researchers tend to overlook. I intend it as a guide to help anyone looking for an exciting subject for a WT article, student paper or talk, lecture, newspaper or magazine article, and so forth.

The best way to find information is to comb published Trail diaries and journals as well as contemporary newspapers found on microfilm at many local libraries. Books like Gregg's *Commerce of the Prairies* and Marian Russell's *Land of Enchantment*, for example, contain brief references to many of the subjects included on my list.

Here are the subjects I've collected, given in no particular order:

- Buffalo Recipes
- Trail Songs (old and new)
- Rattlesnakes
- Storms
- Trail Robbers & Hold-ups
- Wagon Train Races
- Lore of the Jornada
- Prairie Fires
- Wolves
- Stagecoach Meals
- Cholera
- Techniques for Crossing Rivers
- Comets
- Buried Treasure
- Trail Art (paintings & sculpture)
- Folk Remedies used on the Trail
- Children
- Ox Lore
- Games and Gambling
- Steamboat Landings
- The Wool Trade
- Trail Geology
- Mirages
- Prairie Dogs
- Religion on the Trail
- Wild Flowers
- Women's Dress
- Antelope Lore
- Maps of the Trail
- Famous Massacres
- Mule Stories
- Wagon Maintenance & Repair
- Trail Photography
- Graves & Cemeteries
- Hard Liquor
- Nuns
- Buffalo Soldiers
- Tarantulas

Anyone who has read widely in the literature of the Trail could easily add other subjects to my list. I have taken one of my own entries, "Comets," and written it up in the article that follows.

COMETS AND METEORS ON THE SANTA FE TRAIL

by Marc Simmons

TRAVELERS camping on western trails had the clear night sky for a ceiling and that dark bowl could sometimes put on a spectacular display. Comets and meteors, regarded in that day as "remarkable astronomical events," inspired awe and fear among people lodged upon the open prairie. Those crossing the Santa Fe Trail not infrequently mentioned such celestial sightings in their diaries.

David Kellogg, camped on Cottonwood Creek in eastern Kansas, for example, wrote in his journal for September 26, 1858: "The comet has been very brilliant for the last two evenings; it stretches clear across the Western sky. . . . The night watch passes quickly by as we gaze at the flaming wonder in the heavens."¹ What he witnessed was Donati's comet, seen all over the United States and described as "a brilliant light with a prodigious tail curved like a scimitar."²

In the nineteenth century not much was known about the origin and nature of comets. As in ages past, many people superstitiously believed that the heat they radiated affected the earth's temperature and caused changes in the climate. Others thought that comets were the source of epidemics. The most widely held belief was that they were warnings or omens of impending disasters, brought on by man's sin.³

During the era of the Santa Fe Trail there were a number of prominent comets and an astonishing meteor shower visible to western travelers. Biela's comet, which returned every seven years, appeared in 1825, four years after Becknell opened the Trail. When it came again in 1832, many citizens were terrified because it was calculated to pass closer to earth than ever before. Halley's comet was observed in 1835. Upon Biela's return in 1839, it could not be observed since it passed near the sun. Its last sighting was in 1846, an important year in Trail history, when an astronomer through his telescope saw the comet split in two.⁴ The appearance of comets and meteors were events widely reported in the frontier press.

The great comet of 1843, with its brilliant tail said to measure 123 million miles in length, was the most startling of all. First seen in the West on March 3 and visible even in daytime, it came streaming toward earth on what many feared was a collision course. The Rev. William Miller preached that it was a divine sign foretelling destruc-

tion of the world.⁵ Trail chronicler Josiah Gregg charted the progress of this comet, using a spy glass, sextant, and compass. He later published his mathematical observations in a border newspaper, the *Arkansas Intelligencer*. Therein, he noted that "the ignorant and superstitious attributed the extraordinary cold season we have had" to advent of the comet. And Gregg added: "The above class of people . . . believe that the comet and the weather are signs of the fulfillment of Miller's prophecy."⁶ Curiously, David Kellogg also mentioned in his Trail journal that Kiowas he met in western Kansas thought that comets brought cold weather in their wake.⁷

The most memorable of all celestial phenomena occurred on the night of November 12, 1833, with the Leonid meteor shower, which lit up the sky in every corner of the country.⁸ The *American Journal of Science* described it thus: "The first appearance was that of fireworks of the most imposing grandeur, covering the entire vault of heaven with myriads of fire-balls resembling skyrockets."⁹ Sixteen-year-old Richard Smith Elliott (who would march with General S. W. Kearny to the conquest of Santa Fe in 1846) viewed the spectacle while attending an apple-butter party on a Missouri farm. "Thousands of stars," he wrote, "were apparently darting towards the earth and more following. We were all badly scared. The world seemed doomed."¹⁰

Missourians of Independence, on the eastern end of the Santa Fe Trail, took fright, thinking that the shooting stars were a protest from heaven for their recent persecution of Mormons. At the far end of the Trail in Santa Fe, Mexican residents experienced panic as well. In between these two points, William Bent and other overland traders watched the meteor display from the adobe walls of the still unfinished Bent's Fort.¹¹

Camped in the vicinity were Southern Cheyennes, the tribe from whence came William's wife, Owl Woman. His half-Cheyenne son, George, would later say: "The great meteor shower

Kiowa pictograph showing "Winter the stars fell, 1833-1834."



THE MALLET EXPEDITION OF 1739, PART II

by Donald J. Blakeslee

[Part I of this article, tracing the expedition to the crossing of the Arkansas River, appeared in the February 1991 issue and is concluded here.]

The crossing of the Arkansas River was near the mouth of Walnut Creek. At this point, in the vicinity of where Fort Zarah was later located, the route was intersected by the later wagon route from Missouri. A map of the vicinity of the fort, drawn by a soldier and cartographer, Adolph Hunnius, shows the Indian trail running slightly east of south past the Great Salt Marsh (Figure 5).

This appears to be the same trail that was shown on a 1602 map drawn by a Plains Indian who was captive in Mexico.¹⁰ This map, depicted in *Wagon Tracks*, 3 (Nov. 1988): 4, shows the trail running from the Arkansas past the salt marsh to another one much farther south. The latter is probably the Salt Flats of the Salt Fork of the Arkansas in northern Oklahoma.

The Hunnius map shows the trail running slightly east of south. Our retracing of the route in 1989 showed that it did so in order to avoid some of the high sand dunes south of the Arkansas River. In fact, the trail followed the flattest available route to the eastern edge of the salt marsh. The ab-

stract mentioned several streams in this area but did not name them. It may be that the Mallet's guide left them at the Arkansas, the southern edge of Pawnee territory. The streams in question are likely to be Rattlesnake Creek and the Ninnescah River.

Past the latter stream, the trail intersected an east-west Indian trail that is sometimes called the Black Dog, Osage, or Sun City Trail (Figure 6). It ran from the Osage villages in southern Kansas and northern Oklahoma west to the Arkansas River at Oxford and from there along the divide between the Ninnescah and Chikaskia Rivers.¹¹ One branch of it may have continued west to strike the Arkansas again near present Kinsley, KS, but another branch, recorded on General Land Office survey maps, headed south along Turkey Creek to the vicinity of modern Sun City, KS.¹²

I found this part of the trail by matching the modern landscape with sketches made in 1843. The latter are found in the journal of an expedition of the United States Dragoons led by Nathan Boone, grandson of Daniel Boone (Figure 7).¹³ My sons and I drove every available road south and west of Sun City, and we could see the hills that had been depicted, but from the wrong side. Trees that had grown

up around the mouth of Elk Creek since prairie fires have been suppressed obscured our view of the hills in the position that Boone's lieutenant recorded them. Nevertheless, we were able to see that the trail led Boone and his men to the mouth of that creek.

From there, the Mallets and their men headed south and west over fairly featureless country. The abstract of this part of their journey mentioned that they saw streams almost every day, but it does not name any of them. This was the hardest part of the route to pin down, and the main problem was that there were too many clues. The abstract mentioned a river up which they traveled for five days, and the only stream in the region that is long enough to fit that description is the Cimarron. The abstract also stated that they saw Spanish inscriptions on rocks on the bank of this river the day they first encountered it.

The problem here is that there are several reported Spanish inscriptions on the banks of the Cimarron. One is in western Oklahoma, and it reads "Coronato." While this is not the way that Francisco Vasquez de Coronado spelled his title, some people have pointed out he that had an Italian in his army who might have spelled it that way. The inscription, however, is in what looks like American schoolboy script and does not look anything like the well-documented Oñate inscription at El Moro in New Mexico.

After an extensive search without success, my sons and I encountered someone on a back road who told us of a mile-long stretch of bluffs in an isolated spot near the Clark-Comanche county line in southern Kansas. These bluffs show numerous traces of Indian use of a draw that leads through the bluffs from the direction of Sun City. There were plenty of rocks there, but they were very soft and any old Spanish inscriptions apparently eroded away.

The Mallets went up the south bank of the Cimarron for five days. At their rate of travel, this would have put them in the vicinity of Lower Cimarron Spring (later Wagonbed Spring), south of Ulysses, KS. (The Cimarron Route of the Santa Fe Trail utilized the Lower Cimarron Spring.) There they found a Comanche village and camped a league away because the Comanches were not friendly.

Guided by an Arikara who had been a captive among the Comanche (and a

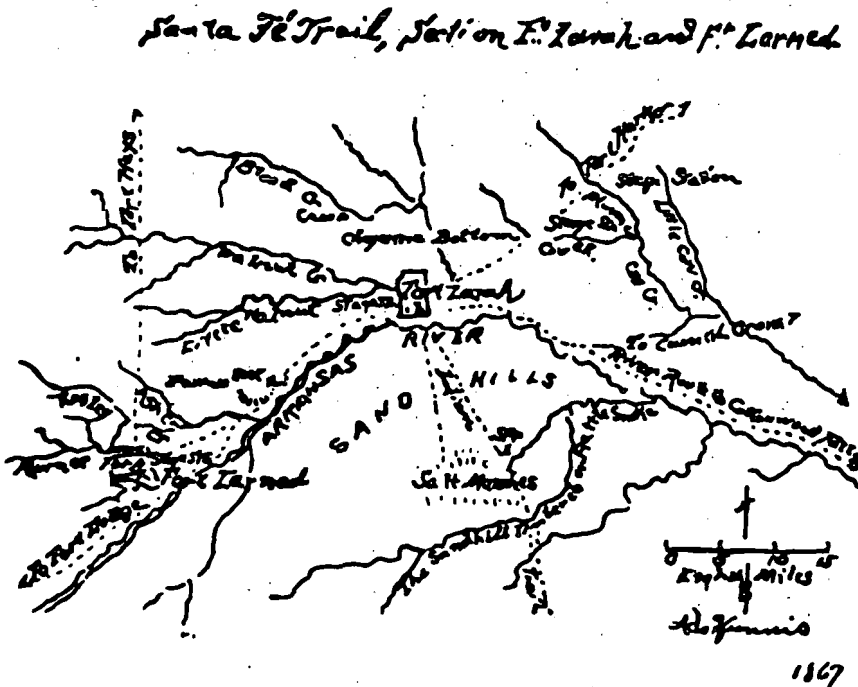


Figure 5. Adolph Hunnius map of the Fort Zarah area, 1867.



arrived in November and all the Indians thought the world was coming to an end. The dogs collected in bands and howled like wolves, the women and children wailed, and the warriors mounted their war horses and rode about, singing their death songs.¹² Ever after in Cheyenne history the event was referred to as "The Night the Stars Fell." David Lavender used that dramatic phrase as a chapter title in his classic Trail book, *Bent's Fort*.

One other odd incident associated with this 1833 shower of meteors took place in central Missouri, near the head of the Santa Fe Trail. A group of farmers had kidnapped a free black man, whom they planned to sell to a Missouri River slave buyer for the sum of \$1200. The party with its captive was at the landing waiting for a south-bound steamboat when the downpour of meteors began. The woods and even the river itself appeared to be on fire. The farmers concluded that judgment day was at hand and they had been caught in the illegal business of "running South" a free black. Promptly, they tore off his chains and sent him on his way. In the light of a new day, with the planet still intact, the farmers began to regret their loss of \$1200.

It is reported that the individual, whom the meteor shower had liberated, fled southwestward on the Santa Fe Trail, married a Mexican woman, and eventually became a wealthy man. If that was the case, he was probably the first black to travel the trail and it is unfortunate that his name has thus far not come to light.¹³

There are probably many other undiscovered stories about comets and meteors associated with trade and travel on the Santa Fe Trail. It would pay interested readers to keep a lookout for them.

NOTES

1. Quoted in Marc Simmons, ed., *On the Santa Fe Trail* (Lawrence: University Press of Kansas, 1986), 55.
2. R. M. Devens, *American Progress: Or the Great Events of the Greatest Century* (Topeka: Herbert S. Reed, 1890), 305.
3. "Comets," *The Penny Magazine*, Oct. 27, 1832.
4. Bernard DeVoto, *The Year of Decision, 1846* (Boston: Houghton Mifflin Co., 1961), 3-4.
5. Devens, *American Progress*, 300-301. There seem to have been two comets in 1843. The second, called Mauvais' comet, appeared later in the year. *Niles National Register*, Aug. 12, 1843.

6. Maurice Garland Fulton, ed., *Diary & Letters of Josiah Gregg*, 2 vols. (Norman: University of Oklahoma Press, 1941), 1:124.
7. Simmons, *On the Santa Fe Trail*, 59.
8. Proceeding from the constellation Leo Major, the shower had been visible in 1799 and would come again in 1866.
9. Quoted in Richard Smith Elliott, *Notes Taken in Sixty Years* (St. Louis: R. P. Studley & Co., 1883), 49.
10. *Ibid.*
11. David Lavender, *Bent's Fort* (Garden City: Doubleday & Co., 1954), 140-141.
12. George E. Hyde, *Life of George Bent, Written from his Letters* (Norman: University of Oklahoma Press, 1968), 51.
13. Floyd C. Shoemaker, ed., *Missouri—Day by Day*, 2 vols. (Columbia: State Historical Society of Missouri, 1942-1943), 2:350-351.

POST OFFICE OAK

—LETTERS—

Editor:

I thank you for your editorial on the back page of the February 1991 *Wagon Tracks*. Your discussion of the difference between the Santa Fe Trail and Santa Fe National Historic Trail, in such a positive manner, will be of great benefit in helping to clear up any misunderstandings about their meanings.

David M. Gaines
Chief, Branch of Long Distance Trails
Southwest Region NPS
PO Box 728
Santa Fe, NM 87504-0728

Editor:

Thank you for the two copies of *Wagon Tracks* (February 1991), containing Marc Simmons positive review of my book, *Poles in the 19th Century Southwest*. I learned a good deal about the Santa Fe Trail and its significance through years of research on "my Poles." I have joined your great organization.

Francis C. Kajencki
3308 Nairn St.
El Paso, TX 79925

Editor:

Thank you for correcting the error about Wagon Mound in *Wagon Tracks*. Your kind words made me feel much better. We both made a boo-boo, however, misspelling Eggenhofer as Eggenhoffer.

Marie Belt
PO Box 9115
La Jolla, CA 92037

Editor:

You are doing a great job with *Wagon Tracks*. As a writer who finds errors in my work which has been carefully proofread, I know how you must have felt when you realized the errors in the article about Wagon Mound and Fort Union. You were entirely too hard on yourself in the February 1991 issue. You should rejoice in the fact that you

write so much for the newsletter without an incorrect statement or misspelled word; none of your readers could do as well. Keep up the good work.

I especially enjoyed the article about the hilarious "Perils of Pauline and Jane," Feb. issue. With all our modern technology, it seems they experienced more difficulties than the original travelers on the Trail. May I suggest that the "small red figure" which popped up and rode with them was the ghost of an Indian shadowing them along the SFT? I would enjoy reading more humorous articles like the one by Pauline Fowler.

Dota C. Brown
77-330 California Dr.
Palm Desert, CA 92260-7808

Editor:

My paper on Joseph Murphy was presented at the New Mexico Historical Society meeting in April. I promised when you ran our "help wanted" request that I would advise you of response. So far not one response has been received, which demonstrates the lack of information on Joseph Murphy.

W. E. Givens
3800 S. Decatur #108
Las Vegas, NV 89103

Wagon Tracks would welcome an article by you on Joseph Murphy and his famous wagons.

Editor

Editor:

It was kind of you to send me a complimentary copy of *Wagon Tracks*, Nov. 1988. I was favorably impressed with what I saw of your periodical and enclose my check for a family membership in SFTA. I would appreciate information about the price of a full set of available back numbers.

Waldo R. Wedel
350 Ponca Place #431
Boulder, CO 80303

For those who may not know, Wedel is archaeologist emeritus of the Smithsonian Institution and has written extensively on Great Plains archaeology. He and his wife, Mildred, are welcome additions to SFTA membership.

Editor

Editor:

The recent article in *National Geographic* shows an Aubry Cutoff and a Fort Aubry on the Santa Fe Trail. Since my name is Aubry, I would like to know more about these places.

Ronald A. Aubry
18006 78th St. KPS
Longbranch, WA 98351

A reading list was sent.

Editor

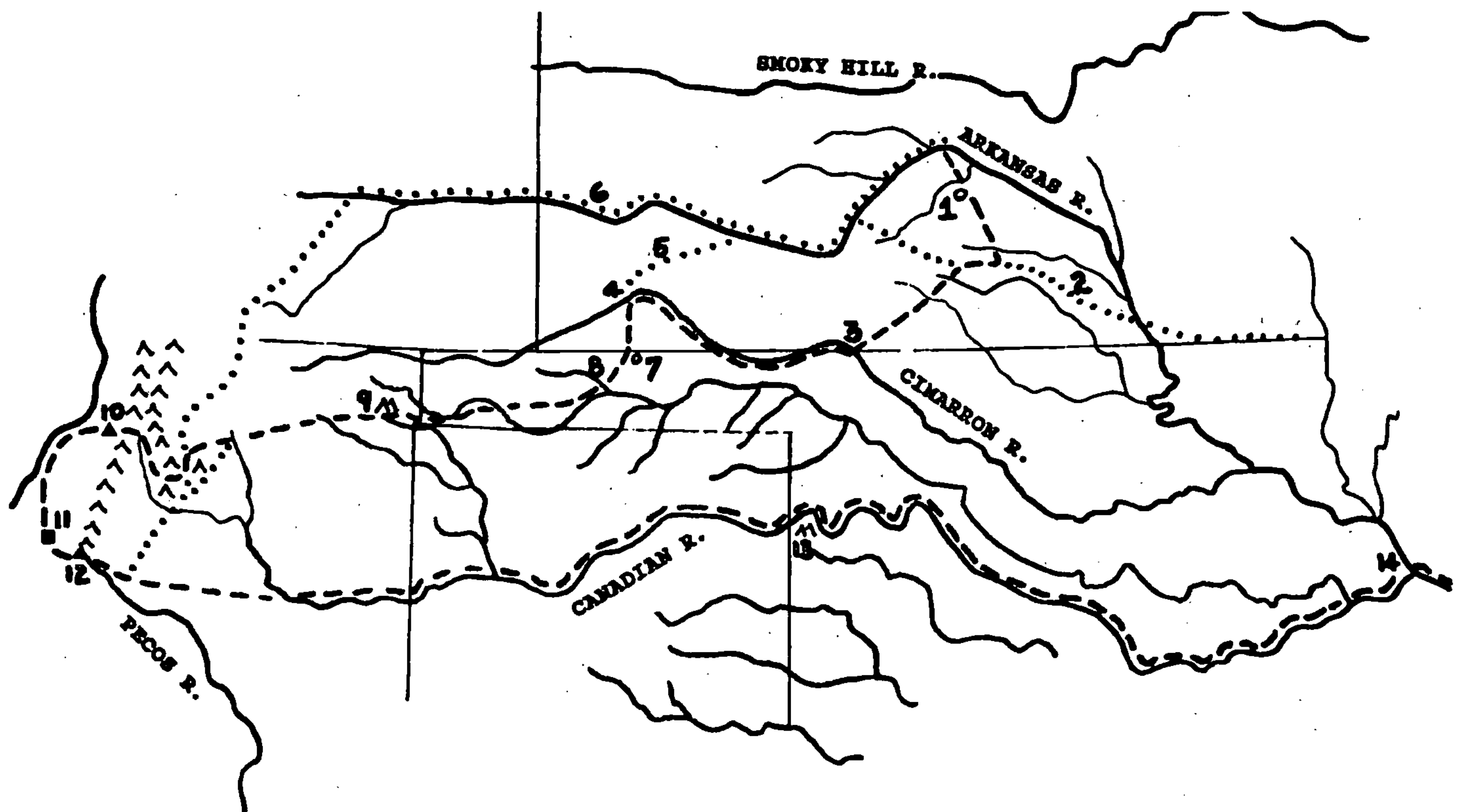


Figure 6. Second portion of the Mallet route, Great Bend to Santa Fe and return

(1) Salt Marsh, (2) Osage Trail, (3) Bluffs of the Cimarron, (4) Lower (Wagonbed) Spring, (5) Cimarron Route, (6) Santa Fe Trail, (7) Wild Horse Lake, (8) Goff Creek, (9) Rabbit Ear Mountain, (10) Picuris, (11) Santa Fe, (12) Pecos, (13) Antelope Hills, (14) Forks of the Arkansas.

slave among the Spanish before that), they fled. The abstract said they went ten leagues that day, in an effort to get away from the Comanches. I tried to trace out a route upstream along the Cimarron, but it did not fit any of the details in the abstract. If one heads south, however, there is a perfect match.

South of Lower Cimarron Spring, there is a line of sand dunes which provides the only landmarks on this part of the High Plains. At a distance of about ten leagues, one encounters Wild Horse Lake, a playa lake around which evidence of Indian campsites has been found. Another day's travel brings one to the lower part of Goff Creek, a tributary of the Beaver River.

Goff Creek was named by Hoodoo Brown, an early settler in the vicinity of Dodge City, KS.¹⁴ His buffalo hunting partner was an old-timer named Goff. When they were camped on this creek, Brown investigated an isolated hill, at the top of which he found a pile of stones. In the rocks was a bundle of sticks which Goff interpreted for him as a message from one group of Indians to another. They had left it in the cairn much as later travelers on the Santa Fe Trail left letters in the Post Office Oak at Council Grove.

From the hill, the trail ran straight west, cutting off the bend of the Beaver River which loops south into Texas.

The trail is recorded on Land Office survey maps.¹⁵ We followed it over high flat ground to a prominent bluff on the bank of the river in the western end of the Oklahoma panhandle.

Where the trail leaves the river, one can see Rabbit Ear Mountain in northeastern New Mexico at a distance of 31 miles. The abstract of the journal says that the Mallets first could see the Spanish Mountains at a distance of over ten leagues (27.5 miles). On July 12, 1739, they camped at this mountain.

A map of the Maxwell Land Grant that is dated 1889 shows a trail running west-southwest from the vicinity of Rabbit Ear Mountain.¹⁶ More specifically, it appears to run from Apache Spring, just south of the mountain. With the permission of Bill Waters, the landowner, we checked Apache Canyon for signs of a trail and were rewarded with a campsite, Indian petroglyphs, and bedrock mortars beside a spring.

From this spot, the trail ran through what is now empty country across Carizzo and Ute creeks, where the Mallets encountered some more Comanches. Near Point of Rocks, the Indian trail merged with the later route of the Cimarron Route of the Santa Fe Trail and continued on to the rock crossing of the Canadian River.

At this point the Mallets and their

guide probably diverged from later the Cimarron Route and headed up Ocate Creek to the crossing of the mountain where in this vicinity they met some friendly Indians who carried a letter for them to Taos. In return, the governor of Taos sent them some mutton and some wheat bread.

The Mallets, however, did not go west to Taos but south along the flat ground to near the spot where Fort Union was later built. Just north of the fort, there is a shortcut to the Mora River. It runs up Higgins Canyon and down another into the region called La Cueva. From this spot, the little expedition was able to follow the river upstream to the pass that leads to Picuris. This was one of the major routes used by Indians across the Sangre de Cristo Mountains from the plains to the Rio Grande valley.

At Picuris, the Mallets were welcomed by the Indian governor, the padre, and "tout le monde." After resting for a day, they were led along the river road past La Cañada and on to Santa Fe. Here they stayed over the winter before heading back home with word of this friendly town filled with people who craved French trade goods.

In the spring of 1740, they headed homeward along yet another Indian trail which ran east from Pecos Pueblo to the Canadian River in the vicinity of present Tucumcari, NM.¹⁷ After they

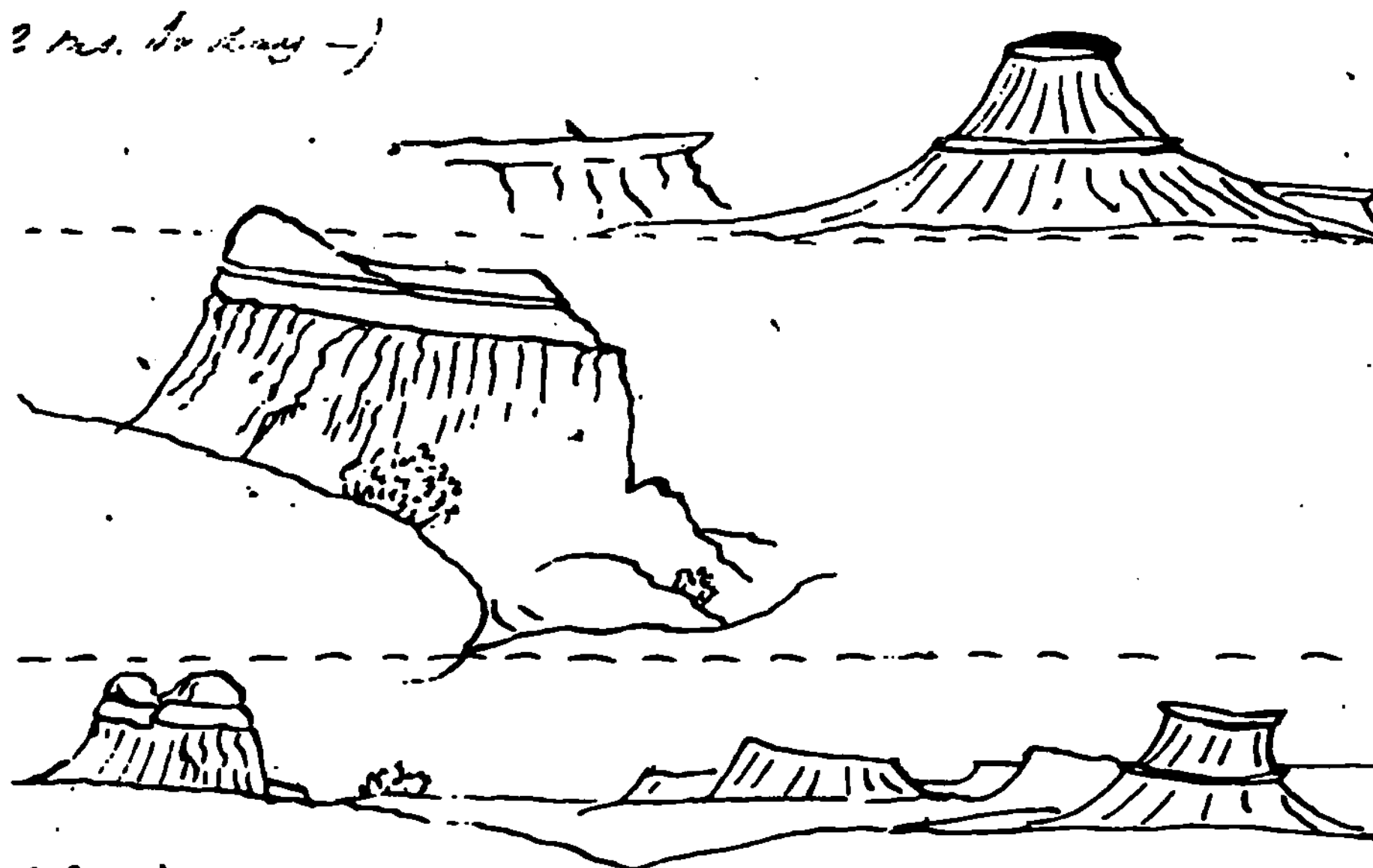


Figure 7. Drawing of hills in the vicinity of present Sun City, Kansas, from the journal of the expedition of Nathaniel Boone.

had traveled downstream to the vicinity of the Antelope Hills, three of their number decided to go back to Illinois along "the road of the Pawnees." This would have been the Indian trail shown on the Edwin James map of the Long expedition.¹⁸ It shows a Pawnee trail running north and east from this spot to the Arkansas River near Great Bend.

It is something of a mystery how they could have identified this particular trail without help. Perhaps their Arikara guide was still with them, as they had promised him that they would obtain his freedom from the Spanish in return for guiding them to Santa Fe. Whether or not this is the case, the three men who left the main party reached Illinois safely; Governor Bienville mentioned the fact in his account of the expedition.

The rest of the French party continued downstream on horseback for a while, but eventually they built two little bark canoes and floated downstream. After traveling in this fashion for several days, they were delighted to find themselves at the forks of the Arkansas in eastern Oklahoma. The fact that they recognized it indicates that at least one of them had been this far up the Arkansas previously.

Just downstream from the forks, they encountered fellow Frenchmen hunting bison. They joined the hunt in order to obtain provisions, and then in a borrowed boat they completed the journey to the mouth of the Arkansas and down the Mississippi to New Orleans.

The Mallet expedition clearly shows that Indian trails provide an important

context for interpreting not only that trip but also those of most early travelers in the region. Another is that the Mallet journey is not isolated from the later development of the Santa Fe Trail. Instead, the Mallet route is best thought of as one of the variants of the Santa Fe Trail, equivalent to the Aubry Route and the Leavenworth Branch. In fact, one of the few identifiable landmarks connected with William Becknell's first trip to Santa Fe is the Great Salt Marsh south of the Arkansas River.¹⁹ It is the same one that the Mallets passed, so Becknell must have followed at least part of their route. The wagon route that Becknell pioneered on his second return trip from Santa Fe followed another set of Indian trails.

Various portions of the Mallet route continued in use for over a century. In 1806, Zebulon Pike followed in their footsteps from a Pawnee village in southern Nebraska to the Arkansas River.²⁰ George Sibley, led by Osage Indian guides, followed it from central Nebraska to the Great Salt Flat in Oklahoma in 1811.²¹ Fourteen years later, James Ohio Pattie took it south from the Pawnee villages to the Smoky Hill Trail, another of the important Indian trails in Kansas.²² In fact, the route was still in heavy use in the 1830's, as a close reading of David Weber's superb book, *The Taos Trappers*, will show.²³

The Mallet journey was not an isolated event. It was connected via Indian trails with both earlier Spanish explorers (and of course the Indians who preceded them) and with the later commercial route to Santa Fe. Their route was an important part of the

Santa Fe Trail network.

NOTES for Part II

10. George P. Hammond and Agapito Rey, *The Rediscovery of New Mexico, 1580-1594* (Albuquerque: University of New Mexico Press), 871-874.
11. J. Rufus Gray, *Pioneers, Saints and Sinners: Pratt County from its Beginnings to 1900* (Pratt, KS: The Printing Press, 1968), 24-25.
12. General Land Office Survey Maps, Townships 27, 28, and 29 South, Range 15 West, Kansas State Historical Society Library, Topeka, Kansas.
13. Copy of a Journal kept by Capt N. Boone, 14th May '43 to 31st July '43, Special Collections Division, Ablah Library, Wichita State University.
14. Harry E. Chrisman, *Lost Trails of the Cimarron* (Denver: Sage Books, 1961).
15. General Land Office Survey Maps, Township 2 North, Ranges 8, 9, 10, and 11 East of the Cimarron Meridian, Oklahoma Historical Society, Oklahoma City, Oklahoma.
16. Map of the Maxwell Land Grant, Colfax and Mora Counties, New Mexico (Holyoke, Mass: Parsons Paper Co., 1889).
17. This was the route taken by Oñate in 1601. It had become a well-defined cart road of the *ciboleros* when Josiah Gregg learned of it in 1839. Josiah Gregg, *Commerce of the Prairies* (Norman: University of Oklahoma Press, 1954), 260.
18. Wheat, *Mapping the Trans-Mississippi West*, Map # 283.
19. "Journal of two Expeditions from Boone's Lick to Santa Fe," *Missouri Intelligencer and Boon's Lick Advertiser*, April 22, 1823.
20. Donald J. Blakeslee, Robert K. Blasing, and Hector F. Garcia, *Along the Pawnee Trail: Cultural Resource Survey and Testing at Wilson Lake, Kansas* (U.S. Army Corps of Engineers, Kansas City District), 132-138.
21. George C. Sibley, "Extracts from the Journal of Major Sibley," *Chronicles of Oklahoma*, 5 (1927) 196-220.
22. James Ohio Pattie, *The Personal Narrative of James Ohio Pattie* (Lincoln: University of Nebraska Press, 1989).
23. David J. Weber, *The Taos Trappers* (Norman: University of Oklahoma Press, 1971).

RULES OF EVIDENCE

MARC Simmons sent a copy of the following "Historians' Rules of Evidence," which may serve as a guide to anyone doing research. The list was headed by the statement that "the rules of evidence constitute part of the discipline of thought" and a quotation from D. H. Fischer: "Every historical statement must be true to its evidence." The ten rules follow.

1. Assemble and consider as much evidence as possible.
2. Be alert to plausible alternatives.
3. Judge and test the reliability of the evidence.
4. Exercise a cautious skepticism.
5. To be acceptable, the evidence must be accessible to everyone.
6. Negative historical evidence is a contradiction in terms. It is no evidence at all.
7. Historical evidence, by definition, is always incomplete. We can never get the whole true about the past. Thus,

historical inquiry remains a constant search for the closest approximation of the truth. [It involves working toward the truth using the evidence of primary data.]

8. Owing to inevitable gaps in the evidence, opportunities for error are innumerable, and none can hope to escape it.

9. Mistakes of detail (even some instances of carelessness or neglect) and minor inaccuracies, though flaws, are still compatible with a work's being acceptable on the whole.

10. Evidenced truth is a necessary condition of acceptability.

CONVERSE OF THE PRAIRIES

—BOOK NOTICES—

Frank Milenski, *Water, The Answer to a Desert's Prayer*. Boone: Trails Publishing Company, 1990. Pp. vi + 166. Illus., maps, conversion tables, index. Paper, \$22.95, plus 4% tax in Colorado, plus \$2.50 shipping. Order from Milenski Agriculture Consulting Service, 308 Columbine Ave., Swink, CO 81077.

James Earl Sherow, *Watering the Valley, Development Along the High Plains Arkansas River, 1870-1950*. Lawrence: University Press of Kansas, 1990. Pp. xiii + 222. Illus., notes, glossary, selected sources, index. Cloth, \$29.95, plus \$2.00 shipping. Order from University Press of Kansas, 329 Carruth, Lawrence, KS 66045.

Virginia McConnell Simmons, *The Upper Arkansas, A Mountain River Valley*. Boulder: Pruett Publishing Co., 1990. Pp. xii + 253. Illus., suggested readings, index. Paper, \$21.95, plus \$2.00 shipping. Order from Pruett Publishing Co., 2928 Pearl St., Boulder, CO 80301.

Many SFTA members will be interested in these three recent books on the history of the Upper Arkansas River Valley. What has happened to the region through which the Santa Fe Trail ran is part of the larger, ongoing history of which the Trail was only one factor. Milenski's history of water development on the river in Colorado is a story written by one of the men who lived it. A tale of irrigation in the Arkansas Valley in general and specifically of the Catlin Canal, it is told in straightforward and lively prose. Filled with facts and punctuated with anecdotes, it provides a good account of water operations in this arid section of the American West from the viewpoint of a knowledgeable water user.

Sherow, a native of Kansas who did

his graduate study at the University of Colorado, is at present an assistant professor of history at Southwest Texas State University. His book, one of the *Development of Western Resources* series, examines water use by agriculture, industry, and municipalities in Colorado and Kansas.

The study concentrates on representative mutual irrigation companies, the cities of Pueblo and Colorado Springs, and the CF&I Steel Company. The irrigation entities chosen to demonstrate the differences in adequate and inadequate water supply are the Bessemer Ditch system, the Rocky Ford Ditch system, the Fort Lyon Canal system, and irrigation systems around Garden City, Kansas. Also considered are valley-wide developments such as the Arkansas River Compact and the John Martin Dam. It is a provocative study pointing to the successes and failures of the development of water only in terms of commodity value of the stream.

Those who have enjoyed Simmons's *Bayou Salado* and other books on Colorado history will welcome this volume on the Upper Arkansas Valley from Leadville to Pueblo Reservoir. In her typical lively and informative style, Simmons covers the geologic, Indian, Hispanic, and American past of the Arkansas River headwaters. Abundantly illustrated with historical and recent photographs, the book gives a spirited account of trappers, traders, miners, ranchers, farmers, and railroad men. Advancements in education, recreation, and water development are also covered.

—Peyton O. Abbott

Marc Simmons, *When Six Guns Ruled: Outlaw Tales of the Southwest*. Santa Fe: Ancient City Press, 1990. Pp. 140. Illus., suggested readings. Cloth, \$20.95; paper, \$9.95; plus \$2.00 shipping. Order from Ancient City Press, PO Box 5401, Santa Fe, NM 87502.

Several of these twenty-seven vignettes have a Trail connection, and the entire collection is a fascinating look at outlaws and lawmen in New Mexico from the Civil War years to "The Last Train Robbery" in 1938 when two young drugstore cowboys from New York City held up the Southern Pacific near Las Cruces. The spectrum includes Clay Allison, Billy the Kid, "Black Jack" Ketchum, Vicente Silva, the Apache Kid, Coal Oil Johnnie, Kid Barton, Madam Varnish of White Oaks, James Addison Reavis, and others. Like everything Simmons does, this volume is carefully researched and skillfully written, a model for professionals and a pleasurable experi-

ence for general readers.

Gregory M. Franzwa, *The Santa Fe Trail Revisited*, audiotape album. \$29.95, plus \$2.95 shipping. Order from The Patrice Press, 1701 S. Eighth St., St. Louis, MO 63104.

Gregory Franzwa, who delights in telling people where to go, has recorded an album of audiotapes, *The Santa Fe Trail Revisited* (same title as his book but not the same text) for travelers following the historic route. These tapes offer an easy introduction to beginning Trail travelers and provide encouragement to old-time buffs seeking the hard-to-find sites. The tapes are not intended to be a substitute for guidebooks but a supplement. Franzwa hopes his commentary and mile-by-mile directions will enhance the enjoyment of driving the Trail.

Quotations from diaries of nineteenth-century Trail travelers are included, among them Susan Shelby Magoffin, Marian Russell, Lewis Garrard, and Matt Field. Tapes I and II give directions from Franklin, MO, to Santa Fe, NM, by way of the Cimarron Route. Tapes III and IV cover the return trip via the Mountain Route. If travelers get tired of hearing Franzwa tell them where to go, they can always turn him off for awhile. Listening to these tapes while driving is much safer than trying to read a guidebook. Trail enthusiasts may listen to these tapes in preparation for a trip and after a trip to recall the experience, as well as while following the Trail.

West to Santa Fe, Vol. I: Overview, videotape (VHS or BETA). Fort Collins: The Old Army Press, 1990. \$25.00, plus \$3.00 shipping. Order from The Old Army Press, PO Box 2243, Fort Collins, CO 80522.

This is the first in a planned series of video programs on the Santa Fe Trail, presenting a good introduction to the topic. The photography, much of it on location along the route, is well done and the script is informative. This tape provides a general view of the geography, some of the key historical facts, and what travelers along the old Trail may expect to see today. By itself this 35-minute program is a cursory look at a complex subject, but as the introduction to a series it is successful.

Topics projected for other programs in the series include forts associated with the Trail, historic structures, and Trail personalities. Michael Koury, director of Old Army Press, is commended for undertaking this video series, and everyone can look forward to the release of additional programs.

BIKING & SKETCHING THE TRAIL, PART II

by Catharine Stewart-Roache

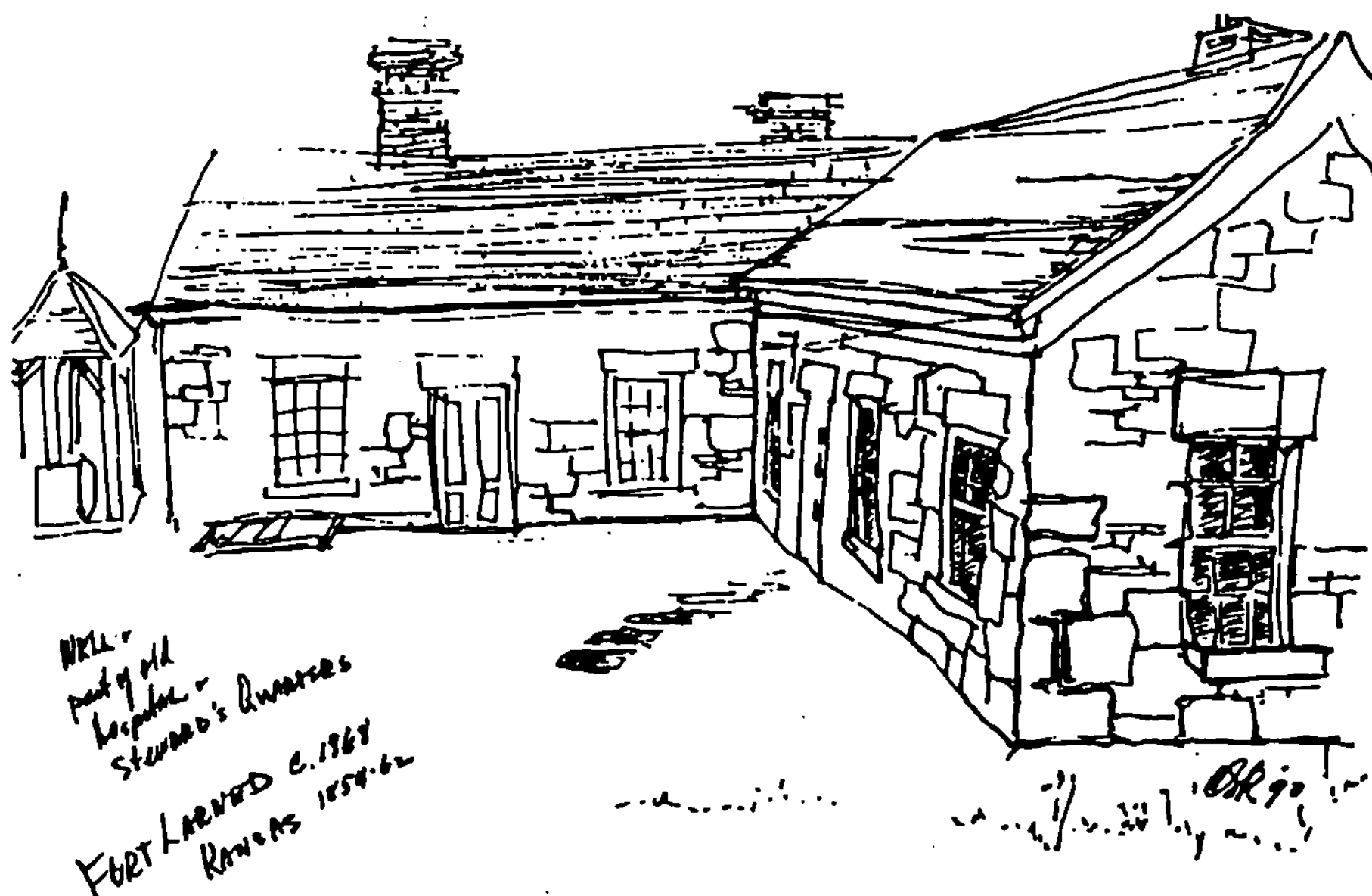
[The first part of this journal appeared in the February 1991 issue. The following covers the bicycle trip from Dodge City to New Franklin.]

Our day off in Dodge City was rainy and windy. We rented "a wreck" and went out to the old fort which is now a convalescent center. The buildings were interesting to draw and we saw the Coronado monument. It's hard to believe that he went this far east before he was convinced there were no golden cities on the plains. Was he the first slow learner? Or just terribly optimistic?

Al de mi! We started out early and felt great; hopeful that we might have a quartering tail wind at least. WRONG. It was a morning of changing clothes, hanging on for dear life, wind in the face, eighteen-wheel cattle trucks, no shoulders, and those elusive elevators. The cattle trucks passing us from the other direction were hairy and scary. After fifteen miles of terror and cold I stopped to collect my brains; several opted out at this point. I had some hot chocolate and talked with the truck drivers. "Does it always blow like this?" I innocently asked. "M'am, this is Kansas." As I left Spearville I noted the sign, "City of Windmills." I believe it. If we all lived there, there would be no need for so much oil dependent energy. Highway construction added to the challenge of the day, but it actually gave us a break from oncoming trucks which produced bike shaking drafts.

The afternoon was better, helped along by a delicious lunch at a place called Jory's Pride, home-made everything. I walked in and was overcome by good smells. Stacks of fresh bread, cookies, turnovers, pies, home-made soups, etc. I had a "veggie melt" with home grown bell peppers, tomatoes, mushrooms, onions, and cheeses. What a change from chicken fried steaks topped with gravy. Six miles outside of Kinsley I looked in my rear view mirror: there was the grain elevator firmly in place; looking fourteen miles to Garfield was another. Now I knew for sure. There is more than one in the state.

I had very little time at Fort Larned but I did get a sketch of the Pawnee River. No time to see the Santa Fe Trail Center museum outside the town of Larned; it was closed. This was disappointing. What I found out more than once was that in three weeks one still can't see all there is to see of Trail history. The chamber of commerce had



a nice dinner for us and we went to bed with visions of a tail wind dancing in our heads.

Our dreams came true the next day. With a twenty mph tail wind you can just about levitate in Kansas. A sweet spot which lasts and lasts. Forty miles by mid-morning. Even stopping to sketch I was into Lyons by 1:15, plenty of time to rest, goof off, and explore the town. But as good as the day was, it had a shadow side. I came very close to being a casualty of the trip when I didn't see a stop sign in time to stop. I was sailing along in the morning sun; when I saw the sign in the middle of nowhere I quickly looked right and left. I thought I was clear. To my horror a black truck came out of some shadows. If I had braked I would have skidded and hit the truck or flown off the road into the corn. I sped up and as I got through the intersection I heard the truck screech and then looked back to see it swerve. It had been close, way too close a call. I know I took a few years off of the driver's life, and maybe my own. I wanted to talk to the driver and apologize but my momentum had taken me far and after he stopped he drove on. He did meet up with some of our group and spoke of the incident. We were both very lucky. I could hear my mother saying somewhere in my brain, "Catherine, you overwork your Guardian Angel."

Our ride the next day to Hillsboro was pleasant; we had a bit of help from the wind, but not like the day before, and got into this Mennonite town in

time to visit the Adobe House Museum, sample some German food, and put a few lines on paper. I had no knowledge until then of the German-Russian Mennonite presence in the state and their contributions to farming in this country. What hard workers; I definitely would not have wanted to be a farm woman in the late 19th century in their community. Friendly folks served us a sit down dinner at the small Tabor College.

We checkerboarded our way to Council Grove on a perfectly temperatured day with a nice cloud cover. Pat and I had gotten separated by a long train and to my surprise he caught up to me just as I was stopping to nibble on a Power Bar since there had been no place to buy lunch. He offered me some delicious goodies he had bought at a county fair in Lincolnville. It was a much appreciated feast. We continued on together and as we entered Council Grove we noted the temperature on the sign at the Farmers and Drivers Bank: 85 degrees. By the next day we would experience a drop of over 40 degrees. That's Kansas too.

The cold and windy weather robbed us of a day planned for strolling around the town and seeing many historical sites, in fact, the whole town is a National Historic Monument. In the morning it was too cold to sketch. My thoughts turned to indoor activities, like washing the clothes. After I put them into the dryer I went looking for a church service and ended up at a Methodist Church which met my spiri-



tual needs and gave me a few precious moments with this community in a different context. After church there seems to be a tradition of Sunday brunch; services start at different times so that all the brunch seeking church goers don't line up at the Hays House at the same time. We had to wait to get in but the green beans were worth the wait. They were a lifetime best, followed by other tasty morsels. We ended up going back in the evening for a cup of wild rice soup not soon to be forgotten.

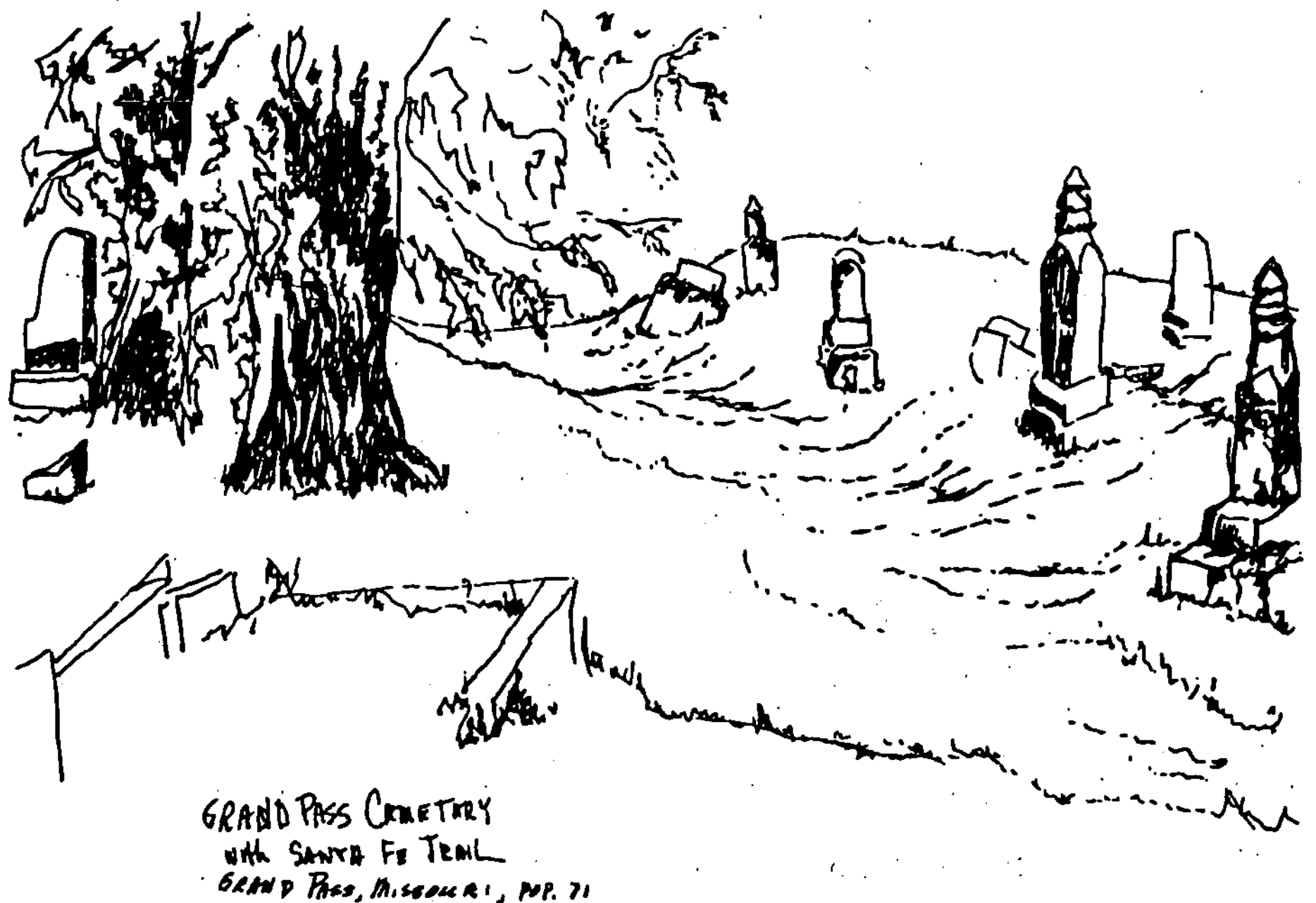
What really made my day was sketching in the somewhat warmer (45) afternoon, and talking to passersby, especially a thirteen-year-old boy named Daryl. He impressed me, and I impressed him. A robust "Golly" greeted the information that I had ridden my bike from Santa Fe. He was full to bursting with questions and information. He told me of his biking adventures, his bank account, his plans for the future, his family, and his efforts at magic shows for the kindergarten kids. When he left me he found my husband and upon finding out from him that I had done a bit of magic myself and knew how to eat fire he came racing back to my artist's curb. Not even from my own children many years ago have I been subjected to such pleading. "You've just go to teach me to eat fire. Please. Oh, please." Oh, how it would impress his young audience. I hated to disappoint him but this was a secret I aimed to keep, I could just see his Mom chasing me all the way back to New Mexico.

As we left town the next morning I knew he was sitting in a classroom somewhere still wondering about fire-eaters and Santa Fe Trail bikers, dreaming dreams to take him beyond the town limits, but hopefully creating a man who would someday return to that special village on the edge of the great plains.

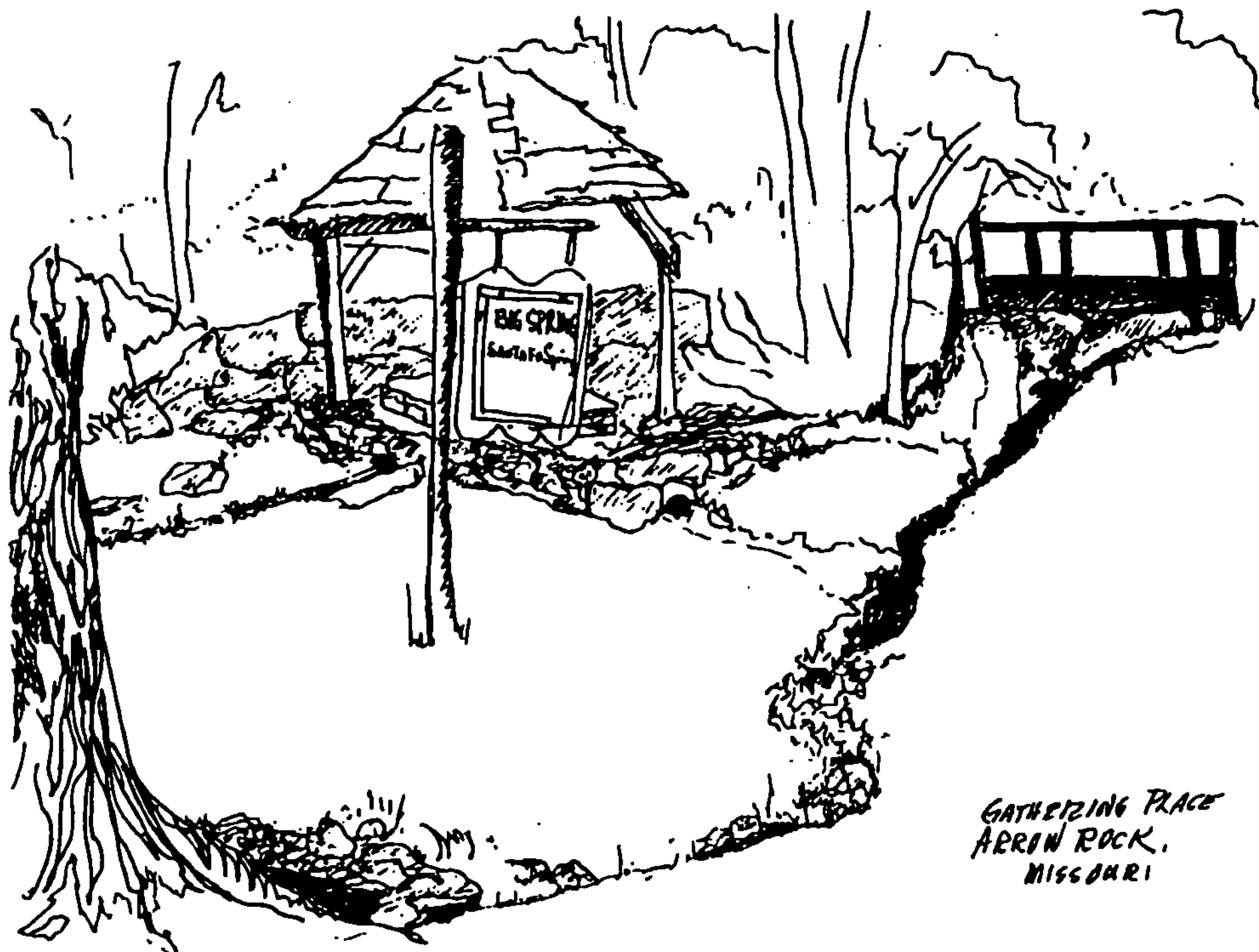
Even before Council Grove the flat Kansas terrain had begun to roll as the Flint Hills gave us a welcomed break from the level terrain of the past two weeks. What wasn't so welcomed was the cold weather and rain. We were all soaked through when we pulled into Baldwin City. Fortunately, the owners

of the motel let a group of us dry our clothes. This was a help, but it wasn't enough of an incentive to convince us to ride the next day with even worse condition: rain, wind, a starting temperature of 39 degrees and a very complicated routing around Kansas City. The van was a warmer place to try to figure out where to go. By the end of the day all but three of the riders decided to call it quits.

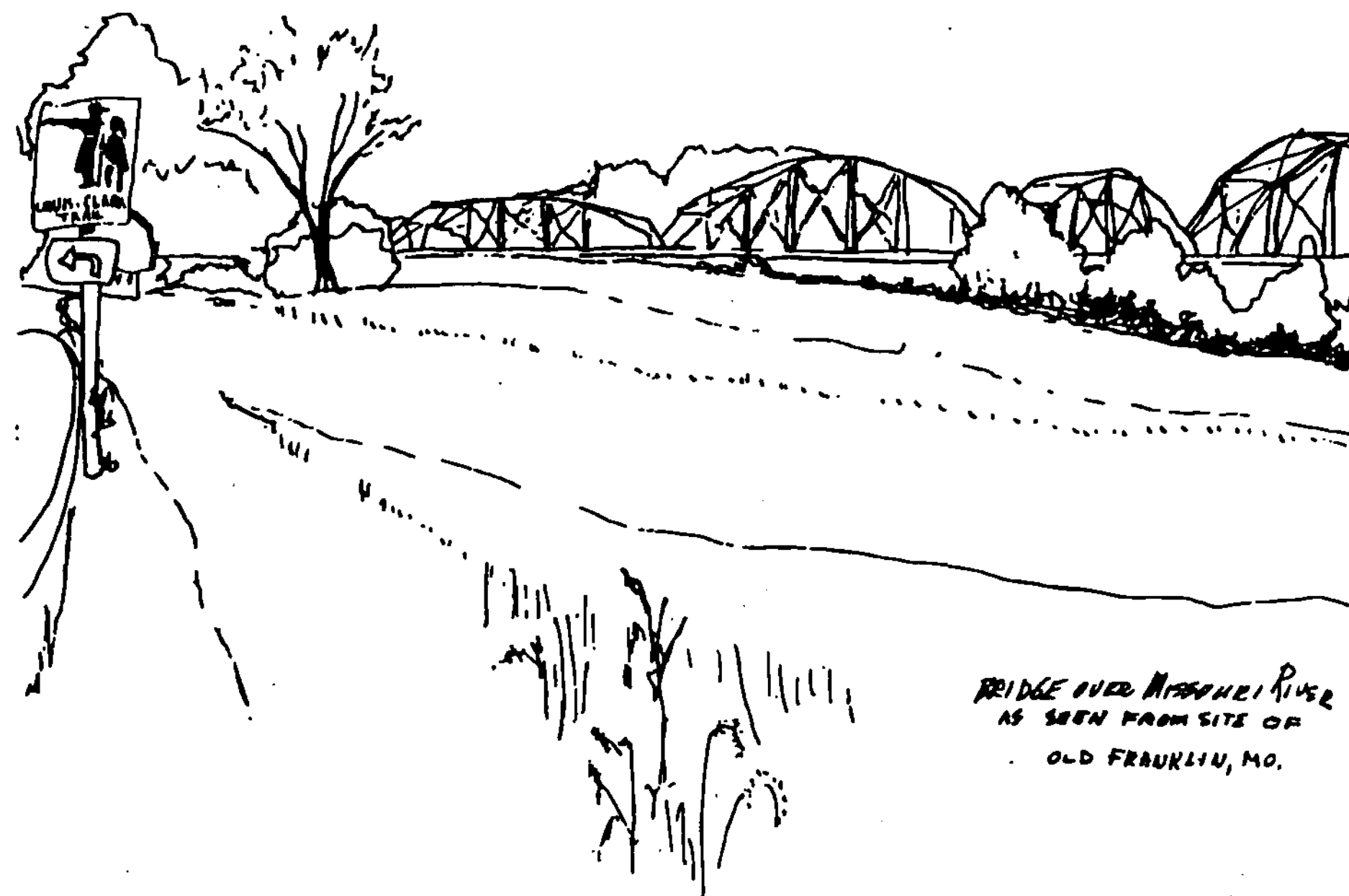
Our evening meal in Independence was served in the Bingham-Waggoner estate. The mayor was there and the setting was grand, indeed, but the fare was sparse, especially for the three who had put up with all that difficult riding. Independence has been called the "beginning of the trail," which isn't quite true. It was a major staging area once the trail was established. Hundreds of wagons were assembled and stocked here and hundreds of thousands of animals and folks waited to begin their two-and-a-half-month journey. Today there is a fine trail museum which presents information on the Santa Fe and Oregon and California Trails. This and the mural of the "Opening of the West" by Thomas Hart Benton at the Truman Library make this a primary stop for trail aficionados. I had seen reproductions of the mural, and even a television show about it, but there is nothing like seeing it. It is brilliant in composition and color. I was especially impressed with Benton's empathy for the pioneer woman at the apex of the piece. She is so "just worn out." The major protagonists, frontiersmen and Indians, have a lot of energy, but she has other concerns: two children cling to her, she clutches a wooden spoon. In her eye and posture we see another price of the



GRAND PASS CEMETERY
WITH SANTA FE TRAIL
GRAND PASS, MISSOURI, MAY 71



GATHERING PLACE
ARROW ROCK,
MISSOURI



BRIDGE OVER MISSOURI RIVER
AS SEEN FROM SITE OF
OLD FRANKLIN, MO.

"winning of the West."

Finally, Indian Summer was ours in all its glory. Fine weather was to be ours for the last few days. The long daily rides were over and a more leisurely pace provided time to explore the Missouri counties lying just south of the Missouri River. Now the historical markers were no longer limited to trails west. They recorded tragic moments of the Civil War, identified fort sites from the War of 1812, and reminded us of those great explorers of U.S. rivers, Lewis and Clark. Cemetery markers told us of those who never finished the Trail or the wars.

We munched crisp apples by day and

enjoyed fine hospitality by night. The many Lions' Clubs, senior centers, chambers of commerce, colleges, and historical societies will not be forgotten; such enthusiasm and care. The attention of local bike shops was impressive. I feel so lucky to have seen this face of mid-America.

I've mentioned weather, food, and terrain, all major items of interest to serious cyclists. But what of the dogs along the Trail, you may ask. Yes, Virginia, there are dogs. Dogs to challenge you and your gears; once I had to sprint with all my might, but I found that a loud, sharp "NO" proved amazingly effective. When I saw a HUGE St. Bernard, larger than my bike, lumber-

ing towards me I was ready to dismount and forget all about "no," but it worked with him too.

Arrow Rock was an important gathering place in the early days of the Trail. Today there are about eighty permanent residents who tell you how to find the "Big Spring" where hopeful traders met after crossing the Missouri. But it was on the north side of the river, at Old Franklin in 1821 after Mexico won its independence from Spain, that William Becknell first left for Santa Fe. That is why it gets to claim the title "Beginning of the Trail." A few short years later Old Franklin disappeared in the flooding of the unstable river and the "beginning of the trail" began to move west. The beginning of the trail also moved west with the coming of the railroad, which by the late 1870's had supplanted it completely. Such is progress, and the beginning of "rails west," and more history waiting to be explored.

Our journey ended, officially, at the site of Old Franklin. We "signed in" with members of the local chamber of commerce and South Howard County Historical Society. Some of us spent the rest of the day pedaling the rolling hills to Boonesboro and Boone's Lick, and through "the bottoms" of Howard county visiting a few fort sites and graves. The day was topped off with a rousing "whole hog barbecue," a crowd of friendly folk, and a four-piece bluegrass band.

I paused then and now in memory, to absorb the moment. I was full of the goodness of food and fun, of knowledge and beauty, of the well being of my body and my bike. On that October day I was in touch with life and just so very glad to be alive.



SFNHT PLAN UPDATE

David M. Gaines

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

THESE have been very busy months for the Branch of Long Distance Trails. We have been moving forward with plan implementation for the Santa Fe National Historic Trail (SFNHT), beginning to plan a study of Route 66, coordinating with the Denver Service Center on the Coronado Trail study, working to complete the Masau Trail Plan, completing a report about the Natchitoches-Opelousas Road in Louisiana, finding out one day that the Trail of Tears National Historic Trail is to be administered by us, and addressing other matters. Here's what has been happening on the SFNHT since our last report in November.

Autograph Rock in Oklahoma, owned by Dan Sharp, was certified as the first official component of the SFNHT on January 24, 1991. Visitors must check in first with the Boise City Chamber of Commerce, or, in case it is closed, call Joan Walton at (405) 544-3245 or 544-2479. The second and third demonstration certification projects occurred at the Santa Fe Trail Center, Larned, Kansas, on April 17, and at Boggsville, Colorado, on April 27. Since opening the doors to trail-wide certification in our January newsletter, we have received more than 35 requests for information from landowners or site-managing agencies. A Certification Guide is now available from our office. We will be busy following up on certification requests during the months ahead.

The governor of New Mexico was the first to approve, last December, a memorandum of understanding (cooperative agreement) with the National Park Service to help in Trail management. Kudos to Mike Pitel and the State Tourism Dept. and the state's special committee. All other state agreements are moving along and we look forward to receiving governor-approved agreements soon. Many thanks to Kansas Governor Joan Finney for originating a SFNHT proclamation, proposed to be signed by all five Trail-state governors, pledging their mutual cooperation to support the objects of the SFNHT. The memorandum of understanding with the SFTA should be approved by the time you read this. We are very excited about the long-term relationship we foresee between our two organizations and all the good that will befall the Trail because of it. Thanks to Joy Poole, chair, SFTA com-

mittee for cooperative agreements, and to members Sylvia Mooney and Tim Zwink for their efforts. Proposed memorandums of understanding with the U.S. Forest Service have been submitted to the Denver and Albuquerque regional officers for their consideration.

Governor Finney of Kansas and the Kansas Dept. of Transportation have generously agreed to help gain Federal Highway Administration (FHWA) approval of the proposed auto tour route signs. This may involve actual development of a test methodology acceptable to FHWA, and then conducting actual field study to show that the signs will not pose a safety hazard. Only states can propose such tests. Kansas is also seeking, at the same time, FHWA support for its scenic byways signs. The SFT auto tour sign is of national interest now, as other federal trail managers planning new trails or considering improving old sign systems are closely following our progress. In 1987 the FHWA revised the manual on Uniform Traffic Control Devices and withdrew the states' authority to approve logos.

We had another excellent SFNHT Advisory Council meeting in mid-November at La Junta, Colorado. Our last newsletter summarized the resolutions that were passed, and we appreciated the time, effort, and good ideas that members contributed. We are awaiting the secretary of the interior's selection of advisory council members to serve the next two-year term. The next meeting will be sometime in November.

The interpretive prospectus, a conceptual guide to educational media development (exhibits, publications, audiovisual material, etc.), is being wrapped up by Harpers Ferry Center. The Trail brochure should be printed and available in late June. The landowner/visitor-use ethics guide is now available. Fort Union National Monument Superintendent Harry Myers has agreed to help us prepare the Trail preservation guide in cooperation with the SFTA. This should be available soon.

We received funds to prepare an introductory slide/video program, and it should be available by the end of the calendar year. The Hispanic role study under contract with Susan Calafate Boyle continues (she will be a speaker at the September SFTA Symposium). The historic context study to help nominate Trail sites and segments to

the National Register of Historic Places is moving along through an agreement with the New Mexico State Historic Preservation Office (SHPO) and its subsequent contract with the Urbana Group, Urbana, Illinois. The other Trail SHPOs are cooperating and helping to prioritize the sites to be evaluated within the limits of this contract.

For the remainder of the year, we will continue to focus on these projects. We will also be out on the Trail starting certification negotiations, as well as following up with site management planning on some previous certifications. Our efforts are also turning to the next fiscal year, and we are beginning to plan for necessary funding and other necessary resources to make things happen on the ground. We will be looking for private-sector assistance to augment our activities.

Long-distance trails are on the ascendancy today. Our busy agenda with the Santa Fe and other trails, as well as growing trail programs in other NPS offices, confirms this trend. Their collective immenseness is being more fully recognized and appreciated in Congress and within the federal government. The result will be a much stronger National Trails System—better staffed, funded, and directed to achieving the objectives of the National Trails System Act. It is important to remember that this is a cooperative enterprise, depending on thousands of people in the public and private sectors. We hope that the SFNHT, with the help of the members of SFTA, will become and remain a preeminent model in the system.

CAMP TALES

—CHAPTER REPORTS—

Cimarron Cutoff

William G. Buckles, a member of the SFTA board of directors and professor of anthropology at the University of Southern Colorado, Pueblo, was guest speaker at the April 15 meeting in Springfield, CO. A buffet Mexican dinner preceded the meeting attended by 34 members.

Buckles said that he has a broader conception of the Santa Fe Trail, not a single trail but many branches. He would like to include a trail following the Arkansas River to Pueblo and beyond, not just one crossing the river near Bent's Old Fort and on southwest. He also mentioned his work in the summer of 1989 on the Aubry

Route on Comanche National Grassland in Baca County. He showed slides of scenes and maps of the trail.

President David Hutchison, who was recently appointed to membership on the SFTA board of directors, presided at the meeting. Charlie Richmond, district ranger with the National Forest Service, Springfield, reported that the SFT is being marked with limestone postrock in Otero County on Comanche National Grassland. There are 12 miles of the trail in scattered segments. The Aubry Route in Baca County will also have markers, as well as the Granada-Fort Union Military Road. He estimates it will take five years to complete the project.

Edgar White, Elkhart, reported that the new addition to the museum in Elkhart is nearly completed. Joan Wells, Boise City, announced that a fall tour of the Santa Fe Trail in Cimarron County will take place but the dates are not set. D. Ray Blakeley, Clayton, reported that Union County has received a grant to publish its brochure. He also noted that a three-mile segment of the Cimarron Route is on Kiowa National Grassland and will be marked with signs. Steve Hayward, Elkhart, brochure chairman for the four counties, handed out samples of the NPS logo, which may be used by obtaining permission from David M. Gaines, NPS, Santa Fe. Blakeley, secretary, announced that the next quarterly meeting will be Monday, July 29, in Clayton at 7 p.m., with dinner at the Eklund Hotel.

Texas Panhandle

On Saturday, April 13, Dr. Adrian Bustamante, chairman of the arts and sciences division of Santa Fe Community College, presented a lecture on "The Hispanic Influence on the Santa Fe Trail" at the Amarillo Texas Library. The Texas Panhandle Chapter co-sponsored this program along with four other groups: Catholic Historical Society, Independent Scholars Network, Panhandle Archaeological Society, and the Amarillo Hispanic Chamber of Commerce. His program was well received and much appreciated.

Bustamante talked about the negative images of the Hispanic traders that have been depicted so often by the Hollywood film industry as unkempt, no-account *Comancheros*. He explained that the Mexican traders were mostly farmers from northern New Mexico who traded with Plains Indians. These Mexican farmers and ranchers developed into a sophisticated trading class who dominated trading activities between Santa Fe and the Mexican interior.

When the Santa Fe Trail opened in the 1820s, these traders became key players in the exchange of commodities with the United States. Bustamante pointed out that the great books and literature written about the Trail tended to ignore the important roles played by the Mexicans and gave the impression that only Anglo-Americans were moving goods along the Trail. He explained that Mexicans participated in an equal and sometimes greater share of the traffic as traders.

Wagonbed Spring

Chapter members met on April 11 in Ulysses to plan the rededication of the historic site at Lower Spring and to elect officers. Ron French presided at the meeting in the absence of Fern Bessire, chapter organizing president, who had resigned due to health reasons. Everyone was greatly saddened a few weeks later to learn that Fern Bessire passed away on May 2. She was the prime mover in the achievements of the chapter and will be sorely missed.

The rededication ceremony will be on July 13, 1991, the 30th anniversary of the designation of Wagonbed Spring as a National Historical Landmark by the National Park Service. The celebration comes at the completion of renovation of the historic site. The Grant County commissioners approved the grading of an access road and the return of the DAR marker and the NPS official marker to a point near the original location. A pipe fence was erected around the site and a cattle guard placed to keep livestock out. A well was drilled and a solar pump installed so that water again could well-up in the replacement wagonbed. Fern Bessire was the prime mover in the renovation, with Ed Lewis directing the projects.

An old-fashioned picnic on the grounds at 6:00 p.m. will start the celebration at the site located off Highway K-25 south of Ulysses. Directional signs both north and south of the entrance will indicate where to turn off between Ulysses and Hugoton.

The officers elected for the coming year are President Edward Dowell, V-P Ed Lewis, Secretary Marjorie Persinger, Treasurer Karla French, Program Chairman Maryruth Greenwood, and Reporter Mary B. Gamble. For the program, Ron French presented a video of "Castle on the Plains," the story of Bent's Old Fort near La Junta, CO.

Heart of the Flint Hills

The directors and Trail ride committee of the chapter met April 9 in Council Grove. Final preparations were made for the 1991 Santa Fe Trail Ride,

June 9 to 15, from Gardner, Kansas, to Council Grove. For information write Trail Ride, 130 Main, Council Grove, KS 66846.

Following reports and discussion on the progress of restoration of the stone barn on the Trail one mile east of Council Grove, the directors voted to transfer the responsibility for restoration to the newly-formed Committee for Revitalization of Fremont Park. This committee includes three chapter members plus six other persons from Morris County committed to developing the whole area into a park. This group will seek the \$200,000 needed to complete the project.

There is also an effort being made to obtain the stone schoolhouse built in 1870 at Wilmington. This is the only building left besides a church in this Trail town that existed from the 1850s to about 1900.

Guests at the meeting included Ron Parks, curator at the Kaw Indian Mission in Council Grove; Floyd Metzger, chairman of the Revitalization Committee; and Howard Servis of Wichita, who is planning to organize a new SFTA chapter. The next meeting will be July 9.

End of the Trail

No report.

Corazon de los Caminos

The schedule of meetings for the summer of 1991 follows. Information can be obtained by calling the number indicated for each meeting place. Other meeting times will be at 2:00 p.m. on the third Sunday of November, January (1992), and March.

May 19, 2:00 p.m., Wagon Mound, Town Hall (505) 666-2262.

June 22, all day, Fort Union National Monument (505) 425-8025.

July 21, 2:00 p.m., Loma Parda (505) 387-2491.

August 18, 2:00 p.m., Springer (505) 483-5926.

September 15, 2:00 p.m., Las Vegas (505) 454-0383.

Wet/Dry Routes

The spring meeting was held on April 13 and was a tour of the Dry Route of the Trail. Stops on the tour included existing ruts as well as the Pawnee Fork Crossing, Boyd's Rancho site, Rock Hollow, Big Coon Creek Crossing, Dinner Station, Arroyo Blanco, Little Coon Creek Crossing, and the western terminus of the Wet and Dry routes near Fort Dodge. A lunch stop was made at the Offerle Cafe.

Participants were informed about upcoming Trail-related events. A special announcement was made about

the mural that is being painted on the east side of the Offerle Cafe. The mural will include various historic events that are significant to the area, including the Santa Fe Trail. It is being painted by Dennis Burghart. Donations are still needed and can be sent to Rachel Leith, Offerle, KS 67563.

Progress has been made on marking the Dry Route, with five markers in place. Donations are still needed to complete the project and may be sent to the chapter secretary-treasurer, Pam Wetzel, RR 1 Box 21, Offerle, KS 67563.

The next meeting will be held on Saturday, June 1, and will be a tour of the Wet Route. The tour will begin at the Harvest Inn in Larned at 9:00 a.m. Lunch will be available on the Trail for a small charge. The tour is free. The journey will end at approximately 4:00 p.m. Those wishing to join this tour should call Pam Wetzel at (316) 659-2305 to register.

The fall meeting will be held at Fort Larned NHS in October. More information about this meeting will appear in the next WT.

Mountain Branch

The Mountain Branch Association of SFTA met in Trinidad, Colorado, and elected officers and a board of directors for the coming year. Officers are President Roberta Cordova, V-P Kathy McQueary, Secretary Linda Peters, and Treasurer John Tarabino. Other board members are Nancy Robertson, Raton, NM; Bruce Peters and Patricia Heath, Lakin, KS; Max Polen, Cuchara, CO; Phil Peterson, La Junta, CO; and Russ Pallone and Mark Gardner, Trinidad.

A resolution was passed supporting the concept of Santa Fe Trail Scenic and Historic Byway designation for that portion of the Mountain Branch which crosses southeastern Colorado. The route enters Colorado east of La Junta, generally follows highways 385/50/101/194/350/I-25 and exits the state via Raton Pass to New Mexico. The resolution will be presented to the Colorado Scenic and Historic Byway selection committee. The chapter board also approved membership in the Southeastern Colorado Tourism Council.

The next meeting will be in La Junta on June 15; all members and interested persons are invited to attend. Contact Phil Peterson of La Junta (719) 384-8113 for time and place.

The Mountain Branch organization is making plans for an all-day field trip on Saturday, August 17, to the dinosaur trailways in Purgatoire Canyon in southeastern Colorado. The dinosaur trailway is located within the U.S.

Army's Piñon Canyon Maneuver Site and heretofore has not been open to the public. Negotiations are currently underway between the Army and the National Forest Service to transfer ownership of the property to the Forest Service. We are working with both the Army and the Forest Service on arrangements and permission for the field trip.

We anticipate gathering in Trinidad early on the morning of the 17th, convoy to an entrance designated by our hosts (Army and/or Forest Service), car-pool into the canyon by 4-wheel drive only, lunch on the river bank at the trailway site, and return to the canyon rim by 4:00 p.m. There is not charge for the field trip, but there will be a charge for lunch and refreshments. The trip is by reservation only and will be absolutely limited to 100 persons. Contact Roberta Cordova at (719) 846-7721 for reservations and additional information.

Dodge City/Fort Dodge

Jim Sherer, executive director of Boot Hill Museum, and Don Wiles, Ford County extension agent, took the lead in getting a local SFTA chapter organized. After four preliminary meetings a name was chosen, Dodge City/Fort Dodge Chapter, bylaws were adopted, and officers elected: President Don Wiles, V-P Jack Fraley, Secretary Ann Warner, Treasurer Bob Monaghan, Program Chairman Doug Sharp, and Reporter/Historian Betty Braddock. Dues are ten dollars for individuals and fifteen dollars for a family. Since the time of organization, Sherer has moved from Dodge City to Topeka where he became tourism director for the Topeka Convention and Visitor Bureau.

The noon meeting on April 19 featured a guest speaker. The chapter will host a tour on May 11 of Custer House at Fort Dodge, the Black Pool, and Fort Hays-Fort Dodge Trail ruts at Sawlog Creek on the Warner Ranch. There will be no meeting in June. Some members plan to join with the Wet/Dry Routes Chapter at different times for tours. Anyone in the area who is interested in the Santa Fe Trail is welcome to attend the meetings and tours. At this time we have discussed several ambitious plans for Fort Dodge and other Trail sites.

Unnamed Chapter at Independence

On March 21 a meeting was held at the National Frontier Trails Center in Independence, MO, to discuss the organizing of a local chapter of SFTA. Jane Mallinson served as organizing chairman. Proposed bylaws were stud-

ied. Annual dues were set at \$10.00. A nominating committee was selected: Mike Duncan, Polly Fowler, Jane Mallinson, Roger Slusher, and Mike Tatham.

The election of officers and further organizational work will be done at a chapter meeting on May 16, 7:00 p.m., at the National Frontier Trails Center, 318 W. Pacific, Independence. A name will be selected for the new chapter at this meeting. Everyone in the region is invited to join this chapter.

COUNCIL TROVE

—DOCUMENTS—

Improvements on the Santa Fe Trail

In the 1850s the U.S. Army undertook many projects to build and improve roads in the American West, benefiting both military and civilian travelers. The following excerpt relating to the Santa Fe Trail between Fort Union and Santa Fe is from "Estimates for the roads in New Mexico, in charge of Captain J. N. Macomb, Topographical Engineers," September 29, 1858, *Senate Executive Document No. 2*, 36th Congress, 1st session, part II, p. 871. It is possible that it was during this era when the army built the famous bridge in Apache Canyon, which figured in the Civil War battle there on March 26, 1862, and the remains of which (actually a later bridge on the same site, perhaps with the original abutments) may still be seen. This table is of interest for the distances as well as the estimated costs. A surveyors chain is 66 feet long (80 chains equal one mile).

I. Estimate for the completion of the road from Fort Union to Santa Fe:

From Santa Fe to Arroyo Hondo, five miles and three chains..... \$1,500

From Arroyo Hondo to Rock corral, four miles and twenty-six chains..... 4,500

From Rock corral to Apache canon by present main road, four miles and fifty-nine chains; but by trail, which can be improved, two miles and thirty-nine chains..... 8,500

From the mouth of Apache canon to El Arroyo de Pecos, by present road, ten miles and seventy-three chains; by trail, which can be improved, nine miles and sixty-four chains..... 10,500

From El Arroyo de Pecos to San Jose crossing of Pecos river, eighteen and a half miles..... 7,500

From San Jose to Tecalote, fifteen and a half miles..... 6,500

From Tecalote to Las Vegas, eleven miles..... 3,500

From Las Vegas to Fort Union,
by one road thirty miles, by an-
other, twenty-seven miles.....4,500

Bridges across the rivers
Pecos, Moro, Sapello, and Galle-
nas, at \$1,000 each.....4,000

TOTAL.....51,000

From which deduct amount appro-
priated for this road, by act of 3d
of March, 1855, No. 58, chapter
18916,000

Total required for the completion
of the road from Fort Union to
Santa Fe.....35,000

St. Louis and the Santa Fe Trade

Mark Gardner found the following
item about the Santa Fe Trade in the
St. Louis Reveille, May 24, 1845.

The increasing importance of our mer-
cantile transactions with Santa Fe, and a
new and most gratifying feature which this
trade was recently assumed, in making St.
Louis the point of purchase, as (for reasons
which we will name hereafter,) it should be,
will, perhaps, give some consequence to a
statement of facts concerning the trade,
which must eventually centre upon our city
as the chief, if not the only place of supply.
Within the short space of thirteen days,
several American merchants have arrived
in our city, and instead of going immediately
to the eastward to make their purchase,
and lay in the necessary supplies for busi-
ness operations in Santa Fe, as has here-
tofore been the case, they have found it
particularly to their advantage to give St.
Louis the full benefit of their patronage, and
are now—bear in mind, within *thirteen days*
after their arrival here—fully prepared to
start again for Santa Fe, thereby being
enabled to return home in November. The
following named merchants have pur-
chased *all* their goods in this city, and
mostly from the concern of Messrs. Smith
and Blackwood, a young firm on Main
street, who have been in business here
some two or three years, but whose con-
nection with distinguished houses in New
York enable them to afford facilities equal
to those furnished to the trade even in New
York.

E. Leitensdorfer Bro. & Co., two hundred
and twenty-one packages; Messrs. Noland
and J.J. Webb, one hundred and sixty-four
ditto, making in all three hundred and
eighty-five packages of goods, a large por-
tion of which are already shipped and on
their way to Independence. This is what we
call despatch.

It is estimated that the goods already
bought for this trade alone, in this city,
amount to upwards of thirty thousand dol-
lars. It is somewhat singular, when we con-
sider the facts in the case, that the Santa
Fe merchants and traders have been so
slow in arriving at the determination to fur-

nish themselves in Saint Louis, when it
forwards their respective interests in such
an eminent degree. For instance, the nec-
essary delay of two months or more, in
making and obtaining New York pur-
chases, the incidental expenses of insur-
ance, freightage, &c., all of which, when
summed up show a total, by no means
gratifying or satisfactory to the active driv-
ing business man. In our day, and with us,
we have the most graphic illustrations that
"time is money." In all departments of trade,
in almost every profession of life, it is re-
garded as the *ultima thule* of action.

Here we have a most brilliant example of
it, in the circumstance of Messrs. Leitens-
dorfer and others, who, in *thirteen days*
after their arrival in this place, have trans-
acted all their business, laid in their stock
of merchandise, and are starting out again
to realize the benefit of their expeditious
conduct.

They will be able, owing to the advan-
tages which St. Louis presents as a point
of supply, to curtail their absence very ma-
terially, making their actual business sea-
son but six months, inclusive of the time
occupied in going out and returning. So far
as we are acquainted with the statistics of
the trade, we are not aware that this is
paralleled, for we believe that from eight to
ten months is generally allowed as the time
to be appropriated in the departure, opera-
tions and return of the Santa Fe companies.
So much for the enterprising spirit of St.
Louis, as displayed in the promotion of her
mercantile interests.

In our enquiries concerning this trade, we
are informed that over ninety thousand dol-
lars in gold dust and specie have thus early
been brought into this city.

In conclusion, we can but observe, that
all who are connected in the trade with
Santa Fe must, at no very remote time,
perceive, and perceiving, seize the advan-
tages held forth by the enterprising mer-
chants of our city. St. Louis must and will
have the full benefit of this trade, and will
not rest satisfied until the hundreds of thou-
sands, which are annually expended by the
traders in New York, shall be distributed in
her own markets, where, of right, they be-
long.

HELP WANTED

I recently learned that my great-
great-great-grandfather, Alexander
Morgan, served in the Mexican War
and died on the Santa Fe Trail. If any-
one has information on Alexander
Morgan or his son Patrick Morgan,
who also died on the way to New Mex-
ico, I would appreciate hearing from
them. Alexander died August 23,
1847, near Rabbit Ear Creek, and Pat-
rick died on August 30, 1847, probably
near Las Vegas. They were both mem-
bers of the Third Regiment Missouri

Mounted Volunteers. I have their mus-
ter rolls and would like more informa-
tion about their company and regi-
ment as well as additional information
about their deaths and where they
might be buried.

I have discovered that other relatives
served along the Santa Fe Trail during
the Mexican War. James Bryant
Hoover enlisted Sept. 19, 1847, with
Captain Thomas Jones's Company B,
Mounted Santa Fe Trace Battalion
Missouri Volunteers and mustered out
Sept. 1848. Spencer Alexander Mor-
gan served under Captain B. J. Robin-
son, Company H, Second Regiment
Missouri Mounted Volunteers (en-
listed Aug. 3, 1846, and mustered out
Sept. 16, 1847). I would appreciate
hearing from anyone who has informa-
tion about these units.

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

I am a new member of SFTA and
enjoy *Wagon Tracks*. My great-great-
grandfather was Jesse B. Turley, an
early trader on the Santa Fe Trail and
friend of Kit Carson, Dick Wootton,
Charles Bent, and Ceran St. Vrain.
Jesse is acknowledged to be the person
who persuaded Kit Carson to dictate
his life story. His brother was Simeon
Turley, owner of Turley's Mill at Taos
which was destroyed in the 1847 up-
rising.

I am interested in following up the
research on the Turley family which
was done by my late relative, Lester
Turley, and Janet LeCompte and
would appreciate any information that
your readers might have about Jesse
or his brothers Simeon and Stephen.
If you would like a short article on
Jesse Turley for WT, I would be pleased
to do it.

Timothy K. Barnekov
45 N. Fawn Dr.
Newark, DE 19711

*An article on Jesse Turley will be most
welcome and it need not be "short." The
other members of the Turley family
might be subjects for other articles you
could do for WT. Good luck with your
research.*

Editor

I am looking for any information that
may be available about a band of Mexi-
can bandits that operated along the
Cimarron Route of the Santa Fe Trail,
probably in the area of the present
Oklahoma panhandle and north-
eastern New Mexico Territory, just
prior to the Civil War. How is that for
a tall order? I would appreciate any

information anyone might be able to provide and thank you for printing this request.

Roland D. Ashmore
909 Fairfield
Lincoln, NE 68521

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

Osage County Historical Society, Box 361,
Lyndon, KS 66451

FAMILY MEMBERSHIPS

Tom & Jerri Abbott, 3815 So. St. Louis Ave., Tulsa, OK 74105
Eugene & Jeanne Anderson, 3909 W. 141st St., Leawood, KS 66224
John & Joanne Barnes, 2213 Calle Cacique, Santa Fe, NM 87505
M/M Vernon E. Belser, 439 Sand Hill Rd., Hershey, PA 17033
Dick & Danielle Blanck, RR 2 Box 172, Boonville, MO 65233
M/M William J. Beyer, 42 Sherwood Ave., Hamburg, NY 14075
Chris & Ruth Calderwood, RR 1 Box 178, Overbrook, KS 66524
Earl & Connie Casteel, 5666 S 106 Rd., Alamosa, CO 81101
Roger W. Collins Family, 3656 Utah Pl, St. Louis, MO 63116
Earl Ray & Carmella Davidson, KCR Box 3, Boise City, OK 73933
Bob & Karen Dorian, 9905 East 85th Terr., Raytown, MO 64138
M/M H. Reed Doughty, 48 Woodley Rd., Rock Island, IL 61201
Janice & Wes Duncan, 288 Colorado St., Springfield, CO 81073
Susan & Len Epstein, 2714 Bradford Sq., Fort Collins, CO 80526
Richard & Susan Estes, 3446 Seaglen Dr., Rancho Palos Verdes, CA 90274
Ann & Clifton Fenner, Rt 2 Box 90-A, Sweet Springs, MO 65351
M/M N. S. Ferry III, Rt 2 Box 178, New Franklin, MO 65274
William & Olivia Fox, 002 Hedrick, Buckner, MO 64016
Michael & Virginia Gleason, 909 E. 5th, Kinsley, KS 67547
Austin "Slim" & Grace Green, PO Box 88, Tesuque, NM 87574
Edward & Gloria Helmuth, 18733 Vista Dr., Buena Vista, CO 81211
Manford & Georgia Herron, RFD Box 62, Manter, KS 67862
Boyd & Virginia Green Higgins, 2407 Colorado St., Hutchinson, KS 67501
Ernest G. & Patricia Johnson, 615 S. Ma-

ple, Trinidad, CO 81082
George & Hildred Johnson, Box 1148, Elkhart, KS 67950
Greg & Thea Johnson, 5703 E. Rocking Horse Way, Orange, CA 92669
John Ivar & Ferne A. Johnston, PO Box 7195, Pueblo West, CO 81007
Ronald Lindberg, PO Box 295, Lewis, KS 67552
John & Eunice Meeker, c/o Charles Mansir, Sunsites, Pearce, AZ 85625
A. Keene & Margaret Metzger, 141 Oxford St. Apt. 5, Cambridge, MA 02140
Tom & Ruth Green Saffell, 1614 N. Fleming, Garden City, KS 67846
W. Lee & Phyllis E. Scott, 2328 La Vista Ct. NW, Albuquerque, NM 87120
Vernon & Priscilla Sharp, 27200 Co Rd 153, Branson, CO 81027
Donald & Glenola Sprague, 3120 Twilight Ct Apt 101, Topeka, KS 66614
Gordon R. & Arlene Sutton, PO Box 285, Cokedale, CO 81032
Cordell W. & Marie Tindall, PO Box 72, Fayette, MO 65248
The W. B. Warner Family, RR 1 Box 68A, Spearville, KS 67876
Waldo & Mildred Wedel, 350 Ponca Pl. #431, Boulder, CO 80303
Charles & Veryl Wycoff, 912 May Dr., Dodge City, KS 67801

INDIVIDUAL MEMBERSHIPS

J. M. Arning, 2220 Tradewind, Mesquite, TX 75150
Richard E. Ayers, PO Box 481, Boonville, MO 65233
John Barlow, 505 N. 13th, Dodge City, KS 67801
John J. Barlow Jr., 505 N. 13th, Dodge City, KS 67801
John A. Bates, 3908 Shirley Rd., Rockford, IL 61108
Dean Bradley, 2860 Porter, Wichita, KS 67204
Virginia R. Bruce, PO Box 1151, Raton, NM 87740
Denise Bucher, 2108 Ninth Ave East, Williston, ND 58801
Jim Burruss, 1164 East 66 St., Kansas City, MO 64131
C. F. Alan Cass, 4560 Hanover Ave., Boulder, CO 80303
M. J. Cathey, 932 Dakota SE, Albuquerque, NM 87108
Helen M. Chester, PO Box 105, New Franklin, MO 65274
Geoff Cohen, 3521 Elmwood Ct, Riverside, CA 92506
Stanley V. Cronquist, 1512 Summit, Beatrice, NE 68310
Kathleen Donnelly, 901 Park St., Trinidad, CO 81082
Robert L. Dyer, 513 High St., Boonville, MO 65233
K. Duane Embers, 314 Allison, McPherson, KS 67460
John E. Fleck, 900 Edgewood, Columbia, MO 65203
Richard Gamewell, 200 Jersey St., Denver, CO 80220
Dorothy (Pat) Gentry, RR 3 Box 180, Dun-

lap, KS 66848
Don Goebel, 1600 W Johnston Lot A77, Kingsville, TX 78363
Harry W. Grider, PO Box 533, DeSoto, KS 66018
George Hawley, 18 Compton Ct., Prairie Village, KS 66208
Leonard Hawley, 627 Tillotson, Trinidad, CO 81082
Karen J. Henry, 1801 So. Main St., Lamar, CO 81052
Donald W. Hensel, 3057 S Higuera #196, San Luis Obispo, CA 93401
Jerome Herrmann, RR 2 Box 158, Kinsley, KS 67547
David M. Hinkley, 1221 SE 11th St., Lee's Summit, MO 64081
Herb Homsher, 400 W. 7th, Springfield, CO 81073
Jill A. Hughes, PO Box 17183, West Palm Beach, FL 33416
Clyde G. Johnson, PO Box 252, Boonville, MO 65233
Francis C. Kajenscki, 3308 Nairn St., El Paso, TX 79925
Timothy Knight, 2533 Calle Tres Lomas, San Diego, CA 92139
William D. Lay, RR 3 Box 119, Fayette, MO 65248
Robert Lee, 10821 Harper Lane, St. Louis, MO 63137
Kay Juricek Lyons, 1801 So. Eudora, Denver, CO 80222
Ray F. Mahaffey, PO Box 061200, Palm Bay, FL 32906
Kathy McQueary, PO Drawer A, Raton, NM 87740
Jeanne S. Miller, 538 Rankin Rd., Independence, MO 64055
Ted Mueller, 508 Annette, Dodge City, KS 67801
Sara Jo Murphy, PO Box 7, La Veta, CO 81055
Russ Pallone, 34867 County Rd 18.3, Trinidad, CO 81082
Geneva Persinger, PO Box 201, Johnson, KS 67855
Max L. Polen, 54 Aspen Rd., Cuchara, CO 81055
Janine Rawe, 4869 Watling St., Burnaby, B.C. V5J 1W6, CANADA
LuNelle E. Riggle, 10750 W. Berry Dr., Littleton, CO 80127
Bonnie Robinson, 8901 Hillview, Oklahoma City, OK 73150
Leone Weber Rodgers, 204 W. 6th, Lyndon, KS 66451
James E. Romero, 4475 Falcon Dr., Lompoc, CA 93436
Herman Schaller, RR 1 Box 20, Offerle, KS 67563
Norman Schlesener, 3305 Newbury, Manhattan, KS 66502
Nancy Schneider, RR 2 Box 67, New Berlin, IL 62670
Dorris Schuermann, PO Box 171, New Franklin, MO 65274
Patrick E. Shannon, 13 Chesterton Lane, Chesterfield MO 63017
John Shopland, 3612 Hwy 5 N., New Franklin, MO 65274
Vada Snider, PO Box 332, North Newton, KS 67117

Dorothy Snow, PO Box 27, New Franklin, MO 65274
 Gerald H. Stokes, King's-X, Bon Carbo, CO 81024
 Skeeter Thatcher, 2913 E. 24th St., Farmington, NM 87402
 Dorothy M. Thompson, 1009 Dwyer Ave., Raton, NM 87740
 Gary R. Toms, 4223 East 42nd Way, Independence, MO 64055
 June Valentine, RFD, Aguilar, CO 81020
 Patricia Vaught, PO Box 993, Trinidad, CO 81082
 Walter D. Wosilait, 2307 Ridgemont, Columbia, MO 65203

TRAIL CALENDAR

Everyone is invited to send notices for this section; provide location, date(s), time(s), and activity. Remember this is a quarterly. The next issue should appear in August, so send information for September and later to arrive by July 15. Thank you.

June 1, 1991: Wet/Dry Routes Chapter tour of Wet Route, meet at Harvest Inn in Larned, 9:00 a.m. Reservation needed for noon meal only, call Pam Wetzel at (316) 659-2305.
June 3-21, 1991: "The Gateway Plains and the Santa Fe Trail," lecture series, Southwest Institute, University of New Mexico, Albuquerque. Contact Jerry Williams at (505) 277-2828.
June 8, 1991: Santa Fe Trail Days, Baca/Bloom and Pioneer Museum, PO Box 472, Trinidad, CO 81082 (719) 846-7217.
June 8-9, 1991: Santa Fe Trail Festival, Trinidad, CO.
June 9-14, 1991: Fifth Annual Santa Fe Trail Ride, Heart of the Flint Hills Chapter. Reservations required by May 31; write Trail Ride, 130 West Main, Council Grove, KS 66846.
June 11-16, 1991: Santa Fe Trail Rendezvous, Raton, NM.
June 17-22, 1991: Summer Seminar for School Teachers, "Before Zebulon Pike, the Other Histories of Kansas," Coronado Quivira Museum, 105 W. Lyon, Lyons, KS 67554 (316) 257-3941.

June 22, 1991: Santa Fe Trail Symposium, Fort Union, NM.
June 23-28, 1991: First session of field trips, Southwest Institute. Contact Jerry Williams at (505) 277-2828.
July 1-6, 1991: Second session of field trips, Southwest Institute, see above for contact.
July 2-5, 1991: Tour of the Coronado Trail in Kansas, Coronado Quivira Museum, 105 W. Lyon, Lyons, KS 67554 (316) 257-3941.
July 4, 1991: "Old Time" Independence Day celebration, Fort Larned NHS.
July 9, 1991: Heart of the Flint Hills Chapter board meeting, Council Grove.
July 13, 1991: 30th anniversary rededication at Lower (Wagonbed) Spring, 6:00 p.m., Wagonbed Spring Chapter.
July 15, 1991: Deadline for August *Wagon Tracks*.
July 21, 1991: Corazon de los Caminos Chapter meeting at Loma Parida, 2:00 p.m., (505) 387-2491.
July 27, 1991: Trinidad Historical Society Picnic, contact PO Box 176, Trinidad, CO 81082 or call (719) 846-9139.
July 27-28, 1991: Soldiering on the Santa Fe Trail, Fort Union, NM.
July 27-28, 1991: Raton Centennial Celebration, contact Raton Chamber & Economic Development Council, PO Box 1211, Raton, NM 87740 1-800-638-6161.
July 29, 1991: Cimarron Cutoff Chapter quarterly meeting, Clayton, NM, 7:00 p.m., Eklund Hotel.
Aug. 1-4, 1991: Santa Fe Trail Days, Marshall, MO, contact Tomi Blackburn at (816) 886-8372.
Aug. 7-10, 1991: Palace of the Governors Buffalo Roast & Trade Fair, Santa Fe, NM.
Aug. 17, 1991: Mountain Branch Chapter field trip to Purgatoire Canyon, reservations required, call Roberta Cordova at (719) 846-7721.
Aug. 18, 1991: Corazon de los Caminos Chapter meeting at Springer, 2:00 p.m., (505) 483-5926.
Aug. 24, 1991: An Evening at Fort Union, Fort Union, NM.
Aug. 25, 1991: 75th Anniversary of National Park System, special programs

and free admission at all NPS sites.
Aug. 31-Sept. 2, 1991: Military living-history programs, Fort Larned NHS.
Sept. 15, 1991: Corazon de los Caminos Chapter meeting at Las Vegas, 2:00 p.m., (505) 454-0383.
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 Coordinator Richard R. Forry, 205 S. 6th St., Arrow Rock, MO 65320.
Oct. 13, 1991: Fort Larned Day, programs and exhibits celebrating the 25th anniversary of Fort Larned NHS, free admission.
Oct. 21, 1991: Cimarron Cutoff Chapter quarterly meeting, Elkhart, KS, 7:00 p.m.
Dec. 14, 1991: Christmas Open House, Fort Larned NHS.

FROM THE EDITOR

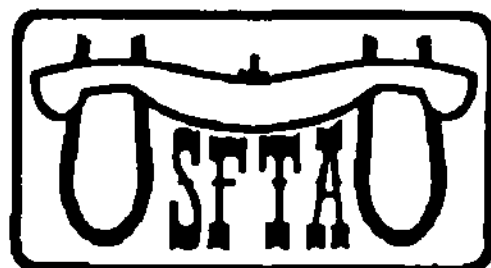
EARLY DEADLINE FOR AUGUST ISSUE: JULY 15

All material for the August issue must be received by July 15. I hope the August issue will be out in August and apologize for the current issue being so late. While this issue is at the printers, weather permitting, the Olivas plan to be flying in a small plane to Fort Union for the centennial celebration of the closing of the post and photographing the Trail from the air. While the August issue is at the printers, we plan to be rafting the Green River through Lodore Canyon with daughter Dana who manages the Utah division of the American River Touring Association.

Happy trails!

—Leo E. Oliva

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



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