

Wagon Tracks

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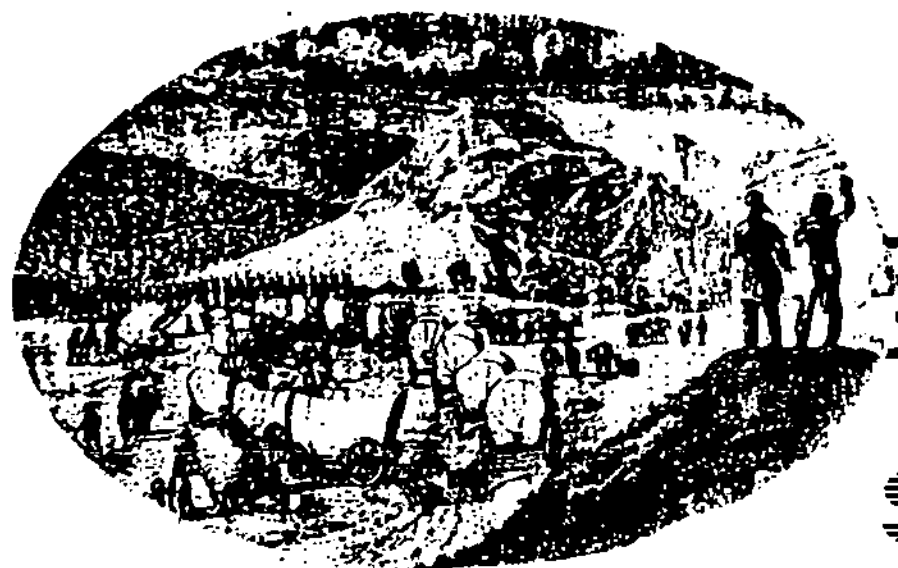
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WAGON TRACKS



SANTA FE TRAIL ASSOC. NEWSLETTER

VOLUME 4

MAY 1990

NUMBER 3

FORT UNION NATIONAL MONUMENT
AND
SANTA FE NATIONAL HISTORIC TRAIL
HOURS 8:00-5:00

This handsome new sign adorns the entrance gate at Fort Union National Monument. It is believed to be the first sign using the National Historic Trail designation.

AND YOU THOUGHT YOU KNEW TRAIL HISTORY? ATTEND CONFERENCE ON NEW MEXICAN TRADERS

On August 11 and 12, 1990, a special Trail conference held in and around Las Vegas, New Mexico, **From Zia to Wagonwheel: New Mexicans and the Santa Fe Trade**, will examine the role and significance of the New Mexican aspect of the trade. Soon after Spain colonized the valley of the Rio Grande, New Mexicans were trading to the east. Mexican independence in 1821 opened the gates and traders from Missouri poured into New Mexico, leaving a legacy which has overshadowed the contributions of those New Mexicans who were a vital strand in this fabric of history.

Who were the New Mexican traders? Why did they dominate the trade in the early 1840s? How was the groundwork laid prior to 1821? Did New Mexican involvement end after the American invasion in 1846? How were New Mexicans involved with Fort Union in the trade? How is a New Mexican Trail-era community preserving its heritage and values of those days? All these questions and more will be answered by experts addressing the conference.

Participants will have the opportunity to walk the Trail and see the landmarks from an entirely

different view. On Sunday visits are scheduled to the Trail sites of Mora, San Miguel, Loma Parda, and Fort Union National Monument to learn of their contributions to Trail history. The conference guarantees that you will understand the Trail better, you will see ruts and historic Trail sites, and enjoy the hospitality and mild climate of northeastern New Mexico. For more information see the enclosed registration form or contact Dr. Michael Olsen, Dept. of History, New Mexico Highlands University, Las Vegas, NM 87701.

SFTA BOARD TO MEET MAY 31

SFTA President Joseph Snell has called a meeting of the governing board to meet at the Santa Fe Trail Center, Larned, KS, at 1:00 p.m., May 31, 1990. This will precede the Trail Center's 1990 Santa Fe Trail Rendezvous which begins later that evening.

Snell notes that there are a number of items on the agenda, most of them operating committee reports and suggestions, but he will attempt to speed through them. All SFTA members are welcome to attend the meeting. ◀

1989 TRAIL ISSUE RECEIVES AWARD

The Mexican Road issue of *Journal of the West* (April 1989), edited by SFTA board member Mark L. Gardner, was selected as the best issue in 1989 by the editorial advisory board of that publication. Gardner received a certificate and cash award in recognition of his fine work. Congratulations Mark!

This issue of the journal, reviewed in the May 1989 WT, was also published in book form. *The Mexican Road: Trade, Travel, and Confrontation on the Santa Fe Trail* may be purchased at your bookstore (if they don't have it ask them to stock it) or ordered directly from Sunflower University Press, Box 1009, Manhattan, KS 66502 (913) 539-1888.

Gardner stated, "I was very glad to receive notification of the award and feel that congratulations are in order to all the contributors to the issue."

NATIONAL FRONTIER TRAILS CENTER OPENED

Nearly 300 people braved the aftermath of Independence, Missouri's worst snow storm in 12 years on Saturday morning, March 24, to participate in and view the ribbon cutting for that city's new National Frontier Trails Center. The facility is housed in a renovated flour mill on which the State of Missouri spent 2.4 million dollars for reconstruction, restoration, equipment, and exhibits. The City of Independence will operate the Center which is intended to commemorate and collect the history of the Oregon, California, and Santa Fe trails, each of which had an eastern terminus in the vicinity.

The Oregon-California Trails Association (OCTA) has located its national headquarters in one of the mill buildings and has loaned the Center some of its holdings. The Center itself is generously making its gift shop available to

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PRESIDENT'S COLUMN

It was my pleasure, as president of SFTA, to attend nearly all the events surrounding the opening and dedication of the National Frontier Trails Center in Independence, Missouri, last month. I have been involved in the planning and execution of a few similar events and have attended dozens of others but never have I seen one so lavish and so well supported by local and state governments and by individuals and corporations.

I don't mean just the fine food and entertainment; I mean the dedication with which the community has backed and promoted the Center. City officials, state legislators, citizens, and local businesses have pulled out all the stops to make the Center a success.

But their work is just beginning. The Center is now housed in a fine facility but it has few three-dimensional artifacts, only a small library of published material, and a limited quantity of primary source documents. At the opening the National Archives and Records Administration announced that it was depositing prints of microfilms which relate to the trails in the Center, Merrill Mattes gave his personal library, and William Paden presented a group of objects collected on the Oregon Trail over the last several decades.

We wish the National Frontier Trails Center, its executive director Dan Holt, and its community of supporters success in its mission. While keeping in mind that the Santa Fe Trail Association is headquartered and houses its archives in the Santa Fe Trail Center at Larned, Kansas, I encourage every trail buff to visit and to help the National Frontier Trails Center in any way you can.

Someday the Center will be an outstanding repository of both primary and secondary materials relating to overland travel and trade, thus making research on those subjects much easier for a large percentage of the nation's population.

—Joseph W. Snell

TRAILS CENTER OPENED

(continued from page 1)

OCTA and SFTA free of charge. During the opening festivities SFTA sold more than \$600 worth of books.

Included in the new facility are

an auditorium, exhibit gallery, library and research room, and archival storage and processing area, all located on the ground floor. The second level will be renovated into office and other necessary spaces.

The six-day dedication began the evening of March 23 with an elegant dinner in the Adam's Mark Hotel where dishes ranged from "rattlesnake terrine with painted desert sauces" to "grilled rack of lamb with a three mushroom duxelle and sauce of cabernet." Various wines from Southwest Cellars of New Mexico, Bethel Heights of Oregon, and the Beringer winery in California's Napa Valley were served along with an explanation of each type by winery representatives.

Despite the heavy snow, visiting dignitaries and guests drove to the new Center for a preview reception given by Lt. Gov. Mel Carnahan and Mayor Barbara Potts. The Center formally accepted a collection of trail artifacts collected and donated by Dr. and Mrs. William Paden. A short but excellent film commissioned by the Center, entitled *West*, was shown publicly for the first time.

The following morning two ten-year-old descendants of pioneers who traveled the California Trail, Jennifer Zimmerman and Jacob Queener, cut the gallery ribbon and officially opened the Center to the public. Later, at a recognition brunch at Arrowhead Stadium the Center presented its first annual Award of Distinction to Merrill Mattes, former National Park Service historian who is well known among trail buffs. That evening the pioneer woman statue especially commissioned for the Center was dedicated and unveiled.

The tenor of the grand opening changed for Monday, Tuesday, and Wednesday which were respectively designated Oregon Trail, California Trail, and Santa Fe Trail days. Speakers included Mattes, Jeanne Watson (a New Jersey museum curator and member of the council of the American Association for State and Local History), and Marc Simmons, immediate past president of SFTA.

Pauline "Polly" Fowler was in charge of Santa Fe Trail day. She provided an excellent program and served as mistress of ceremonies which began at 9:00 a.m. with the raising of a New Mexico flag over the Center (the flag was furnished by SFTA Publicity Direc-

tor Mike Pitel, Santa Fe, who was on hand to represent the governor of New Mexico). Students from the Santa Fe Trail Elementary School presented a pageant entitled "Letters Sent from the Santa Fe Trail."

After lunch activities shifted to the Harry S Truman Library and Museum where SFTA President Joe Snell introduced Simmons to a full house to speak on "Trailblazer Kit Carson: Hero or Villain." Simmons's paper was well received and precipitated many questions regarding Kit Carson's recent vilification by some groups and individuals. Following his presentation, Simmons presented a handsome framed portrait of Kit Carson, taken in St. Louis in December 1864, to National Frontier Trails Center Director Dan Holt, to hang in the Center.

That evening VanAnn Moore, flown in from New Mexico for the occasion, performed her Chautauqua program, a portrayal of Susan Shelby Magoffin. Many SFTA members fondly remember her remarkable program from the symposium in Santa Fe.

The National Frontier Trails Center, located at Pacific and Osage streets in Independence, MO, is now open for business five days a week with the galleries, containing excellent exhibits on each of the trails, also open on weekends. All SFTA members are invited to visit the Center when they are in the area.

PLEASE CHECK YOUR MEMBERSHIP EXPIRATION DATE ON THE ADDRESS LABEL. RENEW IF NECESSARY. THANK YOU.

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Membership Categories

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

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LOGO WAITS APPROVAL

Louann Jordan has designed an attractive logo, featuring an ox yoke, for SFTA board consideration at the May 31 meeting. Perhaps the "identity crisis" of this young organization will soon be resolved. Watch for the next issue of *WT* to see the official design. As soon as a logo is adopted, SFTA will offer several items incorporating the mark of identification.

CORRECTION

An editing error in Virginia Lee Fisher's article about Jedediah Smith in the last *WT* must be corrected. On page 13, column 1, lines 16-17, change "Smith set about learning Spanish" to "Parkman set about learning Spanish." Apologies to Dr. Fisher, Samuel Parkman, Jedediah Smith, and all readers.

ANOTHER SIGN ON FORT HAYS-FORT DODGE TRAIL

David Clapsaddle reports that the eleventh marker on the Fort Hays-Fort Dodge Trail has been set at Five Mile Hollow. This location, approximately one mile northeast of the Lookout Station site where the Fort Hays-Fort Dodge Trail intercepted the Smoky Hill Trail, retains much of its historical integrity.

In November 1871, a wagon train commanded by a Mr. Snuffer was caught in a blizzard at Five Mile Hollow. In an attempt to round up the livestock driven away by the storm, teamsters wandered far from camp. The caravan cook, who returned to camp, sought refuge in one of the wagons where he attempted to build a fire using the tailgate for fuel. He was found frozen to death the following day. Ironically, several of the wagons were loaded with firewood obtained at Walnut Creek on a return trip from Fort Supply.

The bronze plaque mounted on a limestone fence post reads: "Five Mile Hollow, Fort Hays-Fort Dodge Road." Volunteers installing the marker included Clapsaddle, Mildred Yeager, and Herman Mausolf of Larned, and Arthur Sayler of Albert, Kansas. With the placing of this sign, most of the historical sites along this significant branch of the Santa Fe Trail have been marked. The volunteers who raised the funds and did the work are to be commended for an important contribution and a job well done. ◀

WAGONBED SPRINGS DATES FROM 1847

Ron French, Ulysses, KS, sent an undated clipping from the *Ulysses News* relating that the famous springs on the Cimarron River, first known as Lower Cimarron Springs or Lower Springs by Trail travelers, received a new name in 1847. According to William Boyd, a member of an 1847 caravan of some 30 travelers, who told the story to E. F. Towler, father-in-law of Harry Joyce who owned the site of the springs at the time the article was printed, the party sank the wagon bed to collect water and thereby contributed the new name.

Boyd related that, before crossing the Arkansas River to head across the "Jornado de Muerto" to the Cimarron, it had been arranged that every wagon would carry spare parts so that a complete spare wagon could be put together if necessary. When the train arrived at the Lower Springs, "the bottom was removed from a wagon and the frame was sunk to make a casing for a supply of clear, cool water from the springs." It remained there many years for the use of Trail travelers. For additional information about Wagonbed Springs, contact Wagonbed Spring Chapter President Fern Bessire, 403 E. Pawnee, Ulysses, KS 67880 (316) 356-2242.

NEW TRAIL EXHIBIT AT KEARNY COUNTY MUSEUM

The Santa Fe Trail exhibit at the Kearny County Museum, Lakin, KS, is ready for viewing. Paul McVey and Betty Barnes assembled a 1939 aerial map of the county, and Paul Bentrup and Linda Peters marked the route of the Trail as well as its landmarks across the county.

Peters collected pictures and short biographies of Trail travelers, such as Kit Carson, Marian Russell, Susan Magoffin, F. X. Aubry, William Bent, and Major Bennett Riley. She also prepared pictures and brief histories of Trail landmarks in the area, including Indian Mound and Bear Creek Pass. Several locations of visible Trail ruts are marked on the map.

The 1948 oval marker, sponsored by the American Pioneer Trails Association and once displayed on the school grounds in Lakin, is also on display. Everyone traveling through the area is invited to visit the Kearny County Museum at 101 - 111 So. Buffalo

St., Lakin. Just for the record, Kearny County has five Daughters of the American Revolution (DAR) Trail markers.

ADOLPH BANDELIER ANNIVERSARY PROGRAMS

Adolph Bandelier, pioneer anthropologist of the Southwest, was born August 6, 1840, and the Maxwell Museum of Anthropology in Albuquerque is hosting a 150th anniversary conference on August 6-7, 1990. Alan Shalette, coordinator, announces that more than a dozen noted scholars will present papers.

August will be Bandelier Month in New Mexico, and other events include a ceremony at Pecos National Monument on August 5, special guided tours of the Bandelier National Monument on August 8, special program on Bandelier as part of the Founder's Day celebrations at Bandelier National Monument on August 25, and a dramatic impersonation of Bandelier's first archaeological tour of the Pecos Pueblo at Pecos National Monument on September 1.

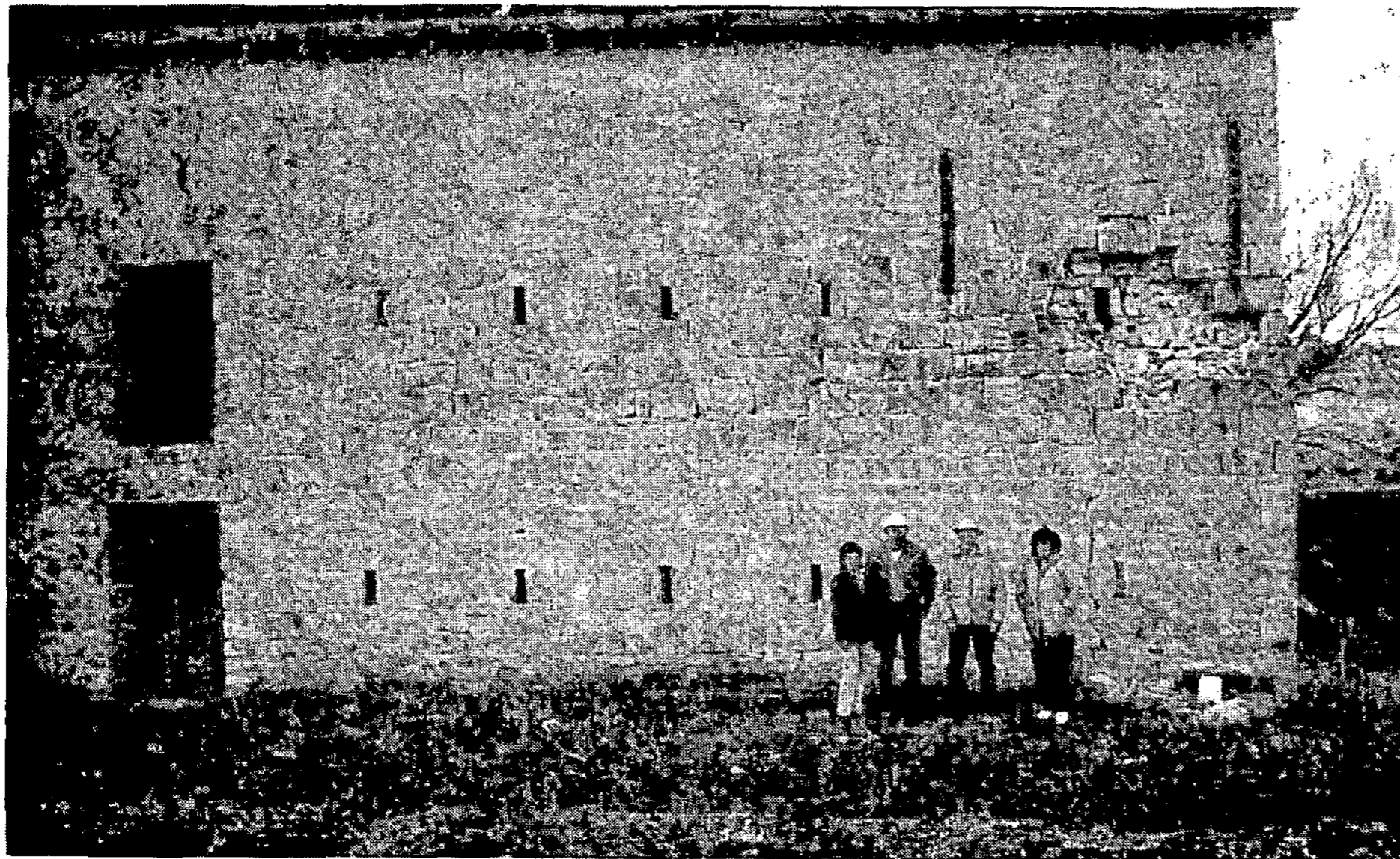
A special exhibit, "In the Footsteps of Bandelier," will be at the Special Collections Department, Zimmerman Library, University of New Mexico, Albuquerque, from July 15 through September 31, 1990. For additional information about these programs, contact Alan Shalette, 5294 Mesa del Oso NE, Albuquerque, NM 87111 (505) 291-9653.

SFT HIGHWAY BILL BECOMES KANSAS LAW

Governor Mike Hayden of Kansas signed House Bill 2901, "An Act relating to the marking of the Santa Fe Trail in Kansas," into law on April 6, 1990. The law requires the state department of transportation, with the cooperation of the governing body of appropriate cities and counties, to designate and mark the primary route of the Santa Fe Trail in Kansas. It further requires the department to follow the *Comprehensive Management and Use Plan*, which the National Park Service (NPS) has developed for the Santa Fe National Historic Trail, as its guide.

Signs, probably the NPS official sign, will be placed "in locations where the trail travels on public highways and crosses public highways." Several years ago Kansas adopted a similar law which required the marking of the Oregon Trail through the state. ◀

SFTA CHAPTER TO RESTORE BARN NEAR TRAIL



The east half of the barn near the Trail, viewed from the south, being restored by the Heart of the Flint Hills Chapter. The two doors are at the center of the building. Note the gun ports. Officers standing, l to r, are V-P Joyce Noonan, Director Chuck Noonan, Pres. Don Cress, and Sec-Treas. Joleen Day.

The Heart of the Flint Hills Chapter has been awarded a \$2,500 matching grant from the National Trust for Historic Preservation for a feasibility study to restore the historic barn near the Santa Fe Trail one mile east of Council Grove. This project was selected by the National Trust because of its architectural and historical significance.

The barn was built in 1871 by Seth Hays to benefit his 200-acre farm and to serve as a fortification for settlers and travelers along the old Trail, from Indians and outlaws. It is 40' x 76' x 40' and built of native limestone with a truss system that supports the roof independently from the walls. The trusses are put together with wooden pegs. The south wall has gun ports in the lower and upper stories. The barn has some structural damage to the wall near the southeast corner from lightning striking it a few years ago (see photo above). The property was acquired by Morris County in 1892 and was used as a county poor farm until after WWII. The area was used as a landfill until recently.

The local Community Arts Council is assisting with the project, and when the barn is restored the lower floor will house an interpretive center on the Santa Fe Trail and a museum, while the upper story will be a theater for the Arts Council and a community meeting room. The county will give land for a parking lot and access road.

During the past winter chapter members stabilized the building to prevent further deterioration until restoration can begin, which may be another year. Chapter members are now raising the \$2,500 matching funds necessary to receive the grant. Anyone interested in supporting this worthwhile project may send contributions to the Trust for Historic Preservation, 130 West Main, Council Grove, KS 66846.

PATRICE PUBLISHES ERRATA FOR MAPS

The Patrice Press has published an eighteen-page errata supplement for its 1989 publication, *Maps of the Santa Fe Trail*. Included are components which were developed for the National Park Service map portion of their study, which has yet to be issued, along with numerous changes which were suggested by friends of the Press. Most of the changes were discovered by author Gregory M. Franzwa while researching his latest Trail book, *The Santa Fe Trail Revisited*.

Many of the changes resulted from the decision to utilize the cartography of the United States Geological Survey on the so-called Military Road, rather than the lines developed a generation ago by the late Hobart Stocking. Interpretations vary by as much as a mile.

Errata data will be packed with all future map book orders. Those

who already have received *Maps of the Santa Fe Trail* may obtain an errata sheet simply by writing to the Press at 1701 S. Eighth St., St. Louis, MO 63104, or calling toll-free: 1-800-367-9242. The errata will be shipped free of charge. Those who request the packet are asked to specify whether they have a hardcover or loose-leaf binding. The latter is drilled for a 22-ring binder.

NEW CHAPTERS FORMING

by Joseph Snell

The End of the Trail Chapter of SFTA was granted conditional recognition on February 9, 1990. According to the constitution of the new chapter it shall "preserve, restore and protect the historical integrity and promote the educational opportunities of the Santa Fe Trail and the important trail sites west of the Pecos River." The officers and other information about the chapter appeared in the last WT. Those wishing more information should write Jon Hunner, Alcalde, End of the Trail Chapter, P. O. Box 704, Tesuque, NM 87574.

Michael Olsen, Las Vegas, NM, reports that the Corazon de los Caminos (Heart of the Trails) chapter is forming "to protect and preserve the Santa Fe Trail along its routes from San Miguel, New Mexico, to Cimarron and Springer, New Mexico (San Miguel, Mora and southern Colfax counties, New Mexico) and its side trails through Ocate and Mora, New Mexico." For more information write Michael Olsen, 1729 Eighth St., Las Vegas, NM 87701.

John Tarabino, one of the founding fathers of SFTA and who lives in Trinidad, Colorado, writes that the Mountain Branch Association of the Santa Fe Trail was incorporated in March and met on April 4 to determine its formal structure. "It will involve the Branch with representatives from Kansas, Colorado, and New Mexico," John stated. Mark L. Gardner, who with Tarabino, is member of SFTA's board of directors, is also involved in the organization. For more information write John Tarabino, P. O. Box 777, Trinidad, CO 81082 or Mark L. Gardner, P. O. Box 472, Trinidad, CO 81082.

Hopefully all three chapters will be recognized by the board of directors when it meets on May 31, to bring the number of SFTA chapters to seven. Each chapter contributes to the strength and success of SFTA. ◀

JOURNAL STOLEN

by Marc Simmons

In 1981 the University of New Mexico Library, Albuquerque, acquired the original journal of J. W. Chatham of South Carolina who traveled the Santa Fe Trail in 1849. His handwritten account, never published, gives a vivid picture of life on the Trail and describes such places as Fort Mann (west of present Dodge City), Pecos ruins, and Santa Fe.

Last year the Chatham Journal and other rare materials were stolen from the UNM Library. On March 20, 1990, the FBI arrested Stephen Blumburg in Ottumwa, Iowa. His 14-room house was filled with thousands of rare books and documents taken from universities around the country. The FBI estimates the value of the stolen items at \$20 million and says it will require a year to inventory the entire stock.

UNM librarians have alerted the FBI to be on the lookout for the Chatham Journal. In case it fails to appear there, all Trail researchers should keep an eye peeled for the journal. It is described as a small oblong octavo book in original boards, 88 pages filled on front and verso in a small, neat hand. It is in a half Morocco slipcase and accompanied by a matching bound typed carbon transcript of the narrative.

Blumburg's father described him as an eccentric genius with a long history of mental problems. Apparently his mental impairment did not prevent him from recognizing valuable treasures when he saw them.

SFT DAYS, AUGUST 2-5 AT MARSHALL, MISSOURI

Marshall's annual Santa Fe Trail Days celebration is set for August 2-5, 1990. Among the variety of events scheduled are historic tours, antique shows, an Indian encampment, children's activities, flea market, beer garden, and a period ball. Marshall celebrated its sesquicentennial in 1989 and hopes to make this year's celebration even better.

For further information, contact Prof. Jane Bartlett, Missouri Valley College, Marshall, MO 65340 (816) 886-2950, or call one of the celebration co-chairs: Dr. Dan Fahnestock at 886-6903, or Donna Huston at 886-3991. Marshall is near historic Arrow Rock and an hour's drive from Kansas City. Everyone is welcome. ◀

MUSEUM OF NEW MEXICO REVEALS FINDINGS ON CONFEDERATE SOLDIERS EXHUMED AT GLORIETA

Three of the Confederate soldiers who died in the Civil War battle at Glorieta near Pigeon's Ranch, March 28, 1862, and were unearthed in June 1987 from the battlefield site, have been positively identified, according to Thomas A. Livesay, director, Museum of New Mexico. Matching physical evidence with data from historic journals, letters, and muster rolls, Museum researchers have identified the remains of Major John S. Shropshire and Privates Ebineezer (Abe) Hanna, Jr., and J. S. L. Cotton, all from Texas.

The men died during a fierce engagement as Union troops sought to halt the Confederate march to Fort Union and the Colorado gold and silver mines. Thirty Confederate soldiers were buried in a mass grave near the battle site; another, now known to be Major Shropshire, was buried in a separate grave near his men. When the remains were discovered in 1987, the Museum of New Mexico's Contract Archaeology Program was called and began investigating the site immediately. Within a week, the Museum was certain the graves were those of Confederate soldiers known to have fallen in battle and buried at the battlefield the following day, March 29, 1862.

Of the Confederates who died at Glorieta, the mean age was 24, with the range of 17 to 45. Private Hanna, 17, was the youngest fatality. Although researchers have accurate knowledge of who was buried in the mass grave, physical evidence is too tenuous to precisely match the muster lists to the other 28 skeletons. The cause of death, however, was uncertain in only one instance. The remains of all 31 Confederates are currently held by the Museum of New Mexico. The Board of Regents of the Museum has voted to retain them until December 31, 1990, waiting for the outcome of proposed legislation creating a National Glorieta Battlefield site.

Research has revealed several things about the three identified soldiers who died in battle on the Santa Fe Trail. Major Shropshire of Columbus, Texas, commanded Company A, Fifth Texas Regiment of Mounted Volunteers, at the age of 28. He was born April 23, 1833, in Bourbon County, Kentucky. Cholera claimed his parents when he was two months old, and he

was reared by a wealthy aunt who arranged a good education for him. By 1855 he was practicing law in Texas. He was married in 1859 and had a son, Charles, born in 1861. After the battle of Valverde, Shropshire was promoted to major, and he commanded his troops at Apache Canyon on March 26 and at Glorieta on March 28, 1862. He died from a wound to the head.

Several accounts noted that Shropshire was over six feet tall, too tall for the wooden casket available, and was buried as an individual instead of in the mass grave shared by the other casualties. Had he fit into the coffin, his body would have been taken to Santa Fe with the other Confederate officers who died in battle. Witnesses recorded that he was wrapped in his own blankets and buried on the battlefield. The size of the skeleton, the separate burial, and the presence of spurs still on his boots were all evidence that contributed to his identification.

Private Ebineezer Hanna was a member of Company C, 4th Texas Regiment. He was the eighth of ten children. Young as he was, he was elected company historian by his fellow soldiers February 10, 1862. His campaign diary ended on the day of his death in battle. That diary describes a long, agonizing trip up the Rio Grande Valley from El Paso. He died from a wound through his left hip area. Archaeologists identified Hanna's body on the basis of his age, the type of wound which killed him, and a small bag of writing implements found near his body.

Private J. S. L. Cotton was a member of Company E, 4th Texas Regiment, had enlisted at Cameron, Texas, and was 20 years of age. Positive identification was made through a ring bearing the partial inscription ". . . S. L. Cot. . ." found with one of the bodies. He died from a mountain howitzer cannon shot to the lower back.

The battle at Glorieta was the turning point of the Civil War in New Mexico, for the Texas Confederates were soon driven from the Territory. Details from these remains and other sources will help bring this important chapter of American history and the Santa Fe Trail into better perspective. Efforts to establish the Glorieta National Battlefield site have the support of SFTA. ◀

PIGEON'S RANCH STAGE STATION AND GLORIETA SITE TO BE PRESERVED

The Conservation Fund, a national organization based in Washington, D.C., which preserves Civil War battlefields, has signed an option to purchase the site of Pigeon's Ranch and stage station and ten surrounding acres of the Glorieta battlefield, according to William de Buys, representative of the Fund in Santa Fe. If the bill now pending in Congress to create the Glorieta National Battlefield passes, the property will be offered for inclusion.

"The status of the stage station has been precarious for years," stated Marc Simmons, "and it is important to get the building into protective hands now." The Conservation Fund has already begun to raise money from public, corporate, and private sources to pay for the property. The Glorieta Battlefield Preservation Society is turning over its entire treasury, amounting to \$1,766.09, toward that end.

"A generous response from the public will demonstrate that there is strong support for this worthy preservation effort and will, no doubt, help the bill through Congress," Simmons concluded. The Fund is attempting to raise \$100,000 for the acquisition.

FRANKLIN OR BUST ELECTS & RESOLVES

Franklin or Bust, Inc., recently elected officers and passed resolutions aimed at promoting tourism and cooperating with the boosters of Arrow Rock. Organized two years ago to seek a visitor center at the site of Franklin, MO, the eastern terminus of the Trail, Franklin or Bust has gained a large membership and worked hard to promote the area.

Officers reelected are President H. Denny Davis, V-P Bill J. Crigler, Secretary Doris Markland, and Treasurer Bill Rudloff. Board members elected were Melissa Megas, John Shopland, and Stephen M. Rust. Reports on preservation and tourism efforts by several groups in the region were presented.

The members passed a resolution urging the state to speed up construction of a proposed regional visitor center at Arrow Rock and to give "prompt attention to constructing a visitors' center at Kingsbury Siding" marking the beginning of the Trail in Franklin.

They also pledged support and help in preparing for the SFTA symposium scheduled for Arrow Rock in 1991. By working together the several communities around the eastern end of the Trail will be able to coordinate activities and serve visitors better by directing them to the many historic sites in the vicinity.

LAS VEGAS RAILS 'N' TRAILS, MAY 25-27

Las Vegas, NM, will host the 6th Annual Rails 'n' Trails Days, May 25-27, to celebrate the history of the Santa Fe Trail and the AT&SF Railroad. Numerous events are planned, including historic tours, living-history demonstrations, lectures, parades, a melodrama, and a train ride to Lamy. For details, contact the Las Vegas/San Miguel Chamber of Commerce, P. O. Box 148, Las Vegas, NM 87701 (505) 425-8631.

LIVING HISTORY AT TRINIDAD TRAIL DAYS



Russ Young, blacksmith and photographer from Santa Fe, is one of several featured living-history interpreters at this year's Santa Fe Trail Days in Trinidad.

The annual Santa Fe Trail Days in Trinidad, CO, Saturday, June 9, 1990, will feature several living-history demonstrations and numerous other activities at the Baca/Bloom complex. Mark Gardner said that "visitors may not hear the braying of mules or the lowing of oxen, but they can hear

and see just about everything else, from period music to the ringing of a blacksmith's anvil." From 10 a.m. to 5 p.m., the Baca House and Pioneer Museum will be open free to the public, with tours of the Baca House every half hour. Exhibits and interpreters will be in the Pioneer Museum courtyard.

John Lemons, writer and military historian from Canon City, will portray an 1846 U.S. dragoon officer and explain the role of the "Army of the West" during the Mexican War. Branson-area rancher Richard Loudon will be stationed at the museum's chuckwagon dispensing stories of ranching along the Mountain Branch of the Trail as well as a little "cowboy coffee."

An exhibit concerning the military freighting business on the Trail is planned by the staff of Fort Union National Monument, and talks about commerce on the Trail will be provided by Terry Brown and members of The Opposition, a fur trade-era reenactment group. Russ Young, Santa Fe, and Greg Holt, Park Ranger from Bent's Old Fort National Historic Site, will portray blacksmiths. In addition demonstrations of historic cooking and adobe construction are planned.

All this is in conjunction with Trinidad's annual Santa Fe Trail Festival, June 9-10. Some of the activities featured in Trinidad's historic district that weekend are an arts and crafts fair, antiques and quilts shows, art show, musical concert, and street dance. For more information contact Mark L. Gardner, P. O. Box 472, Trinidad, CO 81082 (719) 846-7217.

OCTA CONVENTION AT OMAHA, AUGUST 8-12

The Oregon-California Trails Association (OCTA) annual convention will meet in Omaha, August 8-12, 1990. An impressive lineup of speakers and activities is planned. Among the presenters are Merrill J. Mattes, Dr. Peter D. Olch, Stanley Kimball, and Dorothy Devereux Dustin.

Trips will be made to the Joslyn Art Museum, sites of the Mormon Winter Quarters, Rock Creek State Park, reconstructed Fort Atkinson, and the Bertrand Museum to view artifacts recovered from the steamboat *Bertrand*. For further information contact Bob Berry, 11505 Pacific St., Omaha, NE 68154 (402) 333-3522. <

ARE WE FOLLOWING A WILL-O'-THE-WISP?

by Mary B. Gamble

When we set out with our cameras and binoculars, maps, and guide books in our 4-wheel-drive vehicle to search for the wagon ruts carved into the prairies by Santa Fe traders, are we hunting that elusive record of the past—a will-o'-the-wisp?

An Oklahoma writer from his ivory tower in Norman reached that conclusion in the 1950s. Max L. Moorhead wrote in *New Mexico's Royal Road: Trade and Travel on the Chihuahua Trail* (Norman: University of Oklahoma Press, 1958), pp. 95, 96, as follows:

"The main road to Chihuahua from the frontier settlements of Missouri as far as the New Mexico port of entry was the so-called Santa Fe Trail. It was no trail at all, however, not withstanding the present existence of numerous historical markers or even the vestiges of deep wagon ruts at scattered points on the prairie. In the first place, the point of departure of the caravans from the Missouri River shifted with the years—from Arrow Rock Ferry to Franklin, to Independence, and eventually to Westport, where Kansas City now stands. In the second place, from the great bend of the Arkansas onward, there were two radically different routes, not to mention a number of minor variations. And finally, no one course was consistently enough followed by the individual wagon trains to become a single road.

". . . In open country, where the wagons traveled two and even four abreast, the trail of a single caravan was frequently as much as fifty yards wide. One need only compare the various records of travel to discover that the Santa Fe Trail was not a road, nor even a trace, but a series of tracks meandering over the plains in only the most general single course. . . ."

WATTS MILL MAY RISE AGAIN IN KANSAS CITY

According to a recent article in the *Kansas City Times*, the historic Watts Mill in Kansas City may be reconstructed. The grist mill, located on Indian Creek (the foundations may still be seen south of 103rd St. and east of State Line Road), supplied flour

for travelers on the Santa Fe and Oregon trails. It was torn down for safety reasons after World War II.

The reconstructed mill would be used to grind flour and help educate and remind visitors of Kansas City's pioneer heritage. Also being considered are a visitor center near the mill, reconstruction of the nearby home of Jim Bridger, and hiking and biking paths.

DONATIONS ENRICH FORT UNION COLLECTION

Fort Union National Monument's museum collection has recently received several donations of objects used at Fort Union or the nearby historic Watrous area. Jennie Martinez, of Mora, donated a pair of brass-frame eyeglasses once used by her great-grandfather, Gabriel Estrada, a veteran of army service at Fort Union during the Civil War era.

Albert Dominguez, of Watrous, donated a Chihuahua copper coin dated 1855 and the "ball" part of the infamous restraining device known as a "ball and chain." Dominguez's father found the 32-pound iron ball at Fort Union years ago when the abandoned post was ranch land. The coin is a duplicate of several found in the local area and suggests the continuation of international trade and intercultural relations along the Santa Fe Trail.

Richard L. Rogers donated a set of keys found at the Fort Union Depot many years ago and a saber reputed to have come from the Glorieta Battlefield. The saber is of a type dating from the early 19th century and could have been in Confederate use at the time of the Civil War. Bill Hanus, of Silver City, donated a U.S. 1860 cavalry saber in excellent condition, completed with scabbard. It was the type in general use by cavalry troops from 1860 to the end of Fort Union's active period in 1891.

Fort Union Supt. Harry C. Myers stated that "the historical collections of the National Park Service owe a great debt to people such as these. Their obvious concern for preservation makes it possible for generations of future Americans to enjoy and better understand our national heritage. We extend our thanks to them and to thousands of other people across the country who have added to the many museums maintained for the American people." ◀



BICYCLE TREK-1990 READY TO RIDE

Santa Fe Trail Bicycle Committee Chairman Willard Chilcott announces that all the plans are made for the September 22 to October 12 ride from Santa Fe via the Mountain Branch to New Franklin, approximately 1,040 miles. A descriptive article about this trek appeared in the March 1990 *Outside* magazine. Chilcott reports that over 200 people have already requested information. He is now taking registrations for the ride.

Cyclists may join the ride at any point and leave at any point if unable to make the complete trip. This is a grand venture, carefully organized to provide a combination of inexpensive and pleasurable cycling with the opportunity to see and learn about the historic Trail. Maps, travel information, and daily ride sheets are provided.

In the stop-over towns, SFTA members and town residents will lead tours to historic points of interest. This non-profit camping tour will include dinner and breakfast in each stop-over community, and camp sites with showers have been arranged at each overnite stop. Camping equipment will be carried by truck, and sag-wagon support will be provided. Cyclists may elect not to use sag-support and/or camping facilities.

The cost to participants varies. Regular riders using all services will pay \$150 per week; riders not using sag-support will pay \$130 per week (this allows rider and companion to use camping facilities); and riders not using sag-support and camping facilities will pay \$110 per week. A \$50 deposit is required to hold a space. Companions providing support for riders may purchase the meals for \$10 per day.

This is a bargain ride, but the rewards to participants will be priceless. Chilcott is to be congratulated for the thorough planning that has gone into this trek, endorsed by SFTA. For complete details and application form, contact Willard Chilcott, 885 Camino Del Este, Santa Fe, NM 87501 (505) 982-1282. ◀

OLIVAS & MARIAN RUSSELL IMPLICATED IN DC HOAX

Bonita and Leo Oliva are not by nature deceptive people, and no one ever would have accused Marian Sloan Russell of misleading anyone. Yet these innocent people recently were persuaded by a scheming National Geographic photographer, Bruce Dale, to participate in a hoax manufactured out of whole cloth. After all, it was in Washington, D.C., where deception is apparently common practice. This time, however, it was done for a good cause.

When Dale, currently photographing the Santa Fe Trail for National Geographic, wanted to arrange a surprise birthday party for his wife, Joyce, he enlisted the aid of the Olivas, who were visiting in D.C., and the spirit of Maid Marian. Joyce, as have many Trail enthusiasts, had recently read Marian Russell's *Land of Enchantment* and had fallen in love with the author and her story. Knowing this, Bruce perpetrated the hoax.

During a luncheon at the National Geographic Society including the Dales and Olivas, Bruce invited them to a dinner the following weekend. By pre-arranged plan, Leo declined, saying they were attending a lecture on Marian Russell that evening in nearby Arlington, Virginia. As expected, Joyce showed immediate interest. Bonita then pulled from her purse a small newspaper clipping describing the lecture (secretly printed earlier by Bruce) and gave it to the Dales.

When the Dales arrived at the community center that evening, the "lecture" had begun. The room was dark, slides of the Santa Fe Trail were being shown on the screen, and the speaker was talking about Marian Russell. Joyce and Bruce stood at the back of the room and watched. The speaker then announced that she was very fortunate to have a picture of Marian when she was a child and flashed a baby picture of Joyce on the screen. This was quickly followed by a Happy Birthday slide, at which point the lights came on and 50 friends joined in extending wishes to Joyce.

Joyce said, "It was a complete surprise. I was totally confused when the baby picture flashed on the screen." Undoubtedly, Marian Russell would have been pleased. The Olivas still wonder if Joyce was secretly disappointed there was no lecture about Marian. ◀

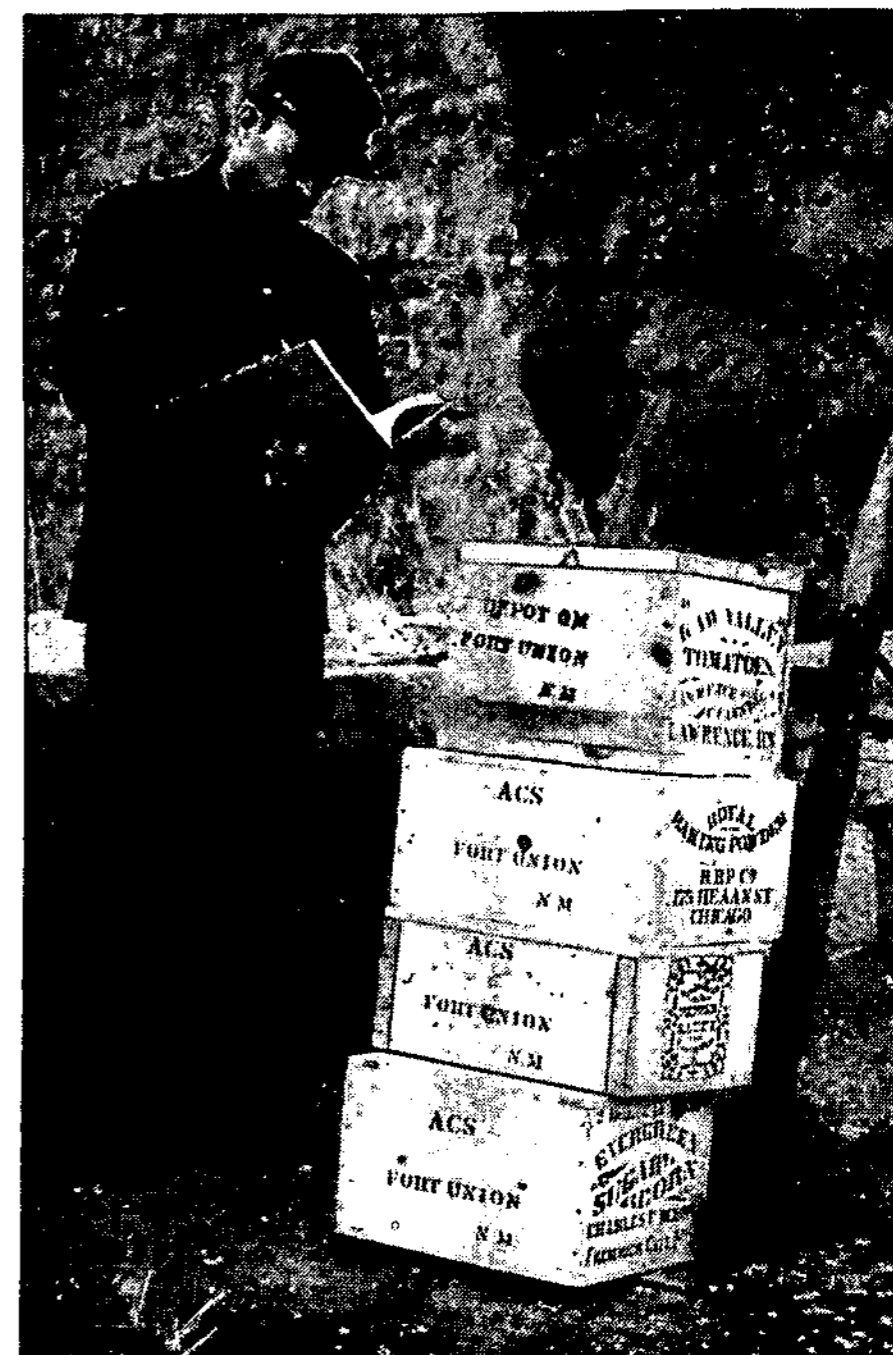
FORT UNION SUMMER ACTIVITIES

The Santa Fe Trail and New Mexico's Civil War volunteers will be two subjects of special emphasis for Fort Union National Monument's 1990 summer interpretive programs. From Memorial Day weekend through Labor Day, park staff and volunteers will present a variety of activities that focus on various aspects of Fort Union history.

Supt. Harry C. Myers explained that at recent research has underscored the significance of two aspects of Fort Union history that have previously received scant attention. "We're going to change that and give them the attention they deserve," he said. "The Fort Union Quartermaster Depot and the Santa Fe Trail are one and the same," Myers declared, "in fact, there were a number of years in which the majority of wagons traveling over the Trail were not bound for Santa Fe at all, but were carrying military freight right here to the Depot. This was the lifeline of the army in the Southwest. It took hundreds of people to operate it, many of them local New Mexicans. It's a fascinating and important story and we're going to give our visitors a chance to learn more about it."

Myers also commented on the significant role played by several regiments of New Mexico infantry and cavalry during the 1860s. "It's an amazing story. Hundreds of New Mexicans enlisted and served the Federal government for five long years. Virtually all of them had been born citizens of Mexico and there was really no reason to expect them to display any particular loyalty to the United States. But they did. After the defeat of the Texas Confederates in 1862, they continued to serve. Relations with practically every Indian tribe in the area had gone from bad to worse, and the New Mexico units were assigned to some of the most harsh and dangerous duty any American soldiers has ever had to endure. They did a good job. They were good soldiers. And we're going to be telling that story also."

Interpretive talks, demonstrations, tours, and living-history programs will be offered daily throughout the summer to explain the Depot, Trail, New Mexico Volunteers, and other aspects of frontier history. Fort Union will again host three popular special events in 1990; entrance fees are waived for each.



Commissary Sergeant (Park Ranger/Historian) T. J. Sperry inventories a shipment received at the Fort Union Depot. Fort Union staff will present a variety of interpretive programs dealing with the Depot and Santa Fe Trail daily between Memorial Day and Labor Day.

On Saturday, June 23, "The Santa Fe Trail — Freighting for Uncle Sam," an outdoor symposium, will feature several noted speakers addressing military freighting on the Santa Fe Trail and other Trail topics. The day's activities will begin with a tour of Trail-related sites in the area. Advance reservations are required for the tour.

On Saturday and Sunday, July 28 & 29, "Soldiering on the Santa Fe Trail," a two-day event recalling the founding of Fort Union in July 1851, will feature demonstrations and speakers. Living-history camps depicting infantry, cavalry, and artillery soldier life of the frontier era are a mainstay of this event. Several speakers will address the emotional topic of the Navajo Wars.

On Saturday evening, August 25, "An Evening at Fort Union" will be held in conjunction with the birthday of the National Park Service. The shroud of darkness lends itself to a stimulated imagination, assisted further by living-history vignettes scattered throughout Fort Union's adobe ruins. Reservations are required and will be accepted after June 1.

Fort Union National Monument on the Santa Fe National Historic Trail is located eight miles north

of Watrous, NM, off Interstate 25 on state highway 161. The park is open 8:00 a.m. to 6:00 p.m. Memorial Day through Labor Day, and 8:00 a.m. to 5:00 p.m. the remainder of the year. It is closed on Christmas and New Year's Day. Entrance fees are \$1.00 per person, age 17-61, or \$3.00 per carload, whichever is less. For further information or to make reservations for events described above, contact the Supt., Fort Union National Monument, Watrous, NM 87753 (505) 425-8025.

MORE OVAL SIGNS

Three more of the oval signs placed on schools in 1948 have been reported. Linda Burkhart of Offerle, Kansas, reported her family had one. Although more details were requested, none was received at press time. If information arrives, it will be reported next issue.

Joleen Day, secretary of the Heart of the Flint Hills Chapter, identified two more. Her family found one on their farm shop building, which was an old school house. The school, named Santa Fe Trail School, was located on the Trail six miles east of Council Grove on Highway 56 and ¼-mile north. Ruts can still be seen near where the building stood, and the Heart of the Flint Hills Chapter has marked the location with a "Trail Rut" sign.

The other sign reported by Mrs. Day is now on display in the senior citizen center at Allen, Kansas. The sign was removed from the Ozark School located three miles west of Allen on Highway 56 and one mile north. Joleen's grandfather, Roy Schiesser and co-worker Dan Fagan removed the sign when the old school was being torn down. Fagan had preserved the sign until it was placed in the senior center.

The tally now stands at 21. Are there more?

NEW MAILING LABELS

To keep you better informed about the status of your SFTA dues, the expiration date of each membership has been added to the mailing label. Please check carefully and report any errors. We hope you will bear with us while we work out the bugs. Remember that all memberships are for the calendar year. If your label shows "Dec 1989" and you have not renewed since May 1, better do so soon or this will be your last WT. <

JOHN BURNS LOCKE: TRAIL FREIGHTER & PIONEER

by Carrie Blanchard

[Ed. note: This is the eleventh in a series on merchants and personalities on the Santa Fe Trail. Carrie Bailey Blanchard, Denver, is the great-granddaughter of John and Annie Locke. She especially thanks her cousin, Orella Chadwick of Tillamook, Oregon, for her many years of genealogical research which provided much of the material used here.]

John Burns Locke, who later was among the first settlers in Canon City and Wet Mountain Valley in Colorado, made his initial trip west from Blandinsville, Illinois, in 1859 with his brother William. Each man had three yoke of oxen and wagons, a saddle mule, and shared a dog named Watch. This trip was not made on the Santa Fe Trail, but it led to John's decision to enter the freighting trade between Independence, Missouri, and the particular area of the West that had grabbed his interest: the Arkansas River valley, the outposts of Pueblo, Canon City, and Florence.

When John's brother William decided in 1860 to settle in Colorado, John became the owner of both teams and other accouterments they had acquired. In the meantime, John had met Barbara Ann (Annie) Welch in his hometown, and they had grown serious enough to become engaged.

John made his first freighting trip in 1860-1861, a long trip from Blandinsville to Independence where he had stabled his ox teams. From there he traveled the Santa Fe Trail to Bent's Fort and then on to Pueblo.

When he returned to Missouri (location not given), a letter from Annie awaited him at a friend's home. Annie advised him of their invitation to accompany and witness another couple at their wedding in October. On August 28, 1861, John replied to Annie as follows:

"My Dear Annie,

"I address you principally to make a suggestion in regard to our union. After reconsideration of the matter since our last interview I make haste to write you in order to give you time for reflection.

"I do not know your mind as to the time — you may wish to put it off longer than I am about to suggest. If so all right. I shall be perfectly satisfied with any



Annie and John Locke, from an original tintype, believed to be their wedding picture.

time that you may see fit to name after my return, hoping if my suggestion does not meet your approbation you will be prepared at my return to name your earliest time thereafter. I think nothing preventing I shall be able to make my trip by the 1st to 10th Oct. at the latest. If so I have thought (since you named the other union that is to be effected in October and our accompanying them) it would perhaps be well enough if it would suit you to make the same trip answer our purposes.

"I am aboard the Packet on the Missouri River for Kansas City whilst I write to you, which may partially excuse the awkward appearance of my letter. Expect to reach K.C. tomorrow. There are 1200 soldiers aboard from N.W. Missouri armed for cruel war. They make considerable noise. Music, shouting and occasionally ashore marching. A soldier's life for those who like it but a more quiet life for me.

"From what I can learn of the route we have to travel, from reliable appearing people we have seen from different sections, I see no reason to apprehend the danger some of our friends did previous to our starting and trust you will not feel uneasy for my safety.

"Entertaining the kindest feelings and regard for you, I am

"Very sincerely yours,
"John"

John and Annie were married October 31, 1861. The Civil War had begun in April of that year. No one knew how far the fighting might spread or how long the war might

last. Although he realized that supplies would become harder to obtain, John also saw that they would become more essential in the western territories. So, with Annie's approval, he decided to continue with his freighting business, at least for a year or two.

In 1862 John made a trip to Santa Fe, after having to travel farther east than ever to obtain supplies. The trip was long and hard; all across the country he found that people were uneasy, expressing fear of both the war hostilities and the Indians along the route. During the arduous return, John realized this was not the life for him, away from his adored Annie for such lengths of time.

Early in 1863, John and Annie began planning their move. Traveling by covered wagon for eleven weeks, they arrived at Canon City on July 5, 1863, bringing 100 head of cattle and 15 horses with them. John became a large landowner in both Fremont and Custer counties. Locke Mountain in Wet Mountain Valley is named for the family. He served a six-year term as county commissioner in Fremont County.

John and Annie Locke reared five children, all of whom distinguished themselves as adults. Daughter Orella became a Doctor of Osteopathy, practicing in Cincinnati with her younger sister, Dena, assisting her. Sons James T. (Jimmie) and Orion were both attorneys; Jimmie Locke served four terms as district attorney and two as deputy district attorney at Canon City. Daughter Carrie was a school teacher and, later, she and her husband, James William Ralston, were among the first settlers in the Cedar Hill and Aztec area in northwest New Mexico.

Annie Locke died in 1894 and John in 1901. Both are buried in the Greenwood Cemetery at Canon City.

AN OLD BARN WITH A SANTA FE TRAIL PAST

by Jesse Scott, Jr.



What happens to all the stones from old forts? Often not even a vestige of the foundation can be found. In one instance, at least, we know.

William Bent set the stage for the events that led to the building of this stone barn. He destroyed the huge adobe Bent's Old Fort in 1849. In the fall of 1852 he moved down the Arkansas River to a flood plain twenty-two miles below the mouth of the Purgatoire River. There, on the left bank, he built three log houses to use as a trading post until he could construct his new fort of stone on a high rock point overlooking the river and commanding a view of the area for many miles in all directions. Construction of Bent's New Fort started in 1853 and probably was not completed until the following year, the year the area became part of the newly-created Kansas Territory.

After the Mexican War, the War Department began establishing military posts along the Santa Fe Trail to help protect the ever-growing commerce and military supply trains. Bent's New Fort appeared to be a good place for a post, and in 1859 it was leased to the government.

The following year construction was begun by the First Cavalry, under Major John Sedgwick, on a new fort on the site of the three log houses. Buildings were erected by enlisted personnel, few if any of whom were stone masons or carpenters. Lt. J. E. B. Stuart, who later gained fame as a Confederate cavalry officer, was on duty during construction. By completion, the post was in Colorado Territory, created in 1861.

Originally named Fort Wise, in honor of Governor Henry Wise of Virginia, the post was given a new name when the Civil War began and Gov. Wise and Virginia left the Union. It became Fort Lyon, to honor the memory of General Nathaniel Lyon, the first Union general killed in the war.

To set the record straight, this post was never named Fort Fauntleroy, an error that has been perpetuated by many historians and published a number of times. Fort Fauntleroy was the first name of the fort at Bear Springs, New Mexico Territory, later named Fort Lyon. It was rebuilt in 1868 as the second Fort Wingate. Locations changed three times.

In 1866 the Arkansas River backed up from an ice jam, flooding the lowland and Fort Lyon, and the post was moved to its new location twenty miles up the river in 1867. Part of the stage was set for construction of the barn. Meanwhile, other events relevant to the barn were taking place.

In 1861 the government entered into the Treaty of Fort Wise with the Southern Cheyenne and Southern Arapaho, which was never carried out. In 1865 these tribes were part of the Treaties of the Little Arkansas, signed at the site of present Wichita, Kansas. Certain mixed-blood relatives of these Indians were each given 640 acres of land to be selected by the commissioner of Indian affairs. Some of this land was selected along the Arkansas River in Colorado. In 1883 two mixed bloods, Matilda and Margaret Pepperdin, received tracts 24 and 25, the boundary between which was approximately the location for the



Interior view of barn.



Stone with "1st Cav 1860."

future barn.

Later this land came into the Koen family, early irrigation and land developers in the area. In 1891 Festus B. Koen had the barn and numerous other structures erected with stone from Old Fort Lyon, and possibly Bent's New Fort, four to five miles upstream from his farm.

E. Griffin, the builder, proudly proclaimed his involvement with a carved keystone in the east arch. The most interesting stone is located near the west peak, with the carved inscription "1st Cav 1860." Others have graffiti scratched into the surface dating back to 1865, and one evinces the presence of the 48th Wisconsin unit which is on record as stationed at Fort Lyon.

The barn is an imposing structure, 60' wide, 100' long, and 36' high, with considerable room for livestock on the ground level and for hay above. The height at the eaves is 16 feet. The hayloft floor is 10 feet above the ground, with the top of the arched openings another 16 feet higher. Walls average 18 inches in thickness, and the beams and posts are 8 inches square. Floor joists for the loft are 2 x 12 inches, set on 16-inch centers. This barn probably contains less than one-fifth of the stone in the remaining buildings and fences.

The barn is in a state of deterioration from the elements, neglect, and lack of repairs. There is no evidence of structural fault; there are no cracks in the walls nor does the roof sag. A flood in 1921 partially filled the ground floor with sand and caused considerable damage to nearby stone buildings and fences.

The old Koen place is located four miles west and one-quarter south of the Big Timbers Museum at Lamar. Don States leases the farmstead and lives there. A Blue Heeler dog lives there, too, but do not be taken in by the old adage that begins "A barking dog. . . ."

[Jesse Scott, Jr., Garden City, KS, is a real estate broker and auctioneer who has done extensive research along the Santa Fe Trail. Portions of this article were published in Kansas Territorial, Nov-Dec 1985.] ◀

POST OFFICE OAK -LETTERS-

Editor:

I'm sending my check for 1990. I am a charter member and value my membership. My grandparents came by covered wagon in 1874. They stayed in Wootton and that part of the country. I am a native of Raton, New Mexico.

Esther Jones Killam
5820 S. Windermere Apt. 565
Littleton, CO 80120

Editor:

I am a new member of SFTA and enclose dues for a membership for my daughter, Peggy Moga. Together, we drove the Trail last September, using Marc Simmons's book as a guide. We did not even know until we reached Arrow Rock that there was an organization for people interested in the Trail. We were both thrilled!

In the future, both my daughter and I hope to be active in the organization, attending meetings, driving the Trail again (slower!), and serving on committees. Presently, I work as a librarian for a book vender but my real interest is in historical research on Western Americana. My daughter's doctorate is in neurobiology but her abiding interests are birding and the prairie. One thing we did on our trip was look for "natural" prairie that remains.

Honey Sullivan Moga
16 E. Sheridan Rd.
Lake Bluff, IL 60044

Editor:

Our family received copies of the February issue and thoroughly enjoyed seeing the article on Middle Springs by my late father and your incorporation of data from the Cimarron National Grassland staff. We shall treasure this issue. We also enjoyed reading about Jedediah Smith. Our best wishes for your continued efforts on the Santa Fe Trail.

Jolly Mayberry Schram
6005 Diamond Head Dr.
Austin, TX 78746

Editor:

I made audio cassette tapes of many of the programs at the Santa Fe Symposium. The quality of some is better than others. If anyone is interested in a copy of any of the tapes I have, I will make them on a limited basis for the cost of tapes and postage.

Robert Ripley
8202 Peach Tree Lane
Wichita, KS 67207

Editor:

At the Symposium in Santa Fe I purchased two copies of Dave Webb's *Adventures with the Santa Fe Trail*. At the time I thought it was a little advanced for my fourth-grade grandson, so I just put it away for the time being. In February he told me his class at Eldorado Elementary School was studying the Santa Fe Trail and asked if I would come talk to them. I gave him a copy of the book to take to his teacher. She and the other two fourth-grade teachers were just crazy about the book and ordered more copies. The project is well under way. I spoke to all three classes, primarily about women on the Trail, but most Mary Donoho.

I told them about my research on Mary Donoho and that a publisher was considering it. They were wonderful, asked lots of questions, and later wrote some great thank you letters, many with colored illustrations. One little girl said, "I sure hope you get a publisher for your book." She got her wish and I don't think my feet have touched the ground yet. *Mary Donoho: New First Lady of the Santa Fe Trail* has been accepted for publication by Ancient City Press in Santa Fe. It is scheduled for 1991; they said in plenty of time for the SFTA Symposium in Arrow Rock.

Marian Meyer
2327 Old Arroyo Chamisa
Santa Fe, NM 87505

*Congratulations Marian Meyer!
We all look forward to the day
Mary Donoho is in print.*

Editor

Editor:

The members of the Texas Panhandle Chapter of SFTA extend their collective appreciation to you for keeping *Wagon Tracks* a lively and interesting publication. All of us wait for each issue with anticipation. We want to give you the support and assistance you need. Thanks for a job well done.

Texas Panhandle Chapter
P. O. Box 1533
Amarillo, TX 79105

Thanks for the Texas praise. If WT amounts to anything, it is because of the material submitted by many contributors. All we do here is put it together and send it out. It takes a lot of time and isn't always fun, but we hope the result is worthy of SFTA and all it represents.

Editor

BOOT HILL MUSEUM, DODGE CITY, KANSAS

by V. James Sherer



[This is fourteenth in a series on museums and historic sites along the Trail. V. James Sherer is executive director of Boot Hill Museum.]

The Old West comes to life at Boot Hill Museum, a village museum located on the original site of Boot Hill Cemetery in downtown Dodge City, Kansas. The museum, accredited by the American Association of Museums in 1985, was founded in 1947 to collect, preserve, and interpret the history of Dodge City. Dodge was the home of such famous law officers as Wyatt Earp, Bat Masterson, Bill Tilghman, and Charles Bassett. It was here they earned their reputations as "fast guns." But this is not the only story told at the museum. Visitors are introduced to the site and the history of Dodge City in an eleven-minute multimedia presentation, "Dodge City: The Town and the Legend," in the visitor center.

Dodge City began in 1872 as a supply center for buffalo hunters who were in the process of eradicating the herds of bison that once numbered in the millions. Partly in answer to the demand for buffalo robes, leather for industry, and bones for a variety of purposes, and partly in response to the army's desire to eliminate the food supply of the Plains Indians, the hunters quickly (within four years) removed the buffalo, making way for the beef cattle industry.

The story of that era is told in the exhibit "Dodge City: The Early Years." The exhibit includes a portion of the original Boot Hill Cemetery (1872-1879) upon which the museum is built and from which it takes its name. Here also is the story of the Santa Fe Trail and trade, the building of the Santa Fe Railroad, the life of the American cowboy, and a reconstruction of a sod house, the home of many plains settlers. A popular feature of this exhibit is an extensive collection of firearms.

Another exhibit, "Cattle, Wheat & Storekeepers," shows Dodge City's economic growth during the era of the cattle drives which began in 1876. During the ten-year span of the long drives more than 10 million Texas longhorns were brought up the trails to the Santa Fe Railway's loading pens in Dodge City. During the 1880s there was wild speculation and people came west to get rich. Cattle barons were born and broken within a few years. This era and the coming of the wheat industry are told here. Wheat became important in Kansas in 1874 with the introduction of Turkey Red, a hard winter wheat, by a group of German Mennonites from Russia. Cattle and wheat today dominate Dodge City's economy as visitors can see in the numbers of grain elevators and cattle feedlots that dot the countryside.

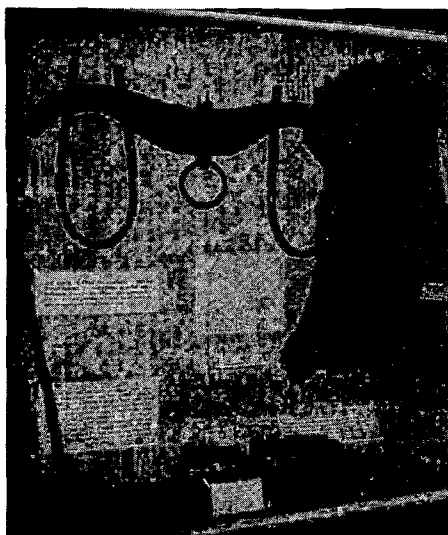
The atmosphere of old Dodge City is recreated in exhibits of the

business life of the town. The Bank of Dodge City, the town's first banking establishment, is reconstructed here as well as the home of Squirrel Tooth Alice, an early "lady of the night," or "soiled dove" as they were called in Dodge City.

Front Street is a reconstruction of two blocks of the original (1878) business district of Dodge City. Here are found a gunsmith shop in Zimmerman's Hardware, the Rice Brothers' saddle shop, and Dr. T. L. McCarty's City Drug Store that is stocked with drugs, patent medicines, and cosmetics that could be found in this store in 1880.

The Saratoga Saloon next door is a reconstruction of an establishment that was owned by C. M. Beeson and W. H. Harris, who later owned the Long Branch Saloon down the street. The Saratoga was strictly operated and did not allow rowdiness. It served beer, the cowboy's favorite beverage, and soda pop (ginger ale was especially popular). It was a favorite hangout of soldiers stationed at Fort Dodge (located five miles east). Charles Rath's General Store is at the end of the block. Nearby are George Hoover's cigar store, John Tyler's Tonsorial Parlor, and Morris Collar's dry goods store.

Farther down the boardwalk are Beatty & Kelley's Dodge City Restaurant where today's visitors can still get a meal featuring buf-



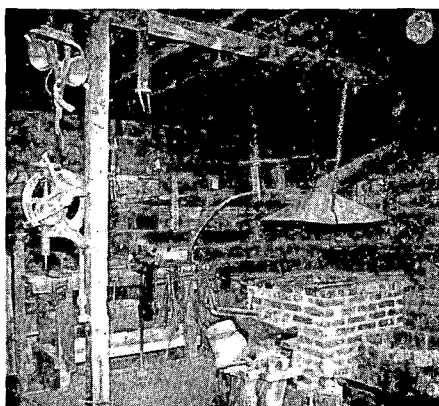
Trail exhibit at Boot Hill.

falo meat or ice cream treats. Next door is the Old House Saloon used by the Boot Hill Museum and other local organizations for special events, including the Boot Hill Museum Repertory Company's dinner theater performances. During the summer a chuckwagon dinner is served every evening from 5:30 to 7:30 p.m., featuring Kansas beef.

Four restored buildings round out the tour of Front Street: a one-room schoolhouse that also has a temporary exhibit gallery, a Santa Fe Railway depot and 1903 Santa Fe locomotive, an 1880 carriage shed that houses the museum's blacksmith shop, and the Hardesty home. R. J. Hardesty was a cattle rancher whose family resided here from 1880 to 1914. The home is restored to the early 1880s.

Boot Hill has a variety of living-history exhibits, such as domestic life in the Hardesty house. An 1880s medicine show is performed several times a day along the boardwalk. Each evening "Miss Kitty" hosts the Long Branch Variety Show, with Doc at the piano, the Long Branch Can-Can girls, and a wide variety of specialty acts, musical numbers, and non-stop entertainment, preceded each evening by a reenactment of a Dodge City gunfight. The 60-minute music and comedy show is regularly attended by tour groups and visitors from all over the world.

Over the past year, three new exhibits have been added. "Boot Hill Museum: 40 Years of History," located in the Boot Hill building, traces the history of the museum and features the neon sign that once was located on the top of the original Boot Hill building.



Blacksmith shop exhibit.

"Keeping the Peace: The Beginning of Law in Dodge City" details the beginning of Dodge City, its early inhabitants, the need for law, and the men who upheld it. The jail bars from Dodge City's City Hall, built in 1888, are featured. This exhibit is in the Beeson Gallery.

The "Frontstreet Times Print Shop" will open this summer in a new location in the Beeson Gallery. Here visitors can view printing equipment of the 1870s and watch as an interpreter prints a newspaper or wanted poster.

One of the most significant "natural" exhibits of Boot Hill Museum is located nine miles west of Dodge City along U.S. 50. Here, on 143 acres owned by the museum, exist some of the most clearly defined ruts of the Santa Fe Trail. The site has been accessible to visitors since 1961 and was designated a National Historic Landmark site in 1966. A well marked turnoff is available to Trail buffs and with a short walk of 100 to 150 yards one can view the historic ruts which extend to the west approximately a mile. Also available at that site are the remains of the Eureka Irrigation Canal, better known as the "Soule Ditch," which was begun in 1883. Some 30,000 to 50,000 people visit this site each year.

1990 marks the 100th anniversary of the State Soldiers Home at old Fort Dodge, five miles east of Dodge City on highway 154. Built in the 1860s to protect travelers along the Santa Fe Trail and, later, those who built the railroad that replaced the Trail, Fort Dodge was abandoned in the late 1880s. In 1890 it became a State Soldiers Home and many of the original buildings, some built as early as 1867, are still in use today. Many activities have been planned at Fort Dodge for this summer, for information please call (316) 227-2121.

"Dodge City Days" is an annual event from the last weekend of July through the first weekend of August and features the 4th largest PRCA rodeo in the world. The ten-day celebration begins with a concert, this year Reba McEntire will be featured, and includes activities such as the Ford County Fair, street dances, chuckwagon breakfast, parades, Kaleidoscope of the Arts, craft festivals, Miss Rodeo Kansas Pageant, and four nights of PRCA rodeo featuring all the top world champion rodeo performers. The 1990 dates are July 27 through August 5.

The second annual Octoberfest will be held at Boot Hill on October 6. The event is highlighted by Helmut Fricker and his Polka Band and the authentic German food that is served that day. The festivities take place under a large tent that covers most of the open area of the museum grounds. Last year approximately 2,000 people enjoyed a day filled with great music, fantastic food, and dancing.

During each December Boot Hill Museum celebrates "Christmas in Old Dodge City," with a special holiday show in the Long Branch saloon; "Christmas on the Boardwalk," which includes an evening stroll along the boardwalk with the shops lighted by kerosene lamps, and special entertainment; "Christmas is for Children," with a visit from Old St. Nick and a children's story hour; and the Victorian Christmas Tea in the Hardesty House, with special music and refreshments.

A dinner theater series produced by the Boot Hill Museum Repertory Company, featuring plays and musicals, takes place in the fall and spring. The Old House Saloon seats 100 for dinner and an excellent show.

Boot Hill Museum is open daily except Thanksgiving, Christmas, and New Year's day. Summer hours are 8:00 a.m. to 8:00 p.m. daily from the last weekend in May through the end of August. Winter hours are 9:00 a.m. to 5:00 p.m. Monday through Saturday, 1:00 p.m. to 5:00 p.m. Sunday, September through May. Summer admission rates are \$4.50 for adults, \$4.00 for seniors and students, and \$13.00 for family (7 and under free). Winter admissions are \$3.25 adults, \$3.00 seniors and students, and \$8.00 for family (7 and under free). For information contact the Tour Director, Boot Hill Museum, Front Street, Dodge City, KS 67801 (316) 227-8188. <

A LONG AND USEFUL LIFE FOR THE SANTA FE TRAIL

by T. J. Sperry

By the late 1860s the Kansas Pacific Railroad had put the original eastern half of the Santa Fe Trail out of business. No longer did large freight wagons ply the old route from the Kansas City area or Fort Leavenworth. Instead, the western most "end of track" community marked the "beginning" of the Trail. Within several years the Atchison, Topeka and Santa Fe Railroad (AT&SF) had completed its line across Kansas and entered southeastern Colorado in 1873, cutting further the ever-shrinking mileage remaining to the the bullwhacker and wagon freighter. The *Junction City (KS) Union*, in August 1867, lamented that "the iron horse has silenced the lowing of the panting ox and the old trail looks desolate."

For Junction City and much of the rest Kansas it was true. Overland use of the Santa Fe Trail appeared to be finished. Historians, authors, and Trail buffs in general have since clung to that same view—that the Trail died a sudden death when the railroads built into western Kansas. Unfortunately, this attitude robs the Santa Fe Trail of more than a decade of its important history. Though changed from its "glory days" of the long haul from Independence or Westport to Santa Fe and beyond, wagon traffic from the Colorado railhead towns into New Mexico continued to flourish. For this section of the route, the Trail was alive and well.

By mid-1873 the AT&SF had reached Granada, Colorado. Immediately, the end-of-track forwarding and commission merchants abandoned their location at Kit Carson, Colorado, on the Kansas Pacific line and moved to Granada. Two of the largest of these firms were Otero, Sellar and Co., and Chick, Browne and Co. For the next three years, Granada and West Las Animas constituted the eastern end of Santa Fe Trail wagon traffic. And busy years they were.

Hundreds of wagons followed a new branch south from the rails, known as the Fort Union-Granada Road. North of Fort Union the older ruts of the Mountain Branch were met, and trains carrying goods into New Mexico's interior used the time-honored route to Las Vegas and Santa Fe.

One of the New Mexico-based customers that assured a heavy

flow of wagon traffic during the 1870s was the United States Army. The military presence began during the Mexican War, and the freighting of army supplies had been a major part of Trail traffic since that time. During the 1870s, New Mexicans, always an integral part of the Trail, rose to greater prominence than at any time since the Mexican War. As in the 1840s when Mexican traders dominated the old commercial trade over the Trail, they reaped the benefits of freighting for Uncle Sam. The forwarding agents subcontracted with locals to perform the actual hauling and delivery, and the blue streak that resounded with the bullwhacker's whip was most often a Spanish oath.

Until 1873, Fort Union had served as the general receiving and distribution depot for the Southwest for much of the previous 22 years. In the 1860s 2,000 to 3,000 wagons a year brought the army's quartermaster, subsistence, and ordnance materials to the loading docks and storehouses of the Fort Union Depot. The close proximity of the Colorado railhead, however, made it possible for shipments consigned to other posts to be dispatched directly to the final destination. Forwarding agents, such as Chick, Browne and Co., organized trains bound not just for Fort Union but to posts as far away as Fort Bayard, in southwestern New Mexico, and Camp Apache, Arizona. It should be noted that in 1876-1877, all supplies for posts in New Mexico were again sent to and distributed from the Fort Union Depot.

Fort Union National Monument has in its collections a bound volume of the original bills of lading for Chick, Browne and Co. military contracts from May 1874 through June 1875. These documents provide a fascinating and informative glimpse into the hustling activity that prolonged the life of the Trail.

The first two sheets in the volume are a memorandum "of government freight shipped from Granada, Colorado," by Otero, Sellar and Co. from September 1873 to May 1874, possibly reflecting a change in the contract holder as of the latter date. "Gillie" Otero fondly recalled the family-like relationship that existed between the two large firms as they moved together from one railhead to the next, from Ellsworth, Kansas, to

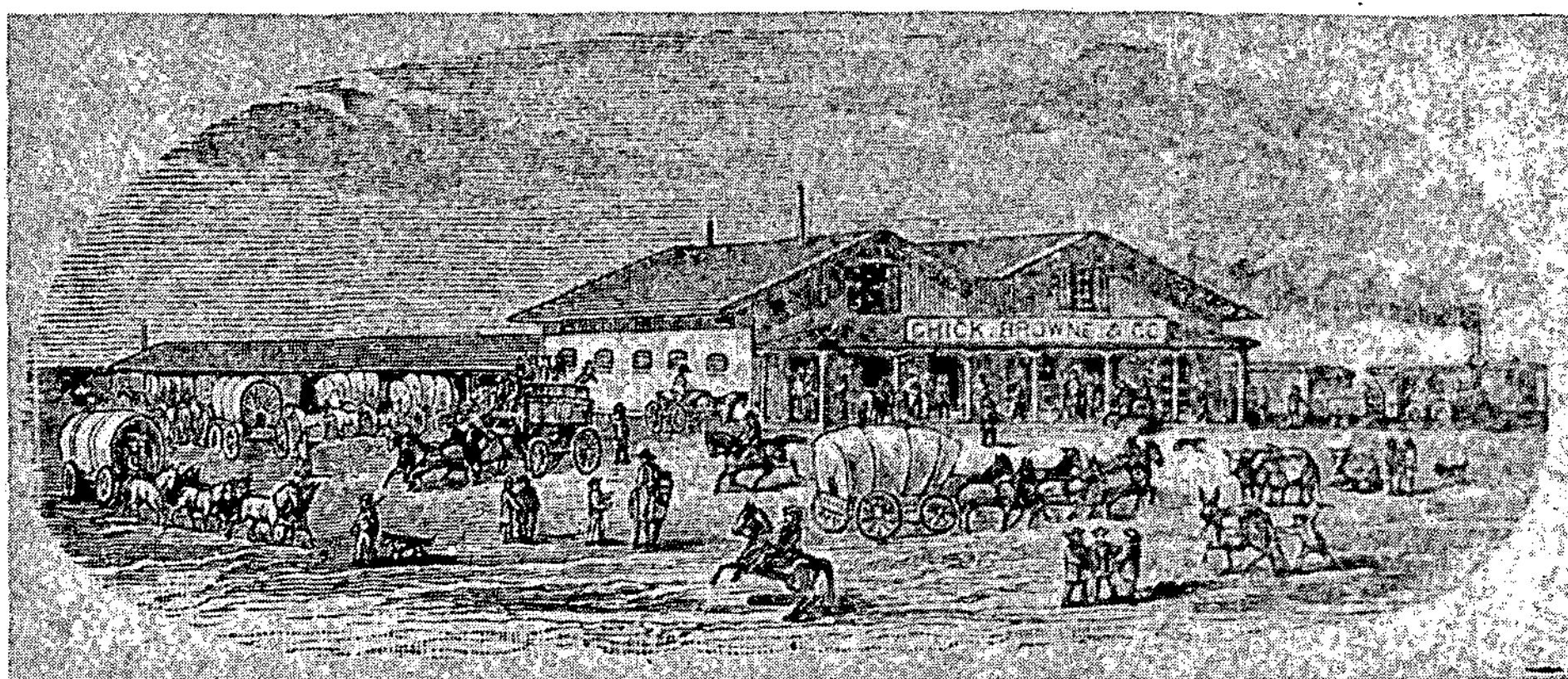
Hays City then to Sheridan in Kansas, to Kit Carson, Colorado, and then to Granada. Later they followed the railhead to West Las Animas, La Junta, and El Moro in Colorado, and then to Las Vegas, New Mexico. The memorandum may reflect a courtesy in the spirit described by Otero.

For the nine-month period detailed in the memorandum, the firm forwarded 695,159 pounds of army supplies in 55 wagon trains, most of which were under an army contract with H. C. Lovell, a Kansas merchant. Fourteen bills of lading of Chick, Browne and Co. come next, originating at Granada between May 15, 1874, and June 22, 1874. In fourteen trains the company shipped 176,184 pounds of military freight down the Fort Union-Granada branch of the Santa Fe Trail to Forts Union, Marcy, Craig, and McRae in New Mexico, and Camp Apache, Arizona. Another 13,000 pounds went over another route to Fort Garland, Colorado.

In July 1874 the commission houses made a short move to West Las Animas, a few miles west of Granada. The remaining bills of lading in the volume date from this point, July 1874 through June 1875, after which the firms moved again with the rails to La Junta.

For the 11 months when freight was shipped from West Las Animas, Chick, Browne and Co. forwarded 573,999 pounds in 53 wagon trains. Of this, 157,705 pounds (27%) went to Fort Union Depot, while the balance of 416,294 pounds was delivered to Forts Craig, Tularosa, McRae, Bayard, Selden, Wingate, and Marcy in New Mexico, and Camp Apache, Arizona. Throughout this time Eugene B. Allen was the principal contractor. Most of the wagons bound for New Mexico and Arizona traveled south from West Las Animas a few miles, joined the Fort Lyon to Fort Union road for another 30 miles, and then followed the Fort Union-Granada Road, the shortest route and a way to avoid the more difficult road over Raton Pass.

Army freight was divided into three classes of supplies: ordnance, quartermaster, and subsistence. Ordnance supplies comprised weapons, ammunition, and accouterments such as cartridge boxes, haversacks, scabbards, and bayonets. In the 1870s the ordnance department also was responsible for cavalry saddles and



Sketch of Chick, Browne and Co. headquarters, Las Vegas, New Mexico (from William G. Ritch, *Illustrated New Mexico*, 4th ed., Santa Fe, 1883, p. 89, reproduction courtesy of Special Collections Dept., Zimmerman Library, University of New Mexico, Albuquerque).

horse equipment. Fort Union Arsenal, which served the military district of New Mexico, was located at the site of the first Fort Union, approximately one mile west of the second and third posts, in adobe structures that facilitated storage, repair, and minor fabrication. The ordnance stores originated in eastern factories and arsenals. These supplies were not available locally in New Mexico. Thus all ordnance items for troops in the Southwest were sent over the Trail.

From the date of its inception in 1851 until final closure in 1883, the Fort Union Arsenal was commanded (with the exception of about one year) by Military Store Keeper, later Captain, William Rawle Shoemaker. His responsibilities for much of the period included the arming and equipping of all troops stationed in New Mexico and part of Arizona, sometimes even part of Texas. Shoemaker, who rarely left Fort Union, witnessed the last three decades of the history of the Trail. He is a subject worthy of further study.

The volume of Chick, Browne and Co. records indicates shipment of ordnance items only occasionally. The bulk of these consignments consisted of cartridges, although shipments of bayonet scabbards, rifles, tools, bridle leather, and other "ordnance stores" were also mentioned. Ammunition was heavy freight. Train number 112 departed West Las Animas on April 17, 1875, bound for Fort Union Arsenal with 21 crates of ammunition weighing 2,755 pounds. Included in the train were 32 "arms chests" of rifles (likely the new Springfield .45-70) weighing 9,201 pounds.

The quartermaster department handled everything from building materials and uniforms to tools

and forage for livestock, from paper and pencils and other office supplies to transportation vehicles, from fuel for heat and cooking to furniture for offices, barracks, and quarters. In addition, the quartermaster was in charge of repairs of all types, including the work of blacksmiths, wheelwrights, and carpenters. Some of what this department required could be procured locally, and this generally proved economical not only for the army but for New Mexicans who provided the commodities. Agricultural products, firewood, charcoal, lumber, and some coal made up the bulk of local purchases.

Everything else the quartermaster needed had to make its way across the Great Plains. Much of the freight carried by Chick, Browne and Co. was addressed to the quartermaster at the Fort Union Depot or at forts throughout the military district. Train number 53 left West Las Animas on September 12, 1874, with blankets, clothing, picks, pick handles, and spades. Dozens of other shipments during the period included uniform items, tentage, stoves, bedding, iron beds, office supplies, furniture, brooms, paint, wagon parts, cooking utensils, building materials, and bathtubs. Train number 17 left Granada for Fort McRae in June 1874 with a "refrigerator."

The subsistence department procured, stored, and issued the army's food supplies, and these items comprised the largest amount of military freight on the Santa Fe Trail. As with quartermaster supplies, the subsistence department attempted to buy local items whenever possible. In the Southwest, however, this never progressed far beyond flour, fresh beef, beans, and salt, with occa-

sional purchases of hominy, sauerkraut, pickles, and chili peppers.

The soldier's daily prescribed ration, deserving in part of its infamous reputation, consisted of pork or beef, bread, beans (or rice or hominy), vinegar, salt, sugar, coffee and tea. The prescribed ration is somewhat misleading, however, as an indication of what troops actually consumed. Dissatisfaction with such stark victuals caused the passage of an act in 1866 that permitted the subsistence department to stock and sell at cost a long list of sundry food items. These were available to military personnel, their dependents, and authorized civilian employees. The concept was immediately popular, and from that time on post commissaries included sales rooms literally stuffed with these "supplemental" food items. Company messes could "trade" portions of the regular ration for some of these items, adding variety to an otherwise bland and fairly unbalanced diet. Individuals could also purchase them for personal use. The "at cost" price of these foods made them affordable to the poorly-paid soldiers and greatly upset the post sutlers who had previously held a monopoly in the field.

The Chick, Browne and Co. bills of lading confirm the popularity of these sundry food items, and are revealing when considering what it took to run an army by way of long-distance freighting. The following subsistence stores were forwarded by the firm (it should be noted that commercial freight on the Trail, none of which was recorded in this volume of the company's bills of lading, also would have included most of the following items for the civilian market in New Mexico):

Coffee	Mustard
Sugar	Cinnamon
Flour	Lemon Extract
Candles	Vanilla
Soap	Yeast Powder
Vinegar	Cream of Tartar
Tobacco	Laundry Starch
Tea	Pork
Rice	Hams
Salmon	Salt
Syrup	Pepper
Sardines	Raisins
Crackers	Chocolate
Macaroni	Tapioca
Green Peas	Mackerel
Lima Beans	Cranberry Sauce
Clams	Pineapples
Molasses	Asparagus
Plums	Olive Oil
Potatoes	Olives

Cheese	Dried Peaches
Dried Apples	Nutmeg
Pickles	Butter
Oysters	Lard
Tomatoes	Baking Powder
Corn	Mushrooms
Jelly	Herring
Sauerkraut	Beef Tongues
Breakfast Bacon	

Food items constituted the the largest part of the army logistic line and presented special problems of administration, storage, and timely shipment. All posts beyond the railroads were required to maintain a six-month supply of subsistence in stock. In 1873 the army created the rank of commissary sergeant and stationed one at each post. The positions were filled from the ranks of non-commissioned officers of the line who had demonstrated the clerical skills and responsibility needed for the job. The new specialist grade was a concession on the army's part to its inability to handle the huge amounts of foodstuffs and the accompanying paperwork through the accountability chain. From that time until the ultimate death of the Santa Fe Trail seven years later, the commissary sergeant was the soldier most intimately linked to the day-to-day operation of military freighting on the route. The majority of the wagons and teamsters plying the Trail pulled up to the commissary loading docks.

The bills of lading reveal other aspects of Trail operations at that time. Some authors have asserted that the shortening of the Trail permitted the replacement of oxen with horses. The teamsters hauling for Chick, Browne and Co., at least, did not reflect such a change. Of the wagons hauling government freight forwarded by that firm, 75% were pulled by oxen, 10% by mules, and 15% by horses. The chief commissary officer of New Mexico, Captain Charles P. Eagan, estimated in 1875 that ox teams hauled 90% of subsistence stores in the District of New Mexico.

Perhaps the most enlightening information of all concerns who was actually on the Trail, driving teams, cracking the whips, and eating the dust raised by wagons and animals. Of the 73 freighters hired or contracted by Chick, Browne and Co., 63 had Spanish surnames. New Mexicans, as always, were performing a major role in the freighting on the Trail.

Something can also be learned from what the Chick, Browne and Co. volume does not reveal. The

Train No. 16 Contract No. 16 To Fort Union N.M. No. 3 of 504 Wagons.				
Granada, Colorado, June 12, 1874.				
Received of CHICK, BROWNE & CO. the following articles, in good order and condition, marked and numbered as specified below, which I agree to transport and deliver in like order and condition, unto The A.C.F.				
at Fort Union, N.M. Freight to be paid upon presentation of Original Bill of Lading, properly receipted, at the rate of One Dollar and no cents per one hundred pounds.				
and I further agree that the transportation of said articles shall be subject to all the conditions and in compliance with all the terms of Eugene B. Allen's contract for transportation of Government Stores, made with Gen. STEWART VAN VLIET, (Chief Quartermaster, Department of Missouri, dated May 14, 1874, (Chicago, Ill.))				
MARKS.	NO.	PACKAGES, ETC.	CONTENTS.	lbs. WT.
A.C.F.	6	Cases	Pickles	832
Fort Union, N.M.	3	Box	Sugar	772
7710	2	Box	Beef Tongues	180
	1	Box	Apples	133
	1	Box	Yeast Powder	1170
	6	Box	Syrup	1360
	22	Cases	Tobacco	1223
	10	Box	Vanilla Extract	29
	1		Lima Beans	57
	1		Toilet Soap	36
	9		Pine Apples	432
	1		Salmon	53
	1		Sardines	42
	6	Cases	Starch	259
	4	Box	Pepper	126
	1		Chocolate	32
	1		Dr. Peaches	110
	2		Bacon	566
	2	Box	Granulated Sugar	579
	3		Cut Soap Sugar	533
	7	Cases	Crackers	781
	31	Box	Candles	1473
	15	Box	Mercury	217

Facsimile of one page from Chick, Browne and Co. record book (courtesy of Fort Union National Monument, NPS).

company, along with Otero, Sellar and Co., did not devote most of its business to forwarding government freight, as had the famous firm of Russell, Majors and Waddell in the late 1850s. The 1870s in New Mexico was a time of new settlement and growth. The commission and forwarding merchants, and there were several others besides those named (the Las Vegas, NM, firm of Marcus Brunswick and Eugenio Romero was an agent for military freight contractor Henry C. Lovell in 1873, and the Las Vegas mercantile firm of T. Romero and Bro. ser-

ved as agent for freight contractor Eugene B. Allen in 1874), were handling infinitely more freight destined for the civilian market. If the volume of government freight handled by Otero, Sellar and Co., and Chick, Browne and Co., the two largest firms forwarding military freight in New Mexico, represents but a percentage of traffic on the Fort Union-Granada Road, that route must indeed have been busy during its period of use. Even without conclusive numbers to verify it, it is apparent that this branch of the Santa Fe Trail carried a signifi-

cant amount of traffic.

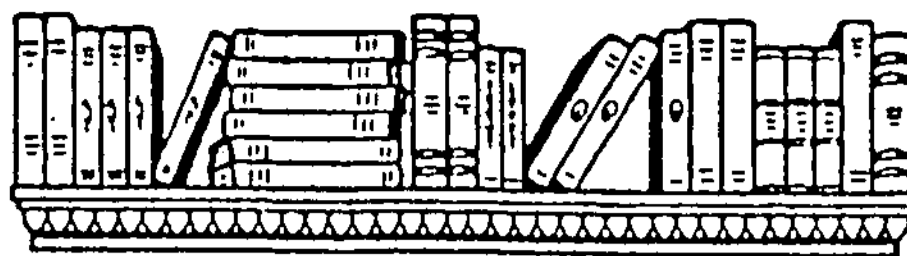
Josiah Gregg's famous estimate of freight traveling down the Santa Fe Trail, 1822 to 1843 (the celebrated "glory years" of Trail commerce), lists fewer than 100 wagons as making the trip in all but five of those years. His largest estimates were 130 wagons in 1831 and 1839, and 230 wagons in 1843. The sizes of wagons and the amount of freight each could haul varied, and it must be understood that a comparison of wagon numbers is not a precise comparison of payloads. Nevertheless, Chick, Browne and Co., in May and June 1874, sent from Granada over the Santa Fe Trail 56 wagons loaded with military supplies, and between July 1874 and June 1875, they shipped military freight in 413 wagons from West Las Animas to New Mexico.

It would have been unusual if this was the only firm forwarding supplies for military contractors. By 1874-1875, civilian freight undoubtedly generated more volume than military freight and required even more wagons to carry commodities from the railheads to New Mexico. Most commodities to stock the post trader's store at each of the military posts were also freighted over the Trail. While Gregg estimated the value of all commodities taken over the Trail in 1843 at \$450,000, the total value of all freight in 1874-1875 was counted in millions of dollars.

In addition, just as mercantile headquarters were moved, the eastern termini of mail and stagecoach lines on the Trail also moved from railhead to railhead and continued to operate along the Mountain Branch. Also, military officers and troops continued to travel along the various branches of the Trail between railheads and duty stations. All this activity would hardly qualify the Santa Fe Trail for a death warrant.

In its day the Fort Union-Granada Road was the major route of the Santa Fe Trail, and freighting was still big business. With that, it should be recognized that the Santa Fe Trail, though becoming ever shorter after the Civil War, lived a healthy life up to the very end, still accomplishing the purpose that had given it birth—the link between the East and the Southwest.

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



CONVERSE OF THE PRAIRIES —BOOK NOTICES—

Barton H. Barbour, ed., *Reluctant Frontiersman: James Ross Larkin on the Santa Fe Trail, 1856-1857*. Pp. xvi + 202. Albuquerque: University of New Mexico Press, 1990. Illus., map, appen., bibliog., index. Foreword by Marc Simmons. Cloth, \$24.95; paper, \$14.95, plus \$1.50 shipping for first copy and \$.75 for each additional copy. Order from University of New Mexico Press, Albuquerque, NM 87131.

James Ross Larkin accompanied William Bent's caravan west in the fall of 1856. Son of a wealthy St. Louis mercantile family, Larkin was a sickly young man who hoped the Trail would produce a "prairie cure." His health did not improve, but he kept an invaluable diary.

Part One of this book comprises a five-chapter introduction that gives Larkin's personal background, describes merchandising in St. Louis and Santa Fe, and tells something of the aims of health-seekers in the Southwest. Barbour has delved deeply into primary sources and here presents much new information on the Trail in the 1850s, a decade often neglected.

Part Two presents the annotated diary of Larkin, the original of which is on file at Bent's Old Fort National Historic Site. Larkin furnishes some keen observations on overland travel and major trail personages, particularly William Bent. Larkin sheds some light on the Indian troubles at Bent's New Fort in 1856. He met Kit Carson and Ceran St. Vrain but said little about either. In Santa Fe, Larkin was employed as clerk for Major Albert J. Smith, army paymaster, and accompanied Smith to Fort Union to pay the troops. The diary abruptly ends in New Mexico at the end of January 1857.

Barbour's annotations provide necessary details to items mentioned by Larkin, but two minor errors should be noted. What should be the Middle Crossing of the Arkansas in southwest Kansas is given as the Upper Crossing, p. 164, n. 46. The Tecolote mercantile firm of Moore and Rees is noted with the observation that

"No additional information on these men is extant," p. 172, n. 87.

Both William H. Moore and Burton F. Rees were military contractors as well as merchants. Moore, also post sutler at Fort Union (one volume of his sutler store accounts is held by the History Library, Palace of the Governors, Santa Fe), was an important source of funds for the Union army in New Mexico during the Civil War. Major J. C. McFerran, quartermaster for the Dept. of New Mexico, claimed that, without the funds provided by Moore, the army would not have been able to meet the demands on it at the time of the Confederate invasion.

Three appendices provide a complete inventory of the items Larkin took with him on the Trail, copies of several newspaper articles that shed additional light on Larkin and his journey, and a letter Larkin wrote in 1866. This book is a significant contribution to Trail literature and deserves the attention of all serious readers and collectors.

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Cheryl J. Foote, *Women on the New Mexico Frontier, 1846-1912*. Niwot: University Press of Colorado, 1990. Pp. xviii + 198. Illus., notes, bibliog., index. Cloth, \$19.95, plus \$1.75 shipping for first copy and \$.75 for each additional copy. Order from University Press of Colorado, P.O. Box 849, Niwot, CO 80544.

This excellent study of Anglo pioneer women in New Mexico, many of whom traveled over the Santa Fe Trail, is founded largely on the writings of the subjects. Foote includes women whose writings have not been published or are out of print, rare, and even obscure, adding new information about a variety of women and circumstances rather than just summarizing what is readily available to readers.

Several topics and representative individuals are emphasized: wives of Protestant missionaries (Harriett Shaw and Martha Roberts), wives of pre-Civil War army officers (Katie Bowen and Anna Maria Morris, both of whom spent time at Fort Union on the Santa Fe Trail), wife of an enlisted man during the Civil War (Ellen Williams was wife, mother, laundress, and nurse with Colorado volunteers in New Mexico and along the Santa Fe Trail), wives of post-Civil War army officers (the bizarre story of Josephine

Clifford alone is reason enough to buy this book), single missionary women (Alice Blake), and the first woman anthropologist in New Mexico (Matilda Cox Stevenson).

Each woman is unique and fascinating; all are representative of pioneer women. The material is fresh and the scholarship and writing are refreshing. The first footnote in the book cites *Wagon Tracks*, a reference to Marian Meyer's article on Mary Donoho (August 1987). In all, this is a major contribution to women's history in the Southwest, but it is more than just good women's history. It is social history at its best.

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"The Santa Fe Trail," *Cobblestone* (May 1990). Pp. 48. Illus., maps. Paper only, \$3.95; order from Cobblestone Publishing Co., 30 Grove St., Peterborough, NH 03458.

Cobblestone: The History Magazine for Young People has an outstanding reputation for its issues devoted to particular topics. The Santa Fe Trail is the subject of the May 1990 edition. Everyone who has children or was a child will find this to be an interesting and informative collection of articles and illustrations. Every effort has been made by the publishers to be accurate and to stimulate young minds.

Included are articles on Zebulon Pike, William Becknell and the opening of the Trail, mules and oxen, Indians along the route, Josiah Gregg, Bent's Old Fort, Marian Russell, as well as a "Trail Atlas" and crossword puzzle. The showcase item is a modern-day account of a trip on the historic Trail, "The Santa Fe Trail Lives," by 11-year-old Andy Swindler.

There are recommended books to read, including Dave Webb's excellent *Adventures With the Santa Fe Trail: An Activity Book for Kids and Teachers*, a list of places to visit along the Trail, and even a nice notice about the Santa Fe Trail Association. Ask your bookstore to stock this, give copies to your children or grandchildren, and see that your local school library subscribes to *Cobblestone*.

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William C. Bullard, *Bound For the Promised Land*. Independence: National Frontier Trails Center, 1990. Pp. 48. Illus., maps, bibliog. Paper only, \$7.50; available only at the Center.

This beautifully designed, well

written, and heavily illustrated pamphlet, printed on fine paper, was issued to commemorate the opening of the National Frontier Trails Center. It provides a readable survey of the history of the overland trails.

While main attention is focused on the Oregon Trail, the Santa Fe Trail is not overlooked. Of particular interest is a full page image of the celebrated wind wagon, tried as an experiment on the road between Westport and Council Grove. The last chapter serves as a guide to Independence buildings that date from trail days. This publication is highly recommended.

—Marc Simmons

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Michael Beshoar, *All About Trinidad and Las Animas County, Colorado, Their History, Industries, Resources, Etc.* Reprint, Trinidad: Trinidad Historical Society, 1990. Pp. 127. Index. Paper only, \$10.00, plus \$1.50 shipping. Order from Trinidad Historical Society, P. O. Box 176, Trinidad, CO 81082.

This publication is a facsimile reprint of what is today considered the first history of the area, originally published by its author in 1882. Beshoar was a physician who settled in Trinidad in the late 1860s and became one of its most prominent citizens and businessmen. In addition to practicing medicine, he was active in local and state politics and was also a newspaper man. He founded the *Colorado Chieftain* (better known today as the *Pueblo Chieftain*) in 1868 and the *Trinidad Daily Advertiser* in 1883. In 1973 he was the subject of a popular biography by his grandson, Barron B. Beshoar, entitled *Hippocrates in a Red Vest*.

While Beshoar devoted a good portion of *All About Trinidad and Las Animas County* to describing the regions advantages and economic opportunities as he saw them in 1882, his book also contains important pieces of historical information found nowhere else. He was a contemporary of early pioneers and obtained much of his information firsthand. Especially valuable to the Colorado historian are Beshoar's brief descriptions of the principal communities of Las Animas County, many of which no longer exist, and his listing of local place names with histories of their origins. Included in the last few pages of the book are several

Trinidad business advertisements, from the Jewish mercantile establishment of Jaffa Brothers to E. Mercier, a soda water manufacturer. The reprint is limited to 1,000 numbered copies.

—Mark L. Gardner

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Herbert E. Bolton, *Coronado: Knight of Pueblos and Plains*. Reprint, Albuquerque: University of New Mexico Press, 1990. Pp. xxix + 491. Maps, notes, appen., bibliog., index. Foreword by John L. Kessell. Paper only, \$14.95, plus \$1.50 shipping for first copy and \$.75 for each additional copy. Order from University of New Mexico Press, Albuquerque, NM 87131.

This classic study, first published in 1949, is reprinted as part of the upcoming observation of the 450th anniversary of the Coronado expedition and the 500th anniversary of Spain's discovery of the New World. Prof. Kessell provides a new foreword, offering a brief look at Bolton and his work.

Although research conducted since Bolton wrote has provided additional information and insight into the Coronado venture, this detailed and well-written adventure story remains an exceptional piece of Spanish Borderlands literature and history. Like all classics, this book deserves to be read and read again.



HOOF PRINTS —TRAIL TIDBITS—

The DAR Madonna of the Trail statue in Upland, California, was damaged in the recent earthquake. Reports are that she will have to be taken down for repairs.

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A footnote to the opening of National Frontier Trails Center came a few days after its successful conclusion when the voters of Independence turned out to elect their mayor. To the dismay of those who support the new Center, incumbent Barbara Potts, who had worked diligently for the establishment of the Center and who took part in nearly every event at the opening, was defeated.

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The Kansas Heritage Center, Dodge City, reports that Dave Webb's popular new book, *Adven-*

tures With the Santa Fe Trail: An Activity Book for Kids and Teachers, is now in its second printing.

Marian Meyer, Santa Fe, is a busy writer. As noted elsewhere, her biography of Mary Donoho has been accepted for publication. Her first book, *A Century of Progress: History of the New Mexico School for the Deaf* has just come out. It may be obtained (\$21.95, including postage) from New Mexico School for the Deaf, 1060 Cerillos Road, Santa Fe, NM 87503. Double congratulations to Marian!

The State of Oregon is planning a major celebration in 1993 to commemorate the 150th anniversary of the Great Migration on the Oregon Trail. The legislature appropriated \$225,000 and assigned responsibility to the Oregon Historical Society. An Oregon Trail Interpretive Center is also underway at Baker City, Oregon, sponsored by the Oregon Trail Preservation Trust.

The Nebraska Historical Society has announced plans for a fund drive to build a visitor center at Chimney Rock on the Oregon-California Trail near Bayard, Nebraska. Anyone wishing to contribute may send donations to Nebraska Historical Society Foundation, 100 N. 56th St., Suite 21, Lincoln, NE 68504.

Ruth Anderson, historian of the Oregon-California Trails Association (OCTA), has written a book telling the story of the founding and growth of the organization: *Preserving Our Historic Overland Trails: The Story of OCTA*. It may be purchased (\$5.00, plus \$1.50 shipping) from OCTA Headquarters, P. O. Box 1019, Independence, MO 64051-0519.

SFTA member Susan Badger Doyle, Albuquerque, who also serves as secretary of OCTA, was recently presented an award for the best article in *Montana, The Magazine of Western History* in 1989. Her article, "The Bozeman Trail, 1864-1868: Tribal Perspectives," is in the Winter 1990 issue. Congratulations Susan!

The Friends of the Rice-Tremonti Home Association recently launched a major fund drive to save the Rice house located on the Santa Fe Trail in Raytown, Missouri. The organiza-

tion publishes a newsletter, *The Rice-Tremonti Frontier Gazette*. A recent issue includes an article by new SFTA member Michael Tatham. For more information or to contribute, write to Sylvia Mooney, 7120 Harecliff Dr., Kansas City, MO 64133.

The Boggsville Revitalization Committee, Las Animas, CO, has started a newsletter, the *Boggsville Times*. The first issue, April 1990, provides reports on the status of the restoration project. The address is Box 68, Las Animas, CO 81054-0068.

The Boggsville Revitalization Committee sponsored the first annual "Back to Boggsville Days" on April 28, 1990. The day before this event, SFTA Ambassador Paul Bentrup was on KANZ-FM public radio promoting the celebration and the restoration of Boggsville. It is doubtful that anyone besides Bentrup has done as much for the Santa Fe Trail since William Becknell made his famous journey in 1821.

Colorado Congressman Hank Brown was recently honored by the Otero County Republican Women for his role in the legislation creating the Santa Fe National Historic Trail. He was presented two books, William E. Brown's *Santa Fe Trail* and Gregory Franzwa's *Maps of the Santa Fe Trail*.

Bruce and Ruth Palmer, Inman, Kansas, new members of SFTA, own the Stone Corral School in Rice County, Kansas.

Articles about the Santa Fe Trail show up in unusual places. In a recent column on quilts in the *Baldwin (KS) Ledger*, Helen Ericson wrote about traveling the Trail across a portion of Kansas, using guidebooks by Marc Simmons and Gregory Franzwa. She tells much about the Trail and mentions some of the quilts seen at museums along the route. Two of the quilt patterns mentioned were "Santa Fe Block" and "Rocky Road to Kansas."

Greer Garson's Forked Lightning Ranch at Pecos, NM, will become a national park if legislation introduced by Sens. Jeff Bingaman and Pete Domenici and Cong. Bill Richardson becomes law. The bill would authorize the National Park Service to preserve and interpret the history of the entire Pecos area, including Pecos National

Monument. Headquarters of the ranch are on site of the famous Kozlowski Ranch on the Santa Fe Trail.

According to National Park Service figures, the number of visitors at Fort Union National Monument in 1989 was over 20,000, an increase of 10% over the previous year. Visitation figures at Fort Larned National Historic Site were nearly 43,000, with visitors from all 50 states and 28 foreign countries. Both sites are closely tied to the Santa Fe Trail and have ruts for visitors to see.

Dr. Peter D. Olch, Kensington, Maryland, best known to SFTA members for his presentations on medical care on western trails, has launched a mail-order rare book business, specializing in the American West and medical history. Operating under the name of The Owl and the Buffalo, his first catalog will be available soon.

The May 1990 issue of *True West* magazine carried two articles related to the Santa Fe Trail: "Saga of Old Fort Nichols, Kit Carson's Fort on the Santa Fe Trail," and "The Great Wind Wagon Folly," about the 1853 experiment at Westport, MO, to launch on the Trail a wagon powered by sails. The same issue carried a lengthy and highly favorable review of Greg Franzwa's two latest Trail books.

SFTA member David Clapsaddle, Larned, Kansas, who oversaw the recent marking of the Fort Hays-Fort Dodge Trail, has initiated an effort to mark the Dry Route of the Santa Fe Trail between Forts Larned and Dodge. The Lewis, Kansas, Lions Club is sponsoring this project.

Over 30 representatives from Missouri Trail counties met at the Old Tavern in Arrow Rock on April 18 to discuss plans for the Sept. 26-30, 1991, Symposium. Program Coordinator Richard Forry proposed visits to Independence, Lexington, Arrow Rock, Boonville, and the Franklin-Boonslick area. Community representatives will designate members for committees on budget, program, and lodging, which will meet this summer. Construction of the Arrow Rock Visitor Center will begin in May with completion expected by May 1991.

COUNCIL TROVE —DOCUMENTS—

WILLIAM BENT LETTER, 1856

William Bent had troubles with a band of Kiowas in 1856, and soldiers were sent from Fort Union to help protect Bent's New Fort. James Ross Larkin provided some information about the problems (see review of *Reluctant Frontiersmen* in this issue). According to Larkin, trouble began when Bent returned from a trip to Missouri and discharged an employee, "a Frenchman," he had left in charge of his trading post while gone. The employee was fired on October 14, 1856, wrote Larkin, "for giving the Indians Whiskey, thereby running Mr B. in danger of losing his license that being strictly forbidden by U.S. laws." Some Kiowas, who had received whiskey and were friends of the discharged man, protested to Bent and made trouble. The situation deteriorated while Larkin was there; see Barton H. Barbour, ed., *Reluctant Frontiersman: James Ross Larkin on the Santa Fe Trail, 1856-57* (Albuquerque: University of New Mexico Press, 1990), pp. 83-89. It apparently became worse after Larkin left on October 26.

The following letter, written by William Bent at Bent's New Fort, November 1, 1856, to Col. Ceran St. Vrain at Fort Union (according to Larkin's diary, *ibid.*, p. 98, St. Vrain left Mora to go to Fort Union on November 8; St. Vrain had been a colonel of New Mexican volunteers since the previous year), was recently found by Leo E. Oliva at the National Archives with some letters received at Fort Union in 1862 (Record Group 393, Part V, Entry 9, Fort Union Letters Received). Perhaps this misfiled letter has not been published until now.

Dear Sir,

This evening I take my seat to inform you and the U.S. Troops that the Tug of war is now at hand, this evening we was attacked by the Kiowa Indians, the Cheyennes and them had a considerable fight, and Killed one of the Kiowas and Taking several horses from them, the Cheyennes are doing all they can to protect the whites and the Fort.

And I feel it my duty to notify you and the U.S. Troops of what is going on, as U.S. have a great many stores in my warehouse and no one here to protect them, but myself, a few men, and the Cheyennes. I expect that I shall have an awful time here this winter, with the Kiowas, the Cheyennes say that

the Kiowas have raised a great deal of trouble in this Country with the Whites and are trying to get them in the scrap, but they do not want anything to do with them in the least, they also say that they are going to fight them and make them love the Whites, and I believe that they mean what they say

I would like to have some of the Troops come over and see what is going on, as war is going to rage in this part of the Country to some extent. I cannot say anything good for the Kiowas, but the Cheyennes have acted as men, and still a doing so. they kept the Kiowas from wiping out and robbing the fort of every thing in my absence to the states, and now they are and have been protecting the Whites and the U.S. stores in my fort for some time.

And should not the Troops attend to this amediately it will be very trouble some traveling across the plains next season, and should you go to the states in the spring, I would advise you to come this way.

A few days since I took a shot at an old Kiowa, Eagle Tail but did not kill him I cannot see how I missed him, but I think that they will have to suffer this coming winter.

I have nothing more to say but I remain

Very Respectfully

Your friend

Wm W Bent

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END TO A PLAINSMAN DAVID C. SLUSHER SERVED AS DRIVER ON WAGON TRAILS

Virginia Lee (Slusher) Fisher, Arrow Rock, Missouri, sent a copy of the following obituary (with the above heading) from a newspaper (perhaps the *Kansas City Star*), July 13, 1933, with the remark, "you never know what might turn up in grandmother's scrapbook."

David Christopher Slusher, 96-year-old plainsman and retired farmer, died today at the home of a daughter, Mrs. H. Stone Gossett, 420 North Spring street, Independence. Up to the time of his death his vivid memory was as remarkable as his long life.

Mr. Slusher, who was born twelve miles southwest of Lexington, Mo., and moved to Jackson County twenty-five years ago, lived most of his life with one leg shorter than the other, the result of an accident while coming back from Ft. Union after delivering supplies to soldiers there with wagon train in 1854. Then a 17-year-old boy, he determined to make the trip by covered wagon into the West in search of adventure. He went to Leavenworth, where a train of twenty-eight wagons was being outfitted, and won a place when four men did not show up when the train was

ready to leave. He and three companions became wagon drivers for Russell, Majors & Waddell, an outfitting company.

NEAR TO MASSACRE.

"We missed being raided by Indians who mistook a train behind us for ours," Mr. Slusher told an interviewer on his ninety-fifth birthday. "Three Indians met our train and a member of the party who could speak their language learned they wanted our supplies. When told they couldn't have them they promised to return with 500 Indians and raid us. They did return, but in the meantime we had passed another train headed by a man named Lee, and he got the full brunt of the attack, losing everything.

"We met several trains of mule teams on our way out," Mr. Slusher recalled. "They were coming into the States apparently for supplies. The wagon bosses did a peculiar thing. Every so often they would stop and bury corn, which they would pick up on the way back for their mules. In our case, however, we depended on the buffalo grass for our 400 head of cattle.

"After delivering the supplies at the fort we had come back toward home about 125 miles when I got off my wagon and was walking and driving the six yoke of oxen fast enough to catch up with the rest of the train. Then I decided to hop on the wagon. Reaching up as I usually did to grab a rod near the top to pull myself up and jumping on the tongue at the same time, I discovered there was no rod there, for I had traded wagons at Ft. Union. I fell backwards and under the wagon, one of the heavy wheels rolled over my right hip and back. The leg was broken near the joint and I was taken into Council Grove, where the train left me to recuperate. I had no medicine nor a doctor to set the leg. I just had to wait for it to knit. Six weeks later a wagon came for me and brought me to Lexington."

THE BATTLE OF LEXINGTON

Because of the resulting lameness, Mr. Slusher did not see service in the Civil War, but he was an eyewitness to the battle of Lexington. Escaping bullets by hiding behind trees, he watched the combat near old Wentworth academy. After the surrender, Mr. Slusher was taken prisoner. He was kept first in an old woman's college, then taken to the Wentworth school, both of which were being used as prisons.

David Jennings, grandfather of Mr. Slusher, helped lay out the town of Lexington. In 1861 Mr. Slusher married. His wife, Miss Rachel McCormack, had come from Covington, Ky., by steamboat to live with relatives in Lexington. Mrs. Slusher died nineteen years ago.

Mr. Slusher leaves two other daughters, Mrs. Roger S. Todd, 19 East Dartmouth road, and Mrs. Pearl O'Rear, Dallas, Tex., and a son, R. F. Slusher, Odessa, Mo.

PITTSBURGH WAGONS ON THE SANTA FE TRAIL

Mark L. Gardner recently came across the following newspaper articles while conducting research at the Denver Public Library and Bent's Old Fort National Historic Site. They provide information about Pittsburgh-manufactured freight wagons which, according to Josiah Gregg and others, were popular with Santa Fe traders in the 1840s.

From *Niles' National Register*, 10 July 1846:

PITTSBURGH TRADE WITH MEXICO.

The Pittsburgh Intelligencer says, the trade and commerce of that city with Santa Fe, Chichuahue, and the leading towns of Mexico, are gradually increasing. Six horse wagons are constructed in Pittsburgh, loaded with assorted goods from New York and Philadelphia, transported to Independence in Missouri, and there driven across the country to Mexico, where they were sold and paid for in specie or the best funds.

From *The St. Louis Missouri Republican*, 9 Sept. 1846:

Pittsburgh Wagons. —A letter from Fort Bent speaks in disparaging terms of the wagons purchased by the traders at Pittsburgh. A great portion of the time was occupied in repairing them, and on their arrival at the Fort much the largest portion of the timber in them was not that with which they started. The matter is noticed now to induce purchases at home, where they can be examined, and such encouragement given to our mechanics as will authorize them to turn their attention to this business.

From *The St. Louis Missouri Republican*, 30 Sept. 1846:

Wagons. —The Pittsburgh and Wheeling papers have got into a controversy about the manufacture of wagons, in which we have a right to meddle, so far as to make explanations. Some time ago, we published a paragraph, in which we said that a letter from Fort Bent spoke in disparaging terms of the wagons purchased "by the traders" at Pittsburgh, and stated the grounds of the grievance. Thereupon, the *Wheeling Times*, always ready for a fling at the sister city, said: "Wheeling furnishes the right kind of wagons." The Pittsburghers got their dander up at this insinuation, and the *Chronicle* — a paper which we do not receive — is represented as saying:

"The wagons, of which the complaints were made, were not Pittsburgh wagons. They were manufactured elsewhere. The statement made in St. Louis papers was most emphatically denied by Mr. Townsend, the principal carriage maker in our city. Mr. Townsend showed that no wagons from this city had reached St. Louis at the time when the complaints were made, and consequently, there could have been no truth to the statement."

Now we say, that the wagons of which the complaints were made, were Pittsburgh wagons — or furnished there; that the wagons not only reached St. Louis, but had, as stated, made the trip to Fort Bent, so much, at least, as was left of them — and that our statement was founded on a letter from a trader at that post. The wagons, it may be observed, were those purchased by traders — and not those made for the use of the United States, and to which, probably, Mr. Townsend had reference. We must insist upon the correctness of the original statement.

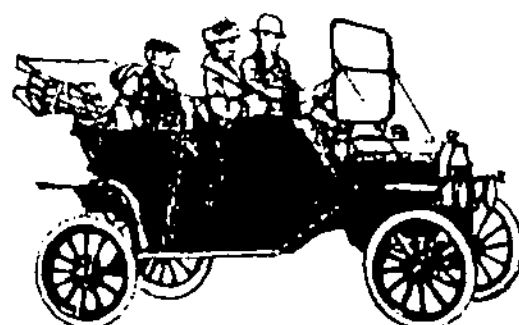
Note: The *Republican* was indeed correct. On page 36 of the invoice book of Santa Fe traders Owens & Aull (Invoice Book, 1846-47, in James Aull Business Records, 1825-1851, Coll. #3001, Western Historical Manuscript Collection, Columbia, Missouri) can be found an entry for Cyrus Townsend of Pittsburgh dated April 1846. This entry lists the purchase of 15 wagons and 5 "Sleeping Wagons" at a cost of \$149.00 and \$120.00 each, respectively. Samuel Owens and James Aull went down the Trail that year, by way of Bent's Old Fort, behind Stephen Watts Kearny's Army of the West. Owens was later killed at the Battle of Sacramento, and Aull was murdered one evening in his storeroom in Chihuahua.

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TRAIL LIVES ON

Mel and Mary Cottom found the following in *The Annals of Kansas*, April 22, 1910, Vol. I, p. 515:

Six automobiles made a 24-hour run from Hutchinson to Pueblo, Colo., over the new Santa Fe Trail. Passengers were officers of the Santa Fe Trail Assn. and newspapermen. Cars which made the trip were a Chalmers-Detroit, Sellers roadster, Kissel Kar, Packard, Auburn and Franklin. The trip was made to advertise the Arkansas valley and to promote good roads.



CAMP TALES —CHAPTER REPORTS—

Cimarron Cutoff

Mark L. Gardner of Trinidad was guest speaker at the April 30, 1990, meeting at Springfield, CO. A dinner preceded the program at the Chuck Wagon Cafe. President David Hutchison presided.

Gardner had recently completed a week of research in the archives of Harvard University on the credit reports of R. G. Dun & Co. (predecessors of Dun & Bradstreet) on Colorado merchants on the Trail in the 1870s. Miguel Otero, of Otero, Sellar & Co., moved his mercantile business to Kit Carson, CO, when that site was the railhead of the Kansas Pacific Railroad. When the Atchison, Topeka & Santa Fe built west to Granada, CO, Otero's company moved there, then to West Las Animas, and on to Trinidad as rails built southwest. Prowers and Hough was another company located at West Las Animas and later established the Bent County Bank there. These merchants bought trade goods in New York and Philadelphia, shipped them by rail to western points, and then by wagon to Santa Fe during the last years of Trail travel. Following his talk Gardner entertained with a musical program, accompanying his singing with his banjo.

At the business meeting, D. Ray Blakeley, Clayton, NM, told of Union County activities and a projected brochure for the four counties of the chapter. Roger Jones, Johnson, member of the Wagonbed Spring Chapter, reported on some National Park Service interference with SFTA activities. Paul Bentrup, Deerfield, KS, also commented on the Wagonbed Spring problem with NPS. Leo Gamble, Springfield, exhibited some redwood signs he has made to mark Trail sites in Baca County, CO, and Cimarron County, OK.

Ed White, Elkhart, KS, reported that recent legislation authorized the Kansas dept. of transportation to erect Trail markers along highways 56 and 50. Cimarron County reports were given by Wila Mae Sanders, on plans for acquiring ground adjacent to a future museum, and Odalee Bohn told of a tour for school children to Trail sites in the Panhandle.

Hutchison said he had received a request from the Texas Panhandle Chapter for a joint meeting with the Cimarron Cutoff Chapter.

He announced that Clayton is the site of the chapter meeting on July 30, with Blakeley in charge of the event.

Texas Panhandle

Members of the Texas Panhandle Chapter have been working hard to commemorate the sesquicentennial of Josiah Gregg's pioneering effort on the Fort Smith Branch of the Santa Fe Trail. It was on March 14, 1840, that Gregg passed through the future site of Amarillo, Texas, on his return trip to Fort Smith from Santa Fe. To recognize the accomplishments of this early trader and pathfinder, chapter members persuaded the city commission of Amarillo to issue a formal proclamation for this great event, proclaiming the week of March 11-17, 1990, as Josiah Gregg Week.

On March 11 chapter members filled two display cases at the central Amarillo Library with books, maps, photos, and documents depicting this event and the Santa Fe Trail in general. Chapter members are pursuing the possibility of erecting a state historical marker near the Amarillo campsite of Gregg's wagon train, where he stopped for the night of March 14, 1840. Chapter President Charles Pitts spoke to the Independent Scholars Society and Catholic Historical Society on April 1, documenting Gregg's crossing of the Texas Panhandle.

Wagonbed Spring

Edward Dowell, Ulysses treasure hunter/historian, presented the program at the quarterly meeting in Ulysses April 12, with 46 people present. He displayed artifacts found in the Wagonbed Spring area and told of his research concerning them. Most of his collection has been donated to the Grant and Stevens county museums, where it is accessible to all. The restoration of the Spring is due in part to his exploration and study of the site.

It was announced that John Conboy of Santa Fe, representing the National Park Service, and Ramon Powers of Topeka, representing the Kansas State Historical Society, will visit the Spring on May 4 and make recommendations for further restoration. The pumping installation will be delayed until after their visit.

Representative Eugene Shore announced that HB 2901, which he sponsored, passed by the state legislature to mark US Highway 56 across Kansas and US Highway 50

from Dodge City to the Colorado line as "Santa Fe Memorial Highway." Members expressed appreciation for his interest and effort.

Grant county commissioner and chapter member Ethel Evans told the group that in the recent naming and numbering of county roads, the angle road past the Spring entrance has been named Wagonbed Spring Road by the commission. She also displayed one of the 4" x 4" posts with "Santa Fe Trail" incised on two sides which were finished by chapter member Don Knott of Manter before his untimely death in February. Evans and Sy Hilman will set the posts at points where county roads intersect the old Trail ruts.

Membership chairmen appointed were Lois Hileman, Grant County; Sherry Goering, Stevens County; Roger Jones, Stanton County; who join Gladys Ellis, Morton County, and Paul Bentrup, Kearny County, in those positions.

The Grant County Chamber of Commerce has named Ed Lewis to its tourism committee, and support is being solicited from that organization.

Maryruth Greenwood, Hugoton, has been guest speaker at some local service club meetings, and Fern Bessire, Ulysses, has spoken to some school groups on the subject of the Trail and the Spring.

A work day at the Spring was set for April 28. The next regular meeting of the chapter will be in Hugoton on July 12.

Heart of the Flint Hills

The chapter directors met April 10 at the Hays House in Council Grove with five members present. They voted to add Wabaunsee County as the fifth county in the chapter because the Trail town of Wilmington was in that county. They changed the date of the annual meeting from July to October each year. They accepted the \$2,500 matching grant from the National Trust for Historic Preservation to help with a feasibility study for restoring the 120-year-old barn located on the Trail one mile east of Council Grove. If a favorable feasibility study is received, the large task of raising money for the restoration will follow.

The Santa Fe Trail Ride 1990 will begin June 2 at 10:00 a.m. at the Little Arkansas River crossing, south of Windom, Kansas. It will travel east, and June 4 will be

spent touring Twin Mounds, Ed Miller's grave, and the Maxwell Game Reserve. After traveling 90 miles the riders will arrive in Council Grove the evening of June 8. They will participate in the Wah-Shun-Gah Days parade and festival on June 9.

The trail ride committee has arranged for good campsites, evening entertainment, and a chuckwagon. The chuckwagon will move ahead each day to the next campsite, set up camp (which includes a portable Johnnie), prepare the evening meal, breakfast, and a brown-bag lunch for on the trail the next day. Registrations to participate on the ride must be received by May 13 at 130 West Main, Council Grove, KS 66846 (316) 767-5826 or 5823.

End of the Trail

At the March 18 meeting, Janet LeCompte, noted author and authority on the mountain men of the West, spoke about Raton Pass to the 25 members present. She raised the question as to whether this pass was the only one used by Trail travelers since there were four others available over the Raton Mountains that were in use at the time. She gave evidence that perhaps it was not. She also brought up the point that the earliest reference referring to the Trail as the "Santa Fe Trail" was in 1851, and inquired if members knew of any earlier documentation. Her talk was both informative and challenging.

Alcalde Segundo Mike McDonald brought three volumes of photographs taken along the Trail over a three-year period that featured many sites with special emphasis on DAR markers. Mary Moorehead brought a small album of photos taken during an automobile trip in 1916 by members of her family. It has some historically interesting views of Raton Pass at that time.

Alcalde Jon Hunner brought up several items of business, including sending a local delegation to the May 31 meeting in Larned, providing educational material about the Trail to local high schools, and possibly working with the Corazon de los Caminos chapter to help with site improvement at San Miguel.

The chapter meetings during the summer will be field trips. In May members will explore the Camino Real at La Bajada, an escarpment and major geographical barrier

along that ancient road just south of Santa Fe. In July they plan to observe Trail ruts that are still visible within the city limits of Santa Fe. Other options for trips are the Glorieta battlefield site and some impressive ruts on Apache Ridge above Cañoncito.

Members are enthusiastic about the chapter and invite everyone in the area to join. Write or call Mike McDonald, End of the Trail Chapter, 705 Paseo de Peralta, Santa Fe, NM 87501 (505) 982-0827, and we will put you on our phone tree to be contacted about future events.

Corazon de los Caminos

This new chapter, Heart of the Trails in English, was organized with representatives from seven northeastern New Mexico communities: San Miguel, Las Vegas, Watrous, Mora, Wagon Mound, Springer, and Cimarron. The officers are President Francisco Apodaca of San Miguel, Vice-President Mike Montoya of Mora, and Secretary-Treasurer Anita Wiggins of Wagon Mound. The board of directors will be comprised of one member from each community. Those chosen so far include Rusty Arnold of Wagon Mound, Jac Cote of Las Vegas, Mike Duran of Watrous, Richard Williams of Springer, and Apodaca and Montoya.

On April 22 ten members gathered at the Las Vegas Plaza and visited Trail sites from there to San Miguel. Meetings will rotate among the several communities. Everyone in the vicinity is invited to join this regional chapter and help preserve, protect, and promote the Trail and all its branches in the area.

Mountain Branch Association

An organizational meeting of the Mountain Branch Association was held at the Philmont Scout Ranch near Cimarron, NM, on April 4, with lunch at the St. James Hotel in Cimarron and an afternoon tour of the Aztec Mill in Cimarron and of the historic community of Rayado. The results of the meeting have not been received, but SFTA President Joe Snell has received a request for approval of the chapter which plans to include communities in Colorado, Kansas, and New Mexico.



HELP WANTED

I am editing for publication the journal of William Fairholme, a young British army lieutenant who traveled along the Trail as far as present Larned, KS, as part of a group of British officers on a buffalo hunting expedition in 1840. He gave the name of most sites, and in editing the journal I would like to identify the nearest present-day town. That, however, is turning out to be somewhat problematical.

My greatest problem lies in the early camps. The first camp was Round Grove, the next was Elm Grove, followed by Black Jack Grove, Little Neosho Creek, and main branch of the Neosho. The Neosho runs through Council Grove, many miles to the west. Then after six camps in roughly seventy miles, all of a sudden the party travels forty miles in one day (110 Mile Creek to Council Grove). After Council Grove, Fairholme named one site, "Silver Spring," and the nearest I can come to placing that by using his mileage figures (30 miles) is Lost Spring.

Can someone identify these by another name or establish locations on a present-day map? I would appreciate any help.

Jack Tykal
2627 Stanford Lane
Salt Lake City, Utah 84117

I am researching the story of the placement of the DAR markers along the Trail between 1906 and 1912. If anyone has information or can direct me to people or material, please let me know. I am trying to photograph all of the markers. I have photographed those mentioned in Marc Simmons book and am well on my way to duplicating the fine work done by the Gambles in Colorado. If anyone knows of markers not mentioned in either of these publications, please contact me.

Michael McDonald
705 Paseo de Peralta
Santa Fe, NM 87501

I am examining the events surrounding the murder of Francis Booth at Walnut Creek crossing, September 9, 1857, allegedly committed by Suilo Sisneros. Sisneros was arrested the latter part of October 1857 in San Miguel County, New Mexico. I have always been under the belief that Sisneros was hanged in New Mexico before he could be extradited

by Territorial Governor Walker of Kansas, but search as I might I cannot document Sisneros's death. Can anyone help me on this? Thanks.

Ray S. Schulz
Box 2026
Great Bend, KS 67530

I am seeking historical facts and old stories about Wagon Mound, New Mexico. Please send any information you have, family, history, remembrances of school, friends, social and civic events, celebrations, village life, merchants, war, veterans, careers, etc. I plan to publish a booklet on Wagon Mound. It will be a non-profit venture and a limited edition. I need material by July 1, 1990.

Ana Sazi
Box 9115
La Jolla, CA 92038

NEW SFTA MEMBERS

This list includes new memberships received since the last issue up to May 5. 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

Circle K Corp., Tyrone Elias, P. O. Box 700750, Tulsa, OK 74170
Colorado Office of Rural Development, Stephanie B. Two Eagles, 1313 Sherman St. #518, Denver, CO 80203
Menaul Historical Library of the Southwest, 301 Menaul Blvd. NE, Albuquerque, NM 87107
Southeast Colorado Enterprise Development Inc., 2401 S. Main, Lamar, CO 81052
The Territorial Magazine, P. O. Box 1379, Garden City, KS 67846

FAMILY MEMBERSHIPS

Kenneth Anglemire, 221 Spruce Dr., Santa Fe, NM 87501
John & Maralyn Barton, 3745 E. Easter, Circle, S., Littleton, CO 80122
Wayland & Marsha Britt, 10865 E. Parker Rd., Parker, CO 80134
Jere & Ruth Chandler, 3803 Danbury Dr., Arlington, TX 76016
Richard & Mary Beth Coover, 4 Kreg Lane, Manitou Springs, CO 80829
Jean & Doc Corley, P. O. Box 875, Trinidad, CO 81082
Reg & Dorothy Duffin, 822 Beach Ave., La Grange Park, IL 60525
Dr. & Mrs. D. J. Fahnestock, 269 S. Jefferson, Marshall, MO 65340
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TRAIL MANIA

Harry Myers manufactured this piece of spurious Trail lore to honor the ubiquitous SFTA Ambassador Paul Bentrup. It has been Bentrup's secret desire for some time to be the "Clown Prince of the Santa Fe Trail." He has arrived!



General P. F. (Dirty Shirt) Bentrup led the Rebel offensive into New Mexico during the Civil War. After early successes in the campaign, his forces were defeated at Glorieta in March 1862. Bentrup's absence from the field is considered a major cause of the reversal, actual field command having devolved on lesser and less talented officers. Bentrup, having engaged locals in conversation in Santa Fe, was unable to stop, thereby missing the crucial fight.

BACK ISSUES AVAILABLE

Back issues of *Wagon Tracks* are available for \$1.00 each, postpaid. A few issues are in short supply.

Bookstores and historic sites interested in stocking issues for customers will receive a substantial discount on bulk orders of ten or more copies. Large quantity orders are requested before an issue is printed so the additional copies can be run. Please order from the editor, RR 1, Box 31, Woodston, KS 67675. ◀

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

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All inquiries regarding membership should be directed to the secretary-treasurer:

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TRAIL CALENDAR

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

May 25-27, 1990: Rails 'n' Trails Days, Las Vegas, NM. Contact CofC, P. O. Box 148, Las Vegas, NM 87701 (505) 425-8631.

May 26, 1990: Tours of First Fort Union (normally closed to the public), Fort Union National Monument, Watrous, NM 87753 (505) 425-8025.

May 26-June 2, 1990: Santa Fe Trail Days, Fort Larned NHS, a week of special programs. Contact Supt., Fort Larned NHS, RR 3, Larned, KS 67550 (316) 285-6911.

May 31, 1990: SFTA board meeting, 1:00 p.m., Santa Fe Trail Center, Larned, KS, everyone welcome.

May 31-June 2, 1990: Biennial Rendezvous, Santa Fe Trail Center, RR 3, Larned, KS 67550.

June 2-3, 1990: Fur Trade Artists Rendezvous, Bent's Old Fort NHS, 35110 Hwy 194 East, La Junta, CO 81050 (719) 384-2596.

June 2-9, 1990: Heart of the Flint Hills Chapter Santa Fe Trail Ride 1990, contact Don Cress, RR 1, Box 66, Council Grove, KS 66846 (316) 767-5826.

June 3, 1990: Dedication Day Celebration, free admission, Santa Fe Trail Center, Larned, KS.

June 8-July 22, 1990: "Voices Under the Wind," an evening outdoor theater production depicting historical events and daily life at the fort in the 1840s, presented at 7:00 p.m., tickets required, Bent's Old Fort NHS, 35110 Hwy 194 East, La Junta, CO 81050 (719) 384-2596.

June 9, 1990: Santa Fe Trail Days, Baca/Bloom, Trinidad, CO; con-

tact Mark L. Gardner, P. O. Box 472, Trinidad, CO 81082 (719) 846-7217.

June 9-10, 1990: Santa Fe Trail Festival, Trinidad, CO.

June 16-17, 1990: 11th Annual River Days Celebration, Fort Osage, MO.

June 23, 1990: Santa Fe Trail-Freighting for Uncle Sam, Fort Union National Monument, Watrous, NM 87753 (505) 425-8025, includes tour of Trail sites (reservation required for tour) and speakers.

July 4, 1990: Old Time Fourth of July, Bent's Old Fort NHS, 35110 Hwy 194 East, La Junta, CO 81050 (719) 384-2596.

July 4, 1990: Independence Day Celebration, Fort Osage, MO.

July 4, 1990: Independence Day Celebration, Fort Larned NHS, RR 3, Larned, KS 67550 (316) 285-6911.

July 15-Sept. 31, 1990: Exhibit, "In the Footsteps of Bandelier," Special Collections Dept., Zimmerman Library, University of New Mexico, Albuquerque, NM (505) 277-6451.

July 28-29, 1990: Soldiering on the Santa Fe Trail, Fort Union National Monument, Watrous, NM 87753 (505) 425-8025, includes speakers, demonstrations, and a living-history encampment.

July 30, 1990: Cimarron Cutoff Chapter quarterly meeting, Clayton, NM, 7:00 p.m.

Aug. 2-5, 1990: Santa Fe Trail Days, Marshall, MO; contact Jane Bartlett, Missouri Valley College, Marshall, MO 65340 (816) 886-2950.

Aug. 5, 1990: Ceremonies honoring Adolph Bandelier and Feast Day Mass, Pecos National Monument, NM (505) 757-6414.

Aug. 6-7, 1990: Adolph Bandelier Conference, Maxwell Museum of Anthropology, Albuquerque, NM; contact Alan Shalette, 5294 Mesa del Oso NE, Albuquerque, NM 87111 (505) 291-9653.

Aug. 7-12, 1990: Oregon-California Trails Association annual con-

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vention, Omaha, NE, contact Bob Berry, 11505 Pacific St., Omaha, NE 68154 (402) 333-3522.

Aug. 8, 1990: Special guided tours of Bandelier National Monument, NM (505) 672-3861.

Aug. 11, 1990: Kid's Quarters, Bent's Old Fort NHS, 35110 Hwy 194 East, La Junta, CO 81050 (719) 384-2596.

Aug. 11-12, 1990: Trail conference, "From Zia to Wagonwheel: New Mexicans and the Santa Fe Trail," hosted by Highlands University at Las Vegas, NM, and Fort Union National Monument. Contact Supt. Harry C. Myers, Fort Union National Monument, Watrous, NM 87753 (505) 425-8025.

Aug. 18, 1990: Childrens Day at Fort Osage, MO.

Aug. 18-19, 1990: "Soldiering on the Santa Fe Trail," an encampment of soldiers will demonstrate military life along the Trail, Pecos National Monument, NM (505) 757-6414.

Aug. 25, 1990: Program on Adolph Bandelier at Founder's Day Celebration, Bandelier National Monument, NM (505) 672-3861.

Aug. 25, 1990: National Park Service Day, with special programs and free admission, Fort Larned NHS, RR 3, Larned, KS 67550 (316) 285-6911.

Aug. 25, 1990: An evening at Fort Union, a candlelight tour of the largest military post along the Santa Fe Trail; reservations required and accepted after June 1. (505) 425-8025.

Aug. 31-Sept. 3: Bent's Old Fort Fur Trade Encampment, Bent's Old Fort NHS, 35110 Hwy 194 East, La Junta, CO 81050 (719) 384-2596.

Sept. 1, 1990: Dramatic impersonations of Adolph Bandelier's first archaeological tour of Pecos Pueblo (pm) and of Susan Shelby

Magoffin's experiences on the Santa Fe Trail (am), Pecos National Monument, NM (505) 757-6414.

Sept. 1-3, 1990: Military living-history encampment, Fort Larned NHS, RR 3, Larned, KS 67550 (316) 285-6911.

Sept. 15, 1990: Candlelight Tour (reservations required), Fort Larned NHS, RR 3, Larned, KS 67550 (316) 285-6911.

Sept. 16, 1990: Diez y Seis de Septiembre, Mexican Independence Day celebration, Bent's Old Fort NHS, 35110 Hwy 194 East, La Junta, CO 81050 (719) 384-2596.

Sept. 22-Oct. 12, 1990: Santa Fe Trail Bicycle Trek; contact Willard Chilcott, 885 Camino Del Este, Santa Fe, NM 87501 (505) 982-1282.

Oct. 20-21, 1990: Fourth annual fall militia muster, Fort Osage, MO; military living-history program includes candlelight tour, drills, court-martial, and block-house defense demonstration, hosted by Missouri Rangers and sponsored by Heritage Programs & Museums; contact Dave Bennett (316) 868-0680.

Oct. 29, 1990: Cimarron Cutoff Chapter quarterly meeting, Elkhart, KS, 7:00 p.m.

Nov. 3, 1990: The Seneca, a primitive obstacle course and skills contest, Fort Osage, MO.

Dec. 1-2, 1990: Frontier Winter Open House, Fort Osage, MO.

Dec. 8, 1990: Christmas Open House, Fort Larned NHS, RR 3, Larned, KS 67550 (316) 285-6911.

Dec. 15-16, 1990: An 1846 Christmas, Bent's Old Fort NHS, 35110 Hwy 194 East, La Junta, CO 81050 (719) 384-2596.

Sept. 26-30, 1991: Santa Fe Trail Symposium, Arrow Rock, MO.

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

FROM THE EDITOR

This *WT* may become known as the "barn issue" because of two remarkable structures. We are presently involved in efforts to save a historic barn near our home, which has no Trail connection but was selected by the Kansas State Dept. of Agriculture in 1919 as the No. 1 barn in the state. Historic barns, as historic trails, have many stories to tell.

As noted last issue, the Olivas have been to the National Archives (together we logged over 800 hours of research there). We thank all the folks at National Archives who helped find and bring documents to our attention.

Along the way we enjoyed the hospitality of special SFTA friends: Gregory Franzwa in St. Louis (who not only writes and publishes great books about trails but also cooks); Peter and Mary Olch in Kensington, MD, who, incidentally, serve a great meal too; and Bruce and Joyce Dale who treated us to lunch, conversation, and a fantastic private showing of Bruce's Trail slides at the National Geographic Society.

Back at the farm we discovered a mountain of material for this issue, the results of which you hold in hand. We understand that someone complained that *WT* is just too long and probably no one reads all this stuff anyway. This one is obviously for people of a different stripe.

Happy trails!

—Leo E. Oliva

REMEMBER RENDEZVOUS, SANTA FE TRAIL CENTER, LARNED, KANSAS, MAY 31-JUNE 2, 1990

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