

Wagon Tracks

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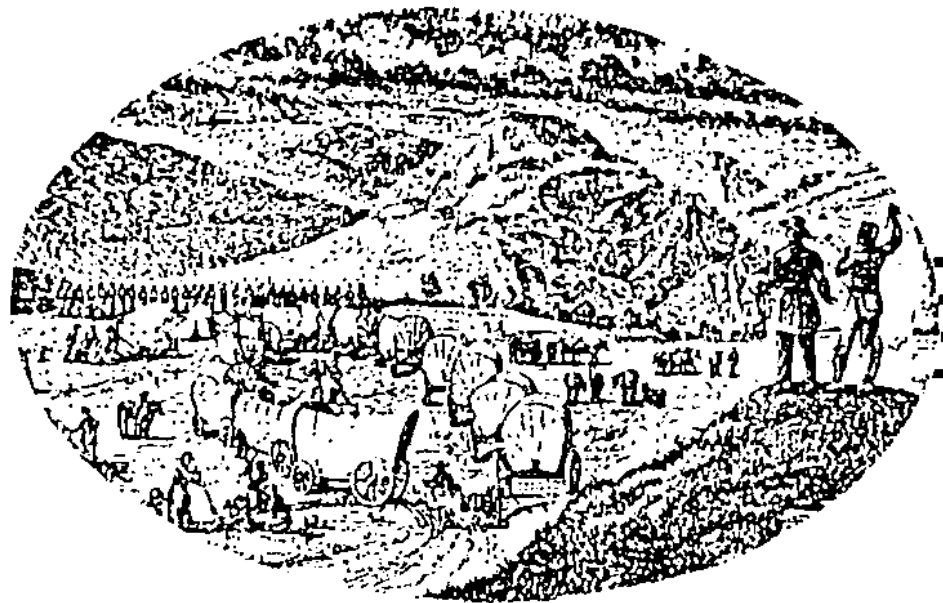


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WAGON TRACKS

SANTA FE TRAIL ASSOC. NEWSLETTER

VOLUME 4

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NUMBER 4

CONSTRUCTION STARTED ON VISITORS CENTER AT ARROW ROCK, MO

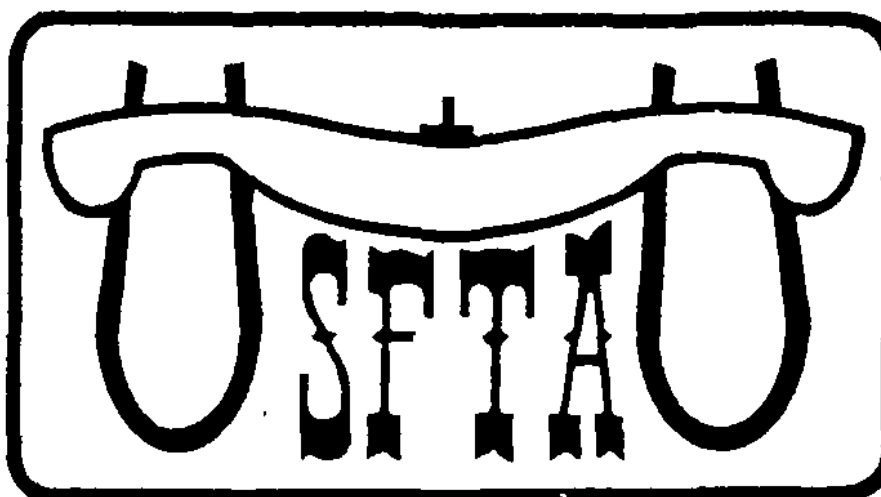
Ground was broken for the 10,000-square-foot visitors center at Arrow Rock State Historic Site on Monday, May 21, with a nice crowd in attendance. Featured speaker Tracy Mehan, director of the Missouri Dept. of Natural Resources, noted Arrow Rock's role in Boone's Lick history, dating from before 1800. The new center will house a museum and orient visitors, continuing the tradition of the DAR members who moved for preservation of the Old Tavern and establishment of one of Missouri's first state parks to "teach Missouri history to the passerby."

The town of Arrow Rock was founded in 1828 on the Santa Fe Trail near its eastern end, and it once served as the county seat of Saline County. The old log courthouse still stands near the tavern along the route of the Santa Fe Trail. Arrow Rock was home to three Missouri governors, the artist George Caleb Bingham, and Dr. John Sappington whose quinine pills controlled persistent malaria during Trail times. Arrow Rock will co-host the 1991 SFTA Symposium, when participants will be able to enjoy the new visitors center.

The groundbreaking fulfilled a dream of 18 years. Other speakers at the event included Senator James Mathewson, Cong. Tom Marshall, and Wayne Gross, director of the state Div. of Parks, Recreation and Historic Preservation. Richard Forry, SFTA program coordinator for the 1991 Symposium, is administrator of the Arrow Rock State Historic Site.

The day after the groundbreaking ceremony, bulldozers moved in and construction began. Completion is scheduled for early summer 1991. The \$1.2 million, one-story brick and wood structure will house exhibits and artifacts that interpret the history of the Boone's Lick region. The Santa Fe Trail will be a featured topic. ◀

LOGO OFFICIAL



The SFTA governing board made it official on May 31 and adopted this logo designed by Louann Jordan of Santa Fe. The logo will be incorporated into the masthead of a newly designed *Wagon Tracks* planned for the next issue, and it will be made available in a variety of forms such as T-Shirts, caps, pins, and patches. All SFTA chapters have been authorized to use the logo on their materials.

SFTA BOARD MEETING

The governing board of SFTA met May 31 at the Santa Fe Trail Center near Larned, with President Joe Snell presiding. A budget for 1991 was approved, including a couple of new items: setting aside and investing \$1,000 each year for the marker fund and paying the WT editor \$2,100 per year plus mileage. Donations were approved for two projects: \$500 for the library of the National Frontier Trails Center and \$1,000 to the Conservation Fund to help with the purchase of Pigeon's Ranch Stage Station and surrounding acres. A financial funding request policy was adopted, the logo was approved, and a policy for marker application procedures was established.

The board extended recognition to two chapters recently formed and tentatively approved by President Snell. These are the End of the Trail Chapter in Santa Fe and the Corazon De Los Caminos (Heart of the Trails) Chapter in the Las Vegas area. A request of the Trailhead Chapter of the Oregon-California Trails Association (OCTA) to become a "joint chapter" of SFTA was taken under consideration and additional information

STRANGE ENCOUNTER OF THE TRAIL KIND AT BOGGSVILLE



SFTA member David Clapsaddle, Larned, on right, in a recent chance meeting at Boggsville with SFTA Ambassador Paul "Dirty Shirt" Bentrup (Paul's adopted moniker is prominently spelled out on his cap). Several possible captions for this photo have been suggested, so take your pick: (1) "Are you sure this is where the gold was cached?" (2) Dirty Shirt observes, "here's a man who really digs Trail history." (3) Dirty Shirt and Dirty Pants. (4) "If you don't know, I'll tell you." (5) Two mouths running and nobody listening. (6) "OK Dirty Shirt, now where do you want me to dig the next set of historic Trail ruts?" (7) Clapsaddle, Ph.D., prepared for whatever he and Dirty Shirt are "Piling Higher and Deeper."

was called for before a decision is made. President Snell announced that the Mountain Branch Chapter in the Trinidad area was organized on April 4 but has not asked for recognition. A number of other items were discussed and announcements made, but no other actions were taken. ◀

CORRECTION

Errors do creep in despite the best intentions. In the last issue of *WT* (May 1990), on page 21, three newspaper articles were reproduced under the heading "Pittsburgh Wagons on the Santa Fe Trail." The piece from *Niles' National Register* was cited with the wrong publication date. Instead of 10 July 1846, it should read 10 July 1841.

OKLAHOMA TRAIL TOUR

The Cimarron County Historical Society, Boise City, will sponsor the First Annual Santa Fe Trail Tour on Saturday, September 29, 1990, with visits to various places of interest. Sites not usually open to the public will be on the itinerary, including Camp Nichols and Cold Spring (Auto-graph Rock). Off-road vehicles will be needed. Advance reservations are required. Donations may be sent to Cimarron County Historical Society. For further information and to make reservations, please call Joan Walton at (405) 544-3245 or 544-2479.

GLORIETA BATTLEFIELD TO BE PROTECTED

The Conservation Fund will acquire ten acres at the core of the Glorieta Battlefield on the Santa Fe Trail in New Mexico as the first step toward protecting the site of the most important Civil War engagement in the West. The Fund obtained an option to purchase from Jennifer Donald of Santa Fe, and a campaign is underway to raise funds. The Conservation Fund works in partnership with other non-profit organizations, businesses, and government agencies to protect open space, wildlife habitat, and historic sites. SFTA member Bill deBuys is the area representative of the Fund in Santa Fe.

Former SFTA President Marc Simmons, president of the Glorieta Battlefield Preservation Society (which has been trying to preserve the site for more than a decade), turned over the entire treasury of the Society to the Conservation Fund. SFTA supports the purchase of the site, which includes the Pigeon's Ranch stage station, and has donated \$1,000. Contributions toward the purchase should be made payable to the Conservation Fund and sent to Civil War Battlefield Campaign, P. O. Box 51, Cerrillos, NM 87010. ◀

DRY ROUTE MARKERS

David Clapsaddle, Larned, is coordinating a project to mark significant points along the Dry Route of the Trail. The same type markers will be used as were installed on the Fort Hays-Fort Dodge Trail, bronze plaques mounted on limestone posts. The Lions Club of Lewis, KS, is sponsoring the project and will receive and dispense funds.

Approximately 10 markers will be set, each at a cost of \$100. All labor will be donated, including the stone work to be done by Arthur Sayler of Albert, KS. Individuals or groups interested in donating to this project may make checks payable to the Dry Route Marking Fund, Home State Bank, Box 8, Lewis, KS 67552.

SEARCH FOR MEDAL OF HONOR WINNER GRAVES

The Children of the American Revolution in New Mexico are looking for the lost graves of six Medal of Honor winners believed to be buried in New Mexico. One of the six, Private Albert Sale, 8th U.S. Cavalry, who was awarded the Medal of Honor for bravery during an encounter with Indians in Arizona on June 29, 1869, died while on active duty at Fort Union, NM on November 29, 1874. He was originally interred in the post cemetery but his remains were later removed.

Names of the others missing are Frank Bratling, Jacob Gunther, Leonidas S. Lytle, James McNally, and Ebin Stanley. According to Ray Collins, a Virginia historian specializing in the history of Medal of Honor recipients (and with whom Leo and Bonita Oliva recently became acquainted while researching at the National Archives), a total of 17 Medal of Honor winners are buried in New Mexico, but the grave sites of only 11 are known. If anyone can provide information about the location any of the six lost graves, please contact SFTA member Mary Della Smith, 3621 12th St. NW, Albuquerque, NM 87107.

RARE BOOK FOR SALE

Quarto Books in Albuquerque recently announced an offering of a rare Santa Fe Trail book. It is a second edition of Josiah Gregg's two-volume *Commerce of the Prairies*, 1845, which was presented to his friend George Englemann, with the following in-

scription: "Dr. George Englemann, With the particular Regard and Esteem of His Friend & Serv't. Josiah Gregg." The condition is worn. The price is \$3750.00.

SANTA FE TRAIL MURAL

A few years ago SFTA patron member Laughlin Barker, a third generation Santa Fean, launched a project to make a contribution to the city and honor the Santa Fe Trail. After consulting with Marc Simmons, Barker had a large wall mural (96" x 56") depicting the Santa Fe Trail painted on tiles and installed on the outside wall of the Laughlin Building in downtown Santa Fe.

Designed and painted by his son, John Barker, the mural consists of 84 thick tiles, firmly set into a wooden frame, showing the Trail from Missouri to Santa Fe. Every tile not involved in the line of the Trail itself pictures some site or person associated with the route or relates in words some story that happened along the Trail. It was carefully researched and beautifully executed. The tiles were manufactured and fired by the Arius Tile Co. of Santa Fe, a firm well known for fine craftsmanship.

An official ceremony will be held to introduce the piece to the public. This monument to the Trail will help natives and tourists gain a better appreciation for the historic route. On behalf of SFTA members and Trail lovers everywhere, special thanks are extended to Laughlin and John Barker for this wonderful contribution.

Wagon Tracks is the official publication of the Santa Fe Trail Association, a non-profit organization incorporated under the laws of the State of Colorado. Letters are welcome, but they become the property of *WT* and may be edited or abridged at the editor's discretion. All rights reserved. Inquiries can be directed to the appropriate addresses below. Annual subscriptions are obtained through membership in the Association, whose dues are fixed per calendar year. Checks should be made payable to the Santa Fe Trail Association and sent to the secretary-treasurer.

Membership Categories

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

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

President: Joseph W. Snell, 5609 Hawick, Topeka, KS 66614

Vice-President: Timothy A. Zwink, 807 N. Sunset Dr., Alva, OK 73717

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

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

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

FRIENDS OF NATIONAL FRONTIER TRAILS CENTER

Friends of the National Frontier Trails Center has been formed to support and enhance the center, and to initiate and support independent programs that will bring about a better understanding and appreciation of western trails, overland travel, and migration in the 19th century. The elected officers are President Jane Mallinson, V-P Paul Weston, Secretary Pauline Fowler, Treasurer Jerry Bates, Historian Joanne Eakin, and Directors Bill Bullard, Kandi Lorenz, Millie Nesbitt, and Ed Shelton.

Membership is open to everyone interested in the goals of the Friends. Annual dues are as follows: Individual, \$5.00; Family, \$10.00; Friend, \$25.00; Benefactor, \$50.00; Sponsor, \$250.00; and Corporate \$500.00. To join send your dues to Ed Shelton, 4424 Huntington Way, Independence, MO 64055. For more information about the Friends, write to Jane Mallinson, Box 8604, Sugar Creek, MO 64054. This is a worthwhile group in which all SFTA members should be interested.

One of the first projects of the Friends is acquisition of a full-scale covered wagon for a "hands on" exhibit at the Center. The Center, at 318 W. Pacific in Independence, has been designated by the National Park Service as an official interpretive center on the trails. The Center is developing a museum, library, and archives devoted to the three major overland trails (Santa Fe, Oregon, and California) as well as other western trails. If anyone has material to donate to the museum, library, or archives, please contact the director of the Center. The SFTA board recently voted to donate \$500 to the library.

1991 TRAIL CALENDAR

SFTA Ambassador Les Vilda announces that the 1991 Santa Fe Trail Calendar is now available. It contains historical information on the Trail and illustrations of Trail sites. The research was done by Vilda, with illustrations by David Marchant and layout and map by Sharon Mosher. The cost is \$8.00 each plus shipping of \$1.25 for the first and .50 for each additional calendar. Quantity discounts available to dealers. They make nice gifts. Order from Les Vilda, RR 2, Box 13, Wilber, NE 68465. <

COUNCIL GROVE ADOPTS NEW TRAIL IDENTITY

Council Grove used to call itself the birthplace of the Santa Fe Trail, but that has changed. After many historians pointed out that the claim was incorrect, the town promoters adopted a new and historically accurate identity: "Rendezvous on the Santa Fe Trail." This is a welcome change. It was the main rendezvous point where westbound caravans organized for the trip to New Mexico.

Council Grove is one of the best endowed historic communities along the entire Trail, a place any Trail enthusiast will revere and enjoy. It is the center of an active SFTA chapter (Heart of the Flint Hills). If you haven't been to Council Grove recently, it's worth another visit.

BICYCLE TREK-1990

Willard Chilcott, chairman of the Trail ride from Santa Fe to New Franklin, September 22 to October 12, announces that riders are signing up and plans are all set for the trek. The itinerary for the trip follows, and all SFTA members in the area are urged to meet the riders and share Trail information with them. For further details contact Chilcott, 885 Camino Del Este, Santa Fe, NM 87501 (505) 982-1282.

9/22 meet and get set in Santa Fe
9/23 Santa Fe to Las Vegas, NM
9/24 Las Vegas to Wagon Mound, NM
9/25 Wagon Mound to Cimarron, NM
9/26 Cimarron to Trinidad, CO
9/27 day off in Trinidad
9/28 Trinidad to La Junta, CO
9/29 La Junta to Lamar, CO
9/30 Lamar to Lakin, KS
10/1 Lakin to Dodge City, KS
10/2 day off in Dodge City
10/3 Dodge City to Larned, KS
10/4 Larned to Lyons, KS
10/5 Lyons to Hillsboro, KS
10/6 Hillsboro to Council Grove, KS
10/7 day off in Council Grove
10/8 Council Grove to Baldwin City, KS
10/9 Baldwin City to Independence, MO
10/10 Independence to Lexington, MO
10/11 Lexington to Arrow Rock, MO
10/12 Arrow Rock to New Franklin, MO

NATIONAL GEOGRAPHIC TEAM ON THE TRAIL

A number of SFTA members along the Trail have had the opportunity this summer to visit with Bruce Dale, photographer, and Rowe Findley, writer, who are separately doing their field work for an article to appear in *National Geographic* next year. Both artists bring extensive experience and skill to this task, and we all look forward to their presentation of the Santa Fe Trail to a large reading audience. <

OLD AZTEC MILL MUSEUM CIMARRON, NEW MEXICO

The Old Aztec Mill Museum in Cimarron, NM, has published a pamphlet about the museum and the town. The mill which houses the museum was built by Lucien B. Maxwell in 1864 and is presently owned by the C S Cattle Co. It is operated by the Cimarron Historical Society and is open from May 1 to October 1. The pamphlet includes a chronology of Cimarron history, and a self-guided tour and map of the community. A number of places in Cimarron were associated with the Mountain Route of the Santa Fe Trail. The Philmont Boy Scout Ranch and the site of Rayado, once home of Kit Carson and briefly garrisoned by U.S. troops to help protect the Trail, are located near Cimarron.

GREGG MAP PUBLISHED

SFTA, with the help of Fort Union National Monument Supt. Harry C. Myers, has published a reproduction of Josiah Gregg's 1844 "Map of the Indian Territory, Northern Texas and New Mexico, Showing the Great Western Prairies." Included, of course, is the Santa Fe Trail. Although this map, which appeared in Gregg's *Commerce of the Prairies*, has been reproduced in reprints of that book, this may be the first time the map has been made available as a separate item suitable for framing or hanging on the wall. It is approximately 14" x 17.5" and tinted green as was the original. A page of text explaining about this historic map is provided with each copy. The map sells for \$2.50, plus \$1.00 for mailing any quantity; quantity discounts available to museum shops, bookstores, etc. Order from SFTA, P. O. Box 1, Woodston, KS 67675.

MARC SIMMONS AND KIT CARSON IN COLORADO

Marc Simmons will present a special lecture on "Kit Carson and the Santa Fe Trail" at the Bloom House grounds, 300 East Main, Trinidad, at 7:00 p.m., August 22. This presentation is sponsored by the Colorado Historical Society and there is no admission charge. Simmons will be speaking on Kit Carson at the Denver Public Library at 7:00 p.m., October 16, again sponsored by the Colorado Historical Society. Simmons is considered the leading authority on the life of Carson. <

ANOTHER OVAL SIGN

Elwood Van Petten, Colorado Springs, reported an oval sign in Shawnee Mission, KS, but it is one we have counted before. Thanks anyway. Susan Jones, Santa Fe, reports as follows on another.

"This one may be found at the Cimarroncita Ranch, Ute Park, NM. Judge Henry A. Bundschu was the occasional guest at the ranch. It is not clear when he gave the sign to the Burk family. His signature in the ranch guest book is Oct. 1953.

"The ranch occupies the former Lambert Tract of the Maxwell Land Grant, 13 miles west of Cimarron. The oval sign is hanging inside one of the ranch buildings and is in good shape. It seems not to have had any school connection; rather, something in the nature of a gift."

This accounts for 22 signs. Are there more?

COWBOY MUSIC TO BE HEARD IN TRINIDAD

John Nielson, prize-winning fiddler and former member of the cowboy duo *Horse Sense*, will present a special program of traditional folk music of the American cowboy at 7:00 p.m. on Wednesday, August 29, at the Baca/Bloom complex in Trinidad. Admission is free. For more information contact Mark L. Gardner (719) 846-7217.

GREER GARSON RANCH TO BE NATIONAL PARK

Greer Garson Fogelson's Forked Lightning Ranch has been saved from developers (see Feb. 1990 *WT*) by the Conservation Fund and the Mellon Foundation and turned over to the U.S. government. The 5,000+ acres of the ranch and Pecos National Monument, which is surrounded by the property, will become Pecos National Historic Park. The ranch includes Santa Fe Trail ruts, the historic Kozlowski Ranch and stagecoach station, and more than 100 archaeological sites. Kozlowski's Ranch served as Union headquarters before and after the Battle of Glorieta Pass in 1862.

The final closing on the Forked Lightning is set for Jan. 1, 1991, and the ranch will be leased back to Fogelson for one year, during which time she will maintain it, while Congress considers the appropriations required to operate

it. The *Santa Fe Reporter* deserves credit for helping bring this about; it was the newspaper that disclosed the plans of developer Jerry Crassas, who was negotiating to purchase the ranch, to develop a resort complex in the area. That caused Fogelson to break off negotiations and it prompted the Conservation Fund to seek funds for the purchase.

TRAIL RIDE 1990

by Don Cress

The fourth annual Santa Fe Trail Ride, sponsored by the Heart of the Flint Hills Chapter, started on June 2 at the Little Arkansas River Crossing with a big blow, 70 m.p.h. winds. The only mishap of the ride happened the first day when a wheel came off one wagon causing it to run into a buggy, bruising three people. After 80 riders completed the 20-mile trek to the campsite south of McPherson, an excellent meal of trail stew was served by the chuck wagon crew. Bob Gray, local historian, gave an account of Trail events in the area for the evening program.

The next day, after a 19-mile ride, camp was set up in the Krehbiel pasture 3.5 miles north of Canton. That evening John Torrence of Manhattan told of his activities with the Flint Hills Brigade of the Rocky Mountain Fur Company's reenactments, and Bruce Dale, photographer for National Geographic, discussed the Trail article planned for the magazine. Dale completed the remainder of the ride.

A camera crew from Flint Hills Productions filmed portions of the ride to be used in a planned film about the Trail. The script of "Civilization to Sundown," written by

Mark Roberts of Tampa, focuses on William Becknell's opening of the Trail with a summary of later history to provide an overview of the significance of the route.

On June 4 the riders camped at the same site and spent the day on a tour of the area, led by Herb Macklin of Canton. That evening three chapter directors presented a skit of Kit Carson and Seth Hays arriving at the camp.

The next day the group traveled 16 miles, observing Trail ruts along the way, to the Gordon Christiansen farm near the Cottonwood Crossing. After another good meal from the chuck wagon, Don Cress showed slides of sites along the Trail, assisted by Sylvia Mooney of Kansas City.

On June 6 the noon stop was in the city park at Tampa and, after moving a total of 18 miles, camp was made at Lost Springs where hosts were Mr. and Mrs. Fred Shields who own the site. Evening entertainment was provided by the Crab Grass Band, singer Kelli Peterson, and a historical presentation by Virginia Shields.

After stopping at Six Mile Crossing for a late lunch on June 7, 16 miles brought the riders to camp on the Lloyd Burns's farm near Diamond Spring. More ruts were seen in his pasture. Dennis Filkin, Don Lee, Gale Burns, and Shilo Litke provided music and song. Bonnie Sill gave the area history of Trail days for the program. The weather was threatening but no storm occurred.

The next morning the riders stopped at Diamond Spring, known in Trail days as the best water on the route, and moved on to Wilsey park for the noon stop. The group, now totaling 110, went through the White pastures northwest of Council Grove, where ruts



Sunset in camp during 1990 Trail Ride.

were viewed, then through Council Grove to the camp below Council Grove reservoir. On June 9 most of the riders participated in the Wah-Shun-Gah Days parade in Council Grove.

The chapter is grateful to those who helped make this ride a success by providing access through property and furnishing camping sites. The chuck wagon crew, including Fred and Gloria Auchard, Nichole Auchard, Kris Gibson, and John and Sherry McCoy, provided excellent meals. During the seven-day ride they served 400 breakfasts, 300 lunches, and 466 suppers. Their work was most appreciated. There were riders from Kansas, Oklahoma, Colorado, Missouri, Texas, and Virginia. The Heart of the Flint Hills Chapter hopes to see you on the Trail Ride next year.

TRAIL RAMBLINGS

by Michael McDonald

As some of you know I am researching the story of the placement of the DAR markers along the Trail. Part of that research is documenting the location of all the known markers by actual observation. I have a couple of short tales to share from my most recent adventure on the Trail. One is a lesson for all of us who seek sites along the Trail; the other was just a good experience.

I was trying to find the DAR marker located at the railroad tunnel on Raton Pass and was told a way to get to it that might be easier than obtaining permission, which I understood probably would not be forthcoming anyway. I felt uneasy about this because I usually get permission, but my time was short for this particular mission. So I hid my morals for awhile, parked at the rest stop atop the pass, and began walking toward a gate where I understood I would find a path leading down a hill to the tunnel and marker.

Before I reached the gate, a man in a pickup pulled up from behind and asked about my intentions. As soon as he understood he said, "Okay, get on back down the road . . . NOW!" Taken aback by his abruptness, as I had only the best of intentions in mind, a heated discussion ensued. Neither of us was listening to the other.

After a few minutes I realized he was right, swallowed my pride, and apologized. For the next 20 minutes he gave me example after example of the bad things that had

happened from people trespassing on his property, from the dumping of trash to the fear of being shot by hunters. I got the best tongue lashing I've had since I was a schoolboy. He asked me how I'd feel if someone unlatched the door at my house and began walking around my home. How would I treat them? He made his point, and I respected him for it and felt much ashamed.

Our hostility toward one another passed as I listened to his tirade against trespassers. He made me understand that what I had previously considered a trivial matter was not one at all to the ranchers and farmers of our country.

I did not get to the marker, but I gained a new respect for the people who make their living off the land. I promised that I would never again cross into private land without permission.

The man who so eloquently taught me this lesson is Mr. Meyers, a rancher on Raton Pass. If by some chance he ever reads this, I want to apologize again, thank him for a lesson well taught, and let him know I took it to heart. One of these days I'll take the required time to seek the proper permission and try to see that marker.

This little story should be a lesson for all of us as we travel the Trail to find the sites that we hold dear. Please get permission, leave everything as you found it, and close the gate behind you.

My other little tale is simply about the many pleasures (and treasures) one can encounter while exploring the Trail. I was having a hard time finding the marker south of Richfield, Kansas, and flagged down a fellow in his pickup to ask for help. He didn't know where it was, but he said to go see Bea Riley as she knew everything about the area.

I had noticed a sign earlier that said "Bea's" and pointed down a side road, so I following it and wound up at the most endearing spot on my whole trip. Bea was mowing her yard. I introduced myself and asked for help. She not only told me where the marker is but said she was a member of SFTA. We were discussing our interest in the Trail when her husband, Bob Kohler, came up and offered to take me to the marker.

Bea Riley Kohler and her husband of a couple of years, Bob, live in an old country Methodist church which she had moved to this spot years ago. But this is

no ordinary old church. It is like nothing you have ever seen. For 40 years Bea has been collecting. She lives in a virtual museum of her own making. Bea welcomes guests, but you could spend a whole day and not see every item. Thanks, Bea, for sharing your marvelous home.

Now this Bob fella that she married a couple of years ago is an old rancher who owns the Kohler Ranch in the Oklahoma panhandle, and whose sons still operate it. Bob is my kind of guy. Laid back, friendly, and someone you'd like to hang out with for a while. Which I did.

Bob showed me the marker near his house, drove me to Point of Rocks and Middle Spring north of Elkhart, then into Colorado to show me the Springer Ranch marker. I would have never found it without him. I'll never forget Bob and Bea and their house. It was a highlight of my trip.

As you travel the Trail there are many interesting and wonderful people. That's what makes Trail travel such a joy and makes you glad to be a Trail nut.

I want to thank some other people who helped me find markers and Trail sites on this trip: Dan and Carol Sharp, who graciously opened their ranch to me so I could view Inscription Rock in Oklahoma; Linda Peters and her mother, Pat Heath, who told me of the markers in and near Lakin, Kansas; Leo and Mary Gamble, those stalwarts of the Trail, for directing me to the Cimarron Cutoff markers in southwest Kansas, and to the markers in Baca County, Colorado; and a young woman, whose name I failed to remember, who directed me to markers south of Offerle, Kansas. If she reads this, please write so I can correct my ineptitude.

Out of the approximately 171 (or more) DAR markers that were placed, I have seen and photographed 152. Once the whole story is together, I plan to write a guide to the Trail by following the DAR markers. Several people have sent wonderful items regarding the markers, and I express my sincere appreciation to all of them. If anyone has information regarding markers which might not be readily known or has an anecdote about a particular marker, please send it along. I shall certainly give you credit for your contribution. Send to Mike McDonald, 705 Paseo de Peralta, Santa Fe, NM 87501. <

WILLIAM BENT'S FIRST GRANDCHILD

by Mary B. Gamble

[Mary B. Gamble, Springfield, CO, is secretary of the Cimarron Cutoff Chapter of SFTA and a journalist. She is a member of the DAR and with her husband, Leo, has done much work on the DAR markers in Colorado.]

A photograph of Williams Bent's granddaughter, Ada Moore Lubers (Mrs. H. L.), started a search for more information about this grandchild. Her picture appeared in the book, *Bent's Old Fort*, taken at the 5 September 1912 dedication of an historical marker near the fort. Shown in the picture with Ada Lubers were A. E. Reynolds, owner of the site at that time, and Mrs. Freeman C. Rogers, state regent of the Colorado State Society, Daughters of the American Revolution. The regent dedicated the DAR marker which was unveiled by Mrs. Lubers. H. L. Lubers gave the address at the ceremony. Reynolds had erected the marker at the request of the DAR. The marker with the date of 1910 has a sketch of the fort outlined on it.¹

Research in DAR records showed that Ada Moore Lubers and her sister, Daisy Moore Lakin, were approved as members of that patriotic society 25 January 1918 with membership in the Peace Pipe Chapter, Denver. Both were residents of Denver.

Included with Mrs. Lubers's lineage papers was a newspaper clipping of her obituary. She died 2 May 1941. Also in the obituary was her picture with headlines: "Ada M. Lubers, Coloradan 78 Years Is Dead," and "Denver Woman's Grandfather Was Famous Colonel Bent."²

She was born 15 January 1861 at Westport, MO, now Kansas City, and came to Colorado Territory with her parents, Robison M. and Mary Bent Moore, when she was two years old. Her grandmother was Owl Woman, a Cheyenne Indian, first wife of William Bent. Mary was William's first child, and Ada (also appearing sometimes as Adia or Addia) was his first grandchild.

While still young the name of Adia Moore appears on a land patent, Territory of Colorado, County of Bent, 20 September 1870. "Surveyed for Addia M. Moore, a half-breed, who claims under the 5th article of the treaty concluded Oct. 14, 1865 between the United States and the Cheyenne and Ar-



A. E. Reynolds and Ada Moore Lubers at Bent's Old Fort, 5 September 1912 (photo courtesy Colorado Historical Society).

rapahoe tribes of Indians, six hundred and forty acres of land.

"Beginning at a point of a sandstone bluff 50 links northeast from the Arkansas river, I set a sandstone, 15x15x15 marked 18, for the southeast corner, and run thence up said river with meanders thereof. . . ." This was dated July 5, 1869, and signed by S. G. Sheldon, Surveyor.³

The members of William W. Bent's family named in Article V of the 1865 treaty included Bent's daughter, Mary Bent Moore, and her three children, Adia Moore, William Bent Moore, and George Moore; and William W. Bent's children, George Bent, Charles Bent, and Julia Bent. Each was to receive 640 acres.

Article VI explained that the U. S. granted land in reparation for "gross and wanton outrages perpetrated against certain bands of Cheyenne and Arapahoe Indians by Colonel J. M. Chivington" at the Sand Creek Massacre, 29 November 1864. The treaty was made at a camp on the Little Arkansas River in the state of Kansas. William W. Bent was one of the U. S. Commissioners for the treaty.⁴

Robert Bent, William's oldest son, had already received his land at the treaty concluded at Fort Wise, Territory of Kansas, 18 February 1861: ". . . being one of the half-breed tribe, he [Robert] should have as a gift from the nation [Cheyenne] of 640 acres." Robert was one of the U. S. in-

terpreters for the treaty. His land covered "the valley and what is called the Sulphur spring, lying on the north side of the Arkansas River and about five miles below the Pawnee Hills. . . ."⁵

When Mary Bent Moore, her husband, small daughter Ada, and infant son Bent came to Colorado Territory in 1863, they joined her father at Bent Stockade that had been built near the present site of Boggsville. Mary Bent had gone east to school and at Westport she met and married R. M. Moore. At first her father was against the marriage because Moore was a saloon keeper, but he relented and gave Mary a big wedding in Missouri.⁶

The Moores acquired ranch land near the Purgatoire River with the ranch house in present-day Las Animas. Here Ada grew up with her two brothers, Bent and George, and three sisters, Nellie H. (Davies), Daisy M. (Lakin), and Agnes (Monroe).

Ada's husband, H. L. Lubers, later wrote: "The Moore children, particularly the girls, were quite well educated, attending the public school in Las Animas, and thereafter attending seminaries at Topeka, Kansas, Independence, Missouri and St. Paul, Minnesota."⁷ An article in the Bent County history on Judge R. M. Moore stated that "the Moore girls were well-known for their horsemanship and were the envy of all the young people for their ability to ride."⁸

Ada Moore recalled in later years about traveling on the Santa Fe Trail with her mother in one of her grandfathers's ambulances to which mules were hitched. They traveled with one of the Bent ox-drawn wagon trains. Her husband wrote that "she has a recollection that on one trip her mother was signaling with a looking glass; and that she asked her mother why and what she was doing that for, and she told her that she had seen Indians on the hills, and if they were Cheyennes or Arapahoes, or any Indians other than the Comanches, they would understand her signals, which meant that this was a Bent train and that she was Mary Bent, and that thereafter she saw no more Indians or Indian signs.

". . . After Colonel Bent and her father and mother had settled on the Purgatoire River, after the

sale of Bent's new fort on the north side of the Arkansas River, about opposite Prowers Station on the A. T. & S. F. (the year she doesn't remember), her mother had a candle in the window and seemed to be sitting up all night. She asked her mother why she was doing that and she told her that her Uncle Charles, who was outlawed by Governor Gilpin, was expected and it was a signal to him that the coast was clear, and she wanted him to visit with her.⁹

Ada Moore was eight years old when her grandfather died 19 May 1869. Her mother died nine years later at the age of 40 on 7 May 1878. Both are buried in the Las Animas cemetery.

Ada was married sometime after her mother's death to John W. Jay, who was Bent County clerk and recorder, serving until his death on 9 January 1888 at the age of 33. Their son, John R. Jay of Englewood, CO, survived her as did three grandchildren and ten great-grandchildren.

In 1889 the widow married Harry L. Lubers in Denver. They made their home in Las Animas where he was an attorney, and he served as mayor in 1907. He was elected state representative for southeastern Colorado, and after moving to Denver in 1912 he again served in the Colorado Assembly and was Speaker of the House. They had one son, Harry L., Jr., who was killed in France in World War I in 1918. Lubers died 3 July 1944 at 84 years of age. The Lubers family is buried in Crown Hill cemetery, Denver.

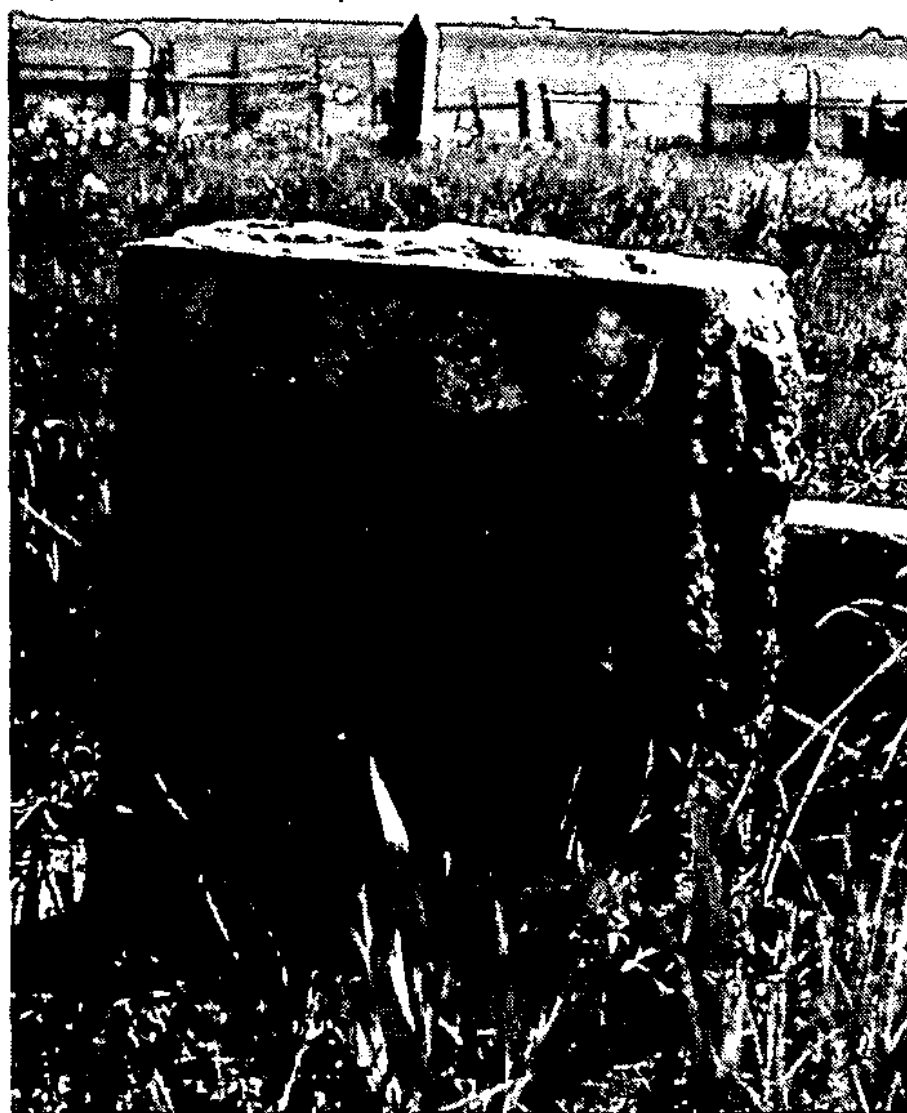
After Mary Bent died Judge Moore married Florida Bryner.¹⁰ He died in a buckboard accident 23 October 1894 when his team of horses was spooked by some burros.¹¹ Moore, his two sons Bent and George, and two of his daughters Daisy and Agnes, his second wife F. B. M. Hart and her second husband, L. N. Hart, are buried in the Bent-Moore lots in the Las Animas cemetery. John W. Jay, Ada Moore's first husband, is also buried in this cemetery some distance north of the Bent-Moore family members.¹²

NOTES

1. Louisa Ward Arps, "From Trading Post to Melted Adobe, 1849-1920," *Bent's Old Fort* (Colorado Springs, 1979), 52-54.
2. *Denver Post*, May 3, 1941.
3. Donna L. Hudgel, ed., *Trails West Newsletter* (Louisville, CO, July 1989). A part of the land patent, a three-page document, was printed in this issue.
4. Charles J. Kappler, ed., *Indian Treaties, 1778-1883* (New York, 1972), 887-891. William Bent's second wife, Yellow Woman, and three of his

children (George, Charles, and Julia) were with Black Kettle's Cheyennes at Sand Creek. Chivington ordered Robert Bent to lead the soldiers to the camp. George was wounded and Charles was captured. Yellow Woman escaped with some of the Cheyennes. She was killed later at Powder River, WY, by Pawnee Indian scouts. For an account of the Sand Creek Massacre see David Lavender, *Bent's Fort* (New York, 1954), 356-361.

5. Kappler, *Indian Treaties*, 807-811. Fort Wise was established near Bent's New Fort in Bent County. SFTA member Sara White, Longmont, CO, shared her research with me on the Indian treaties relating to the Bent family and on Ada Moore's land grant. She said that this land was now under the waters of the John Martin Reservoir, except for an overlook southwest of Hasty. Santa Fe Trail ruts are visible there and a DAR Trail marker is in the ruts, dated 1908. According to Louisa Arps, "the thirty-one sections of land granted to the blood relatives of the Cheyenne and Arapaho were known as 'beef steak claims' because of their irregular shape, irregular because the south line of each claim was on the Arkansas River. The land awarded to Julia Bent, William Bent's youngest child, was Claim 13 . . . east of Claim 14, which was awarded to 'A-me-che, alias Amache Prowers,' wife of cattleman John Prowers." Arps also noted that, "according to the deed transfer, Prowers acquired Julia Bent's Claim 13 [Bent's Old Fort] in consideration of \$3200 . . . in the summer of 1872." Arps, "From Trading Post to Melted Adobe," 45, 46, 51. This joined his wife's claim.
6. Lavender, *Bent's Fort*, 344.
7. H. L. Lubers, "William Bent's Family and the Indians of the Plains," *The Colorado Magazine*, 13 (January 1936) 19. Noreen Stringfellow Riffe, librarian, Pueblo Library District, provided me a copy of this article.
8. Robert Ham, "Judge R. M. Moore," *Bent County History* (The Book Committee, 1986-1987), 496: "In 1887, soon after A. B. Ham had arrived in Colorado Judge Moore gave him a job riding after cattle, from the Arkansas north to Kit Carson. He and his wife, Dolly, made their first home in Colorado on an Indian Claim, across the river from Caddoa, that was owned by Ada Moore Jay Lubers."
9. Lubers, "William Bent's Family," 21.
10. SFTA member Philip Petersen, La Junta, searched records of Mrs. LeRoy Boyd, Las Animas, for Florida Bryner Moore's maiden name.
11. Ham, "Judge Moore," 496.
12. Personal survey of Bent-Moore and Jay lots in the Las Animas cemetery, July 1989.



George Bent's tombstone located in the old Indian cemetery at Colony, Oklahoma (photo by Richard W. Godin).

MORE DESCENDANTS OF WILLIAM BENT

by Richard W. Godin

On a recent visit to Clinton, OK, it was an honor and privilege for me to meet with Lucille and William Bent, descendants of William Bent. They are are grandchildren of George Bent, half white and half Cheyenne son of William Bent and Owl Woman.

Through his correspondence with George E. Hyde, George Bent bequeathed to posterity an invaluable eyewitness account of the crucial Plains Indian war years, 1863-1868, difficult years for the Bent family caught up as they were in the death struggle between their Cheyenne and white cultures.

Lucille and her brother William descend from George Bent and Standing Out Smith, his third wife and daughter of Peg-Leg Smith. I am presently doing genealogical research on the Bents and any information regarding this most intriguing family would be greatly appreciated. Send to Richard W. Godin, 3 Highland St., Woonsocket, RI 02895 (401) 766-7944.



Lucille Bent and her brother William, with Godin's nephew Jim Moore in the center.

STEVE LINDERER NAMED FORT LARNED NHS SUPT

Steve Linderer, a native of Clinton, OK, has been named superintendent of Fort Larned National Historic Site to succeed Jack Arnold who recently transferred to Indiana Dunes National Lakeshore. Linderer is an 18-year veteran of the National Park Service and most recently was site manager of Friendship Hill NHS in Pennsylvania. Fort Larned is one of the outstanding NPS sites on the Santa Fe Trail. ◀

DEATH ON THE SANTA FE TRAIL

by Marian Meyer

[Marian Meyer is a writer in Santa Fe with a special interest in women on the Trail. Her book on Mary Donoho will be published by Ancient City Press in 1991.]

In August 1987 Leo and Ronita Oliva's Santa Fe Trail Tour arrived in Santa Fe and heard Marc Simmons speak on women on the Trail. At Marc's request, I spoke briefly on "Mary Donoho: New First Lady of the Santa Fe Trail," whose story had just appeared in *Wagon Tracks*. At that time I had recently received a photograph of Mary Donoho and was able to show her to the public for the first time. I also told them about another woman, Kate Kingsbury, who had died on the Trail in 1857 but was still a mystery to everyone. I said if and when we learned more about her, we would send the information to *Wagon Tracks*. This is her story.¹

Kate Kingsbury's tombstone is the oldest known woman's grave marker in Santa Fe. The 1857 stone was found in 1982 in the old Independent Order of Odd Fellows (IOOF) Cemetery on Cerrillos Road, adjacent to the larger Fairview Cemetery. The records of the almost abandoned IOOF Cemetery burned many years ago. It is rarely used now for burials, but a few remaining Odd Fellow members care for it from time to time.

Kate's headstone, with its stylized weeping willow tree carved in granite, reads, "KATE KINGSBURY/DIED/ June 5, 1857/at the crossing of the Arkansas river/aged 30 years." Beyond this information, little was known. A story written about Santa Fe's earliest tombstones speculated that Kate might have drowned when her wagon train was fording the river, but concluded that the actual cause of her death might never be known.² One potential link existed in the 1860 census listing of a wealthy Santa Fe merchant named John Kingsbury, and it was suggested that possibly Kate was his wife and was coming to join him on the frontier.³

That was indeed the case. However, her husband was traveling with her and her death resulted from tuberculosis, not drowning. The gripping story of this Santa Fe Trail casualty unfolded two years ago when a letter arrived from Dr. David Weber, Professor of History at Southern Methodist University in Dallas. He and his

assistant, Jane Elder, were editing the papers of John Kingsbury, in preparation for a book. Weber happened to mention this to Marc Simmons, who told him I had located and written about Kate Kingsbury's tombstone. A lively correspondence followed, with an eager exchange of information.

In the meantime, Simmons also learned from a Colorado historian that Kate's obituary had appeared in the *Santa Fe Gazette*. However, the year 1857 was missing in the Santa Fe microfilm of the newspaper, which had been closely examined then her tombstone was first discovered. The obituary was finally located on a short microfilm reel of odds and ends of old newspapers which had been found at the Huntington Library in California and put together a few years ago by John Wilson, another New Mexico historian. From the newspaper account, a fascinating story emerged of frontier life and death on the Santa Fe Trail.

In Kate's obituary, much of the romantic and flowery sentiment common to the Victorian era is omitted here. Even so, it is a lengthy death notice. The *Gazette* reported, "Died, at the lower crossing of the Arkansas, on the Santa Fe Trail, on the 5th of June, instant [this month] of consumption, Mrs. Kate C., wife of Mr. John M. Kingsbury, junior partner of the house of Webb and Kingsbury, merchants of this city, aged 30 years.

"The circumstances attending the decease of this estimable woman are of a more melancholy nature than usually fall under our notice. She arrived in Santa Fe in June, 1854, a bride, with the intention of making it her permanent home, and resided here until 1856, when she made a visit to her friends at Salem, Massachusetts. Her husband followed her to the States in September of the same year, with the intention of returning to this place with his wife the present summer. Soon after her arrival at her family home, she was called to mourn the death of her darling little son, a bright and intelligent child about eighteen months old. Before the summer closed, consumption, that deadly enemy of the human race and with which she had been afflicted for years, seized upon her system . . . she gradually grew weaker . . . and when spring ar-

rived, hope for her recovery had almost departed.

"Imperative business engagements compelled her husband to return to this country this summer, and she . . . determined to be his companion while life should last. They left Salem in March, and traveling by easy stages, arrived at Westport, Missouri, the starting point for Santa Fe the latter end of April . . . her friends hoped that the pure and bracing air of the Plains would restore her failing strength. Herself and husband in a comfortable traveling carriage left Westport on the thirteenth of May in company with the merchant caravans enroute for New Mexico. She accomplished the first part of the long and tedious journey with comparative ease; but as they approached the Arkansas she began to sink rapidly. . . . All night the Angel of Death hovered over the little encampment, and as morning dawned in the east, the pure spirit of our dear friend took its flight from earth to Heaven. . . . Through all her sufferings she exhibited a wonderful degree of patience and fortitude; and although she died hundreds of miles out upon the great Plains, her last moments were soothed by every attention the hand of love could bestow. She was accompanied by an elder sister [Eliza Ann Messervy], who left home and friends on this mission of holy affection, and whose devoted attention blessed her dying hour. After proper care had been bestowed upon her mortal remains, the mournful cortege resumed its journey across the Plains, and arrived in the city on the evening of the 16th. The body was interred in the cemetery at this place on the 18th, and was followed to the grave by a large concourse of friends. . . ."⁴

On the same page as Kate's obituary, a separate item titled "Arrived from the States," announced, "On the 17th, Mr. Kingsbury, Miss Messervy, and Mr. Tho. F. Bowler, of the Exchange, and lady arrived."⁵ What is interesting here is that the wagon train with Kate's coffin arrived a day before its owners, who were traveling by carriage.

What the obituary did not say was that the closest crossing of the Arkansas River was in excess of 350 miles from Santa Fe. That

the wagon train traveled the distance in eleven days is little less than astonishing. When Marc Simmons was asked about it, he indicated it was a remarkable achievement and even seemed a trifle dubious that it could have happened. The caravan would have had to average well over thirty miles a day, a pace which was most certainly "hell bent for leather." Such a pace, however, was not without precedence, for some of the traders on the Trail in advance of the Army of the West during the Mexican War traveled in excess of forty miles per day from the Arkansas to Santa Fe.

Another more explicit account of Kate's death was written in 1924, when historian Ralph Bieber edited and published the papers of James J. Webb, Kingsbury's business partner. The day of Kate's funeral, Webb wrote to his wife and described the sad events. He noted almost poetically that at the time of Kate's death there was an ethereal presence: ". . . transcending the power of man to describe . . . all nature seemed hushed and subdued to silence by the sublimity of the scene. The moon shone in her most dazzling splendor, and the majesty and power of God seemed to pervade all nature."

Then, in a most matter of fact manner, he described what came next, ". . . Mrs. Bowler [wife of the Exchange Hotel manager] and Facunda [Kate's maid from Santa Fe who had accompanied her to Salem] laid out the corpse . . . it was put into a metallic coffin and sealed up. . . . John had been very prudent and discreet—had prepared for any emergency . . . all were struck with surprise when he went to a wagon and took out a box marked 'private stores' and disclosed a coffin."⁶ It was obvious that Kingsbury had not expected his wife to survive the journey.

Kate was buried in the old Masonic-Odd Fellows Cemetery where the Scottish Rite Temple stands today. When it was condemned near the turn of the century all the burials which could be located were moved to either National, Odd Fellow, or Fairview cemeteries.

John Kingsbury closed out his business in Santa Fe in May 1861, when he left permanently, little knowing that the discovery of his wife's tombstone many years later would puzzle researchers. Now, thanks to a friendly network of historians, each with a little

piece of the story, Santa Fe knows about another of its earliest women pioneers of the Santa Fe Trail.

NOTES

1. For a more comprehensive account of Kate Kingsbury's life, see Jane Lenz Elder and David J. Weber, "Without a Murmur: The Death of Kate Kingsbury on the Santa Fe Trail," *The Mexican Road: Trade, Travel, and Confrontation on the Santa Fe Trail*, ed. Mark L. Gardner (Manhattan: Sunflower University Press, 1989), 98-105.
2. Marian Meyer, "100 Years of Area History Engraved on Tombstones," *Albuquerque Journal North*, 8 June 1985, 6-7.
3. U.S. Census Records, New Mexico Territory, Santa Fe County, 1860.
4. Kate Kingsbury Obituary, *Santa Fe Gazette*, 20 June 1857.
5. *Santa Fe Gazette*, 20 June 1857.
6. Ralph Paul Bieber, *The Papers of James J. Webb, Santa Fe Merchant, 1844-1861*, Reprint, Washington University Studies, Vol. XI, Humanistic Series, No. 2, 290.

POST OFFICE OAK —LETTERS—

Editor:

I was surprised to read in the latest *WT* that someone thought the publication was too long. You can be assured that at least one of the recipients reads *every word* and even reads some articles more than once. Keep up the good work.

Joanne VanCoevern
4773 N. Wasserman Way
Salina, KS 67401

Thanks to your kind words and several similar letters, I agreed to keep working at it. I just hope no one expects more next year when I am scheduled to start getting paid for doing this.

Editor

Editor:

Wagon Tracks has a real impact in filling the goals of the SFTA. Should *WT* be readily available to libraries in small communities? Perhaps a library subscription rate that does not require membership would make it available to small libraries along the Trail.

Virginia Lee Fisher
Arrow Rock, MO 65320

It has been the policy of SFTA from the beginning, announced in the second issue of WT, to provide a free subscription to any public library along the Trail on request. Among those receiving this service are the libraries at the state historical societies in Trail states and the Library of Congress. Library memberships are welcome, and we have a few, but any library that wishes to receive WT need only send a request. This does not include back issues, for which there is

a charge of \$1.00 per copy. An exception was made for the new library at the National Frontier Trails Center; see next letter.

Editor

Editor:

Thank you for donating the back issues of *Wagon Tracks*. They will be informative for future researchers and assist me in gaining knowledge about your organization. We are preparing a bibliography of trail publications which we hope eventually to have in our library. When it is completed I will send your organization a copy. Any help you could provide in lining up possible donors would be of great assistance.

Gerald A. Motsinger, Archivist
National Frontier Trails Center
318 West Pacific
Independence, MO 64050

Editor:

Thank you for your assistance in obtaining a copy of *Three Roads to Chihuahua* and for delivery of the back issues of *Wagon Tracks* for which I enclose payment. We have been interested in the history of the American West for years and, as a bookseller, I provide the numerous Western fans in Germany with books on the subject. As you request, I will later write something for *Wagon Tracks* about my interests in the West.

Hermann and Hanna Bender
Schaumburger Strasse 93
D-6230 Frankfurt Am Main 80
Germany

Editor:

Kansas once had a law that specifically protected the 96 DAR markers along the Trail in the state. Today, according to Larry Jochims of the Kansas State Historical Society, these monuments "have the same protection against vandals that all markers have. This, of course, is good only when enforced." Jochims enclosed a study that was completed by William and Ora Baker in 1982 which includes descriptions and maps of the existing DAR markers and cites changes in location that have occurred. This report would be helpful for anyone wanting to locate the markers in Kansas.

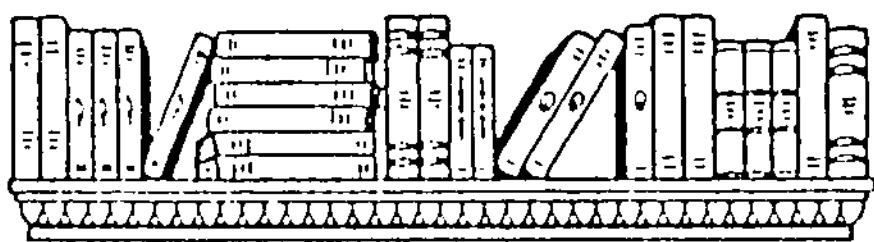
Chuck Olmstead
505 West 8th
Junction City, KS 66411

Editor:

The "missing" issues of *Wagon Tracks*, which failed to follow me when I moved, have arrived. Thank you. I recently returned from a great three-day trip to

southwestern Kansas and the Oklahoma panhandle. I was able to visit the inscriptions at Cold Spring and camped one night at Middle Spring. I wish I had had one of the "missing" *Wagon Tracks*, though, because I was under the impression that Wagonbed Spring was well-nigh inaccessible and did not even try to go there! Oh, well, it gives me a good excuse to go back.

James H. Knipmeyer
732 SE 10th Terrace
Lee's Summit, MO 64081



CONVERSE OF THE PRAIRIES —BOOK NOTICES—

Thomas E. Chávez, *Manuel Alvarez, 1794-1856: A Southwestern Biography*. Niwot, CO: University Press of Colorado, 1990. Pp. x + 243. Illus., maps, notes, bibliog., index. Cloth, \$24.95, plus \$1.75 shipping for first copy and \$.75 for each additional copy. Order from University Press of Colorado, P. O. Box 849, Niwot, CO 80544.

To paraphrase an old saw, every student of the Southwest has heard of Manuel Alvarez but no one knows anything about him. This brilliant "life and times" biography by Tom Chávez, Director of the Palace of the Governors Museum in Santa Fe, changes all that. This was no easy task, for Alvarez kept a low profile in many endeavors. A native of Spain and fluent in three languages (Spanish, French, and English), he was a major figure in New Mexico before, during, and after the Mexican War.

Alvarez was a successful merchant heavily involved in the Santa Fe trade (he traveled the Trail in 1824 and several times thereafter) and merchandising in Santa Fe, an honest businessman highly respected by Hispanos and Anglos alike. He served as U.S. Consul in Santa Fe before the Mexican War, protecting the interests of Anglo foreigners. After the war, he helped protect the interests of Hispanic citizens under U.S. military rule. He was a leader of the statehood party in New Mexico, which was defeated in 1850. Alvarez exhibited an enlightened sense of justice and fair play, and he was a model of "intellect and

dignity."

For too long the many contributions of Alvarez have been overlooked. This thoroughly researched and finely crafted narrative, along with Chávez's *Conflict and Acculturation: Manuel Alvarez's 1842 Memorial* (see review in Feb. 1990 WT, pp. 6-7), sets the record straight on one of the remarkable characters in the chaotic Southwest of the 1820s-1850s. Chávez demonstrates rare understanding of the complex and changing social, cultural, and political atmosphere in New Mexico within which the diplomatic Alvarez maneuvered most of his adult life. Highly recommended to all serious students of the Trail, New Mexico, and human nature.

TRAIL FAIR BOOTH

Pat Heath and Linda Peters of Lakin, KS, had a successful booth at the Kearny County Fair. They set up a display with emphasis on seven people prominent on the Trail. Many membership applications, maps, current events calendars, and various other materials were handed out. Numerous Trail-related materials were sold. This is the third year for the both and the two women feel they are making more and more people aware of the Santa Fe Trail.

BCCC TRAIL TRIPS AVAILABLE THIS FALL

Barton County Community College, Great Bend, KS, will sponsor two trips on the Trail for college credit. The first, Traveling the Trail: Council Grove to Little Cow Creek, is offered September 14-16, 1990. The second, Traveling the Trail: Cow Creek to Point of Rocks, is scheduled for October 5-7. For additional information and to enroll, contact Elaine Simmons, BCCC, RR 3, Great Bend, KS 67530 (316) 792-2701 ext. 214.

PARK BOARD JOINS RICE-TREMONTI EFFORT

The Raytown, MO, Park Board has offered to pay half the balance on the Rice-Tremonti Home, provided the Friends of the Rice-Tremonti Home Association can raise the other half. Each will need to come up with \$126,000 to secure the historic property, which will become part of the Raytown park system. Send contributions to Friends of Rice-Tremonti Home Association, 7113 Harecliff Dr., Kansas City, MO 64133. <

CIMARRON NATIONAL GRASSLAND

by L. V. Withee

[L. V. Withee, Manhattan, KS, is emeritus professor of agronomy at Kansas State University. He has a special interest in the grasslands and the Trail.]

The Cimarron Route of the Santa Fe Trail passes through the Cimarron National Grassland in Stevens and Morton counties in southwestern Kansas. Nearby are four other national grasslands in Colorado, Oklahoma, Texas, and New Mexico. These grasslands are not relic areas of the original plains vegetation, as might at first be supposed, but are areas that at one time were in private ownership used for crop and livestock production. Commencing in 1935, during the dust bowl disaster, these areas were purchased by the federal government and reestablished to grass which, under the circumstances of those times, was a daunting task.

A good part of the allure of the Santa Fe Trail was its passage over the prairies and plains. Susan Shelby Magoffin, celebrated diarist of the Trail, said in her first journal entry, "Now the Prairie Life begins!" And in the same entry she told of her satisfaction upon leaving the edge of the last woods " . . . my eyes were unable to satiate their longing for the sight of the wide spreading plains." There is considerable interest in preserving a portion of the remaining tall grass prairie, typical areas of which are on the uplands near Council Grove. A National Tall Grass Prairie Park has been proposed to be located in the Flint Hills of Kansas or the Osage Hills of Oklahoma, but this has not been politically feasible. Grasslands along the route of the Santa Fe Trail had, at the time of their origin in the thirties, quite a different purpose than a national park would have today.

With reference to the Trail the Cimarron National Grassland extends from 18 miles east of Middle Spring to the Colorado state line, eight miles west of Middle Spring. Topographically the area consists mostly of sandy lands of characteristically hummocky appearance and breaks along the Cimarron River. The area was so devastated by wind erosion during the dust bowl days that it was recognized that the land was not suitable for continued intensive use. With support of local land owners, some of whom were aban-

doning their farms because of the economic and environmental conditions of the time, the federal government began purchasing the land and created what was initially called a Land Use Project managed by the Soil Conservation Service. Later, in 1954, it was renamed a National Grassland and transferred to the Forest Service.

The Soil Conservation Service, newly created at the time, initiated the project whose primary goal was to stabilize the area against soil blowing. It was a monumental task for which there were no guidelines. Not only were cultivated fields eroding but adjacent range lands were eroding also. The range had been overgrazed for years and the drought further reduced what native vegetation there was. The exposed sandy soils were easily dislodged by the wind and the blowing sand particles abraded the surrounding vegetation; consequently the barren areas enlarged as the vegetation was killed, creating what were called blowouts.

The land was purchased over a period of seven years starting the 1935 and eventually there were 108,175 acres, 169 square miles. Most the land is adjacent to the Cimarron River in a contiguous band with some in smaller outlying tracts. One-third of the purchased area had been crop land and the rest range. The process of reducing soil blowing and establishing some sort of vegetation to protect the surface called for a great deal of innovation, improvisation, and perseverance. Establishing perennial grass on actively eroding dunes and sandy lands in an arid climate where the year-round average wind velocity is the highest in the interior of the country is quite different than planting a backyard lawn. Additionally, much of the work was done during World War II when resources and labor were scarce.

The first objective was to stabilize the area against soil blowing and grow something to protect the surface. This was accomplished by ridging the fields using listers pulled by crawler tractors and planting forage sorghum. It took five years to reduce the blow area to less than 1000 acres and allow attention to be devoted to seeding permanent grass. It made good sense to reestablish the native grasses, but it is important to realize that the task had never been done before, anywhere. There were many problems: what species to use, in mixtures or in

pure stands, where to obtain seed in the quantities required, when to plant, at what seeding rate, how to prepare the seed bed, and how to plant the seed? None of these questions had been asked before. Little was known about seed production by native grasses: how much could be produced, how to harvest, how to clean and store it, what was its germination and viability? Nobody knew. Consider just the problem of the quantity of seed. There was no commercial source of native grass seeds because there was no market for them. Nobody planted native grasses. Croplands of the plains had really only just been broken from grass; in fact, the process was not complete. So seed was obtained from relic areas along railroad rights-of-way, country school yards, cemeteries, and ungrazed pastures and meadows, both locally and more distant, wherever available. Eventually seed was obtained from fields of grass established and managed on the project for that purpose.

Seeds of the native bluestem and grama grasses are tiny; pure seed of little bluestem contains 255,000 seeds per pound. However, what is harvested from the field is not pure seed but entire spikelets which in aggregate forms is a fluffy, trashy mass of material which requires processing to produce seed that will flow through a grass drill. Even processed seed requires drills with mechanical features that will plant light, chaffy seed. Today the production of native grass seed is a commercial venture and grass drills for planting them are available.

Persistence and ingenuity paid off and effective methods of dealing with the many problems were worked out. The best time of planting was in February and March. Planting with a drill with specially designed seed boxes and depth control bands on the furrow openers was the most effective procedure. Aerial seeding would have saved money and time but did not work. Best stands of grass were obtained when planted into the standing stubble of a forage sorghum crop grown the previous year and managed for that purpose. For native grasses 15 to 20 pure live seeds per square foot were adequate and if 30 percent of the seeds produced seedlings the resulting stands were considered excellent; however, excellent stands in practice

were rare events. Seeds of local origin or of proven adaptability were found best.

Once established the grass was managed to maintain or improve its productivity consistent with the primary goal of the project, erosion control, and the secondary goal of economical use. Old fences were removed and new ones built to distribute cattle grazing into management units; new water wells also were installed to aid distribution. A grazing association was organized and grazing leases made to local people. Stocking rates and grazing season were regulated by the association. These physical and institutional arrangements accomplished the third objective which was to contribute to the permanent agricultural economy of the area.

The techniques and methods of regrassing unfavorable sites developed at Cimarron National Grassland and the other grasslands was pioneering work. Today the techniques developed are widely used on croplands placed in conservation reserve programs, and in revegetation of reclaimed strip mines, highway rights-of-way, airports, and other disturbed areas.

Remarkably, several miles of the ruts of the Trail within the grassland have not been removed by erosion, covered by blowing soil, or erased by local traffic. They may be seen along a self-guided auto tour of the grassland, as can the important Trail landmarks of Middle Spring and Point of Rocks. More information about camping, hiking, and wildlife observation may be obtained by writing to the Forest Service, P.O. Box J, Elkhart, KS 67950.

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THE DRY ROUTE OF THE SANTA FE TRAIL

by David K. Clapsaddle

[Dr. Clapsaddle recently directed the marking of the Fort Hays-Fort Dodge Trail and is presently overseeing the marking of the Dry Route. He leads tours on the Trail, sponsored by Great Bend Community College, and is a frequent living-history volunteer at Fort Larned National Historic Site. His article, "The Fort Hays-Fort Dodge Road" is scheduled for publication in the Summer 1991 Kansas History Magazine.]

"By the way, there is a road across the upland known as the 'Dry Road.' It is even shorter than the road down the river which has been called the 'Water Road,' but the 'Dry Road' is always avoided by the oxen caravans, and usually by the mule caravans, too, because of the lack of water."

H. B. Mollhausen, 1858

Prior to reaching the 60 miles of waterless trek on the Cimarron Route between the Arkansas and Cimarron rivers (a stretch sometimes known as the Cimarron Desert and Jornada), Santa Fe Trail travelers going to New Mexico had the option of following another route similar in length and aridity. That Dry Route, so called for the lack of water along its course, ran between a point about a mile southwest of Ash Creek Crossing (west of Pawnee Rock and northeast of present Larned, KS) to a point just east of the site of Fort Dodge. The same two points were connected by the older Wet Route of the Trail which followed the Arkansas River to its south bend near present-day Ford, KS, before turning west to rejoin with the Dry Route near Fort Dodge. At a later date, an alternate road on the Wet Route was developed from present-day Dundee, KS, to the Pawnee Fork Crossing near present Larned.¹

The Wet Route was apparently used by early travelers and freighters, and the exact date for the opening of the Dry Route has not been found. The 1825 Sibley survey party recorded the Wet Route. References to the Dry Route appeared in the 1830s. Running approximately parallel to each other, the Dry and Wet routes were separated by a distance of up to ten miles. Because of the direct course taken by the Dry Route, it was several miles shorter than the Wet Route which followed more closely the course of the Arkansas River.

The described difference in the lengths of these two routes varied from source to source. An unidentified officer (believed to have been 2nd Lt. William D. Whipple) who accompanied Bvt. Maj. Enoch Steen on his 1852 trip to New Mexico reported that the Dry Route saved about 10 or 11 miles. Capt. William J. Lyster, commanding officer at Fort Larned, reported that his 1877 odometer readings indicated the Wet Route to be 8.16 miles longer than the Dry Route. Robert Wright put the difference at 15 miles.² Such disparities may have resulted from differing points of origin. Captain Lyster, for example, measured the distances on both routes between Forts Larned and Dodge, which did not include the distances east of Larned. Steen's unidentified scribe calculated his measurement from the Dry Route crossing of Pawnee Fork.

Used sparingly by the caravans because of the lack of water, the Dry Route was used more by the military and, later, by the mail contractors. In 1833 Capt. William Wickliffe's command escorted a caravan to the Arkansas River, then the northern boundary of Mexican Territory. After losing their way along the Dry Route, Wickliffe and the caravan finally arrived at the Lower Crossing of the Arkansas. From there the caravan, led by Charles Bent, continued on to Santa Fe, and Wickliffe's troopers returned to Fort Leavenworth. Ten years later Capt. Philip St. George Cooke was sent with 190 men to escort a caravan of American and Mexican wagons. On June 25, 1843, the escort and caravan crossed Walnut Creek and continued past Pawnee Fork on the Dry Route. On June 29 they camped near the western terminus of the dry trail. The following day Captain Cooke's forces disarmed 107 Texans under the command of Jacob Snively who had entered United States territory to raid Mexican caravans.³

In July 1846 the Magoffin trading party camped with Gen. Stephen Watts Kearny's Army of the West at Pawnee Fork. While the main body of soldiers and civilians took the Wet Route, the Magoffins, along with other civilians and 20 government wagons, were allowed to travel the Dry Route. In her July 11 diary entry Susan Magoffin wrote: "We are to

go by ourselves across the prairie with little wood and perhaps no water, as is most generally the case at this point of the road."⁴

In 1847 Solomon Houck's east-bound party met Lt. John Love's First Dragoons on the "bluff road," another name for the Dry Route. Such a designation is in keeping with Mollhausen's 1858 observation: "By the way, there is a road across the upland known as the 'Dry Road.'" Robert Wright stated, "The dry route came across the divide from Fort Larned."⁵

The Dry Route experienced a marked increase in traffic with the initiation of the mail service between Independence and Santa Fe in 1850 by Waldo, Hall & Company. Steen's unidentified diarist, describing the Dry Route in 1852, wrote: "The Santa Fe mail riders, it is understood, always take this *dry route*."⁶

One of the most notable events along the Dry Route occurred in conjunction with a mail party conducted by Michael Smith in 1859. On September 24, Smith's party, escorted by Lt. Elmer Otis and thirty troopers, arrived at Pawnee Fork. After pasturing the mules, the mail party resumed travel, unescorted, on the Dry Route. A few miles out, 15 Kiowas rode out of a ravine and demanded sugar and crackers. Upon complying with the demands, Smith and his brother Lawrence were shot. A third mail company employee, William Cole, was wounded but escaped through tall grass. The next morning Cole made his way back to Pawnee Fork where he found Otis and his men still in camp.

Returning to the scene of the attack with Cole, Otis and his men buried the Smith brothers and recovered the mail. James Brice later identified the location of the attack as Jones Point, 2.5 miles southeast of Fort Larned. At this site, Sawmill Creek still wanders across the prairie. Undoubtedly, this little stream was the ravine in which the Kiowas were hiding prior to the attack.⁷

Much of the Dry Route can still be identified. From the location near Ash Creek where the Trail split, the Dry Route went southwest 3.5 miles to the site of the present Larned Cemetery, where a number of distinct ruts can be observed heading toward Pawnee Fork about one mile farther south-

west. At Pawnee Fork, on the Larned State Hospital grounds, a DAR marker identifies a pronounced cutdown leading to the river channel. Prior to the establishment of Fort Larned, the Dry Route went directly to the southwest from this crossing.

About one-fourth mile south of the crossing was Boyd's Rancho, originally established at the Pawnee Fork Crossing on the Wet Route in 1864 by Samuel Parker. In 1865 Parker abandoned that location and moved upstream to the crossing on the Dry Route where he built a second rancho. Parker later sold the rancho to partners Draight and Wagginer. Wagginer bought out Draight's interest and continued to operate the little enterprise through 1867 when Indians raided the ranch, burning the buildings and driving off the livestock.⁸

The following year, 1868, A. H. Boyd purchased the burned-out remains and built a complex of buildings, including a 20 x 40-foot sod house which served as store, saloon, and brothel. Boyd also constructed a toll bridge at the nearby crossing. The bridge was destroyed by flood waters in 1869, and the rancho continued in operation through 1872. With the coming of the railroad, the need for such establishments ceased, and the rancho was converted to a family farm.⁹

No physical evidence of the rancho remains. The site, located on Larned State Hospital property, has been removed from cultivation by the Kansas State Historical Society for future excavation. Visitors to the area can readily identify the location by the weed growth in the staked off area in an otherwise cultivated field.

Corresponding with the date of the Smith brothers' death was the establishment of a mail station on Pawnee Fork. On September 22, 1859, William Butze and a crew of men arrived to construct a station for Hall and Porter, successors to Waldo, Hall & Company. The location of the mail station, excavated by archaeologists in 1972, was approximately 2.75 miles west of the Dry Route crossing, on the south side of the river. In November 1859 a post office named Pawnee Fork was established at the mail station. Butze was appointed postmaster. The mail station site, identified by a simple marker, is included in a walking tour of Fort Larned National Historic Site.¹⁰

Also in November of 1859, 75 troopers of Company K, 1st Cavalry, under the command of Capt. George H. Stewart and Lt. David Bell arrived to establish Camp on Pawnee Fork and protect the mail station. The name of the little post was changed to Camp Alert on February 1, 1860, and the following May it became Fort Larned. In June 1861 the post was relocated one-fourth mile to the southwest of its original site. Theodore Weichselbaum recalled Camp Alert as being "right across the timbered ravine, northeast of where they were building Fort Larned." Such a location would have been near the mail station. Just east of the mail station, a bridge was constructed across the Pawnee during the winter of 1859-60 by Butze and Captain Bell. The bridge, according to Robert Peck, was a private enterprise for which Butze and Bell were never paid. Lt. J. E. B. Stuart spoke of the bridge in his 1860 diary and described Camp Alert as being on the west bank above the bridge. His description confirms Weichselbaum's statement concerning the site of Camp Alert.¹¹

With the establishment of the mail station and post office, the Dry Route, which originally went southwest from the crossing three miles down river, changed course. A new road developed on the south side from the crossing of the river to the mail station. From this point the Dry Route continued southwest one-fourth mile to Fort Larned, skirted the southeast corner of the parade grounds, and proceeded to the southwest.¹²

In 1864 the bridge built by Butze and Bell was burned by the Kiowas. The crossing continued to be used in the absence of the bridge. Faint evidence of the crossing can be observed on the south bank of the Pawnee.¹³

In 1866 the post office was moved from the mail station to Fort Larned. Needing a more direct route to the new post office, the stage company developed a road which ran from the eastern terminus of the Dry Route near Ash Creek to Pawnee Fork. Lt. M. R. Brown, engineer with the 1867 Hancock Expedition, designated this the Santa Fe Stage Route. Captain Lyster spoke of it as the Dry Route to Zarah. Following the north side of the river westward, the new trail branched southwest at the site of the Butze and Bell bridge to connect with the road on the south side of the Pawnee before continuing westward through the

present roadside park at Fort Larned National Historic Site. Here a DAR marker accurately marks the route.¹⁴

From this location the new road proceeded to the west side of the post where it crossed the Pawnee at the sutler's store which also served as the post office. The site of the sutler's store, appropriately marked like that of the mail station, is included in the walking tour of the Fort Larned National Historic Site. From the sutler's store the Dry Route went to the southwest.¹⁵

The Dry Route should not be confused with the military road which left the Dry Route about one mile from the post and turned south to merge with the Wet Route at Coon Creek one mile southwest of present Garfield, KS. Capt. Lyster reported "it was customary for all ox trains going west from Fort Larned to take the wet trail via Coon Creek Crossing, except after unusually heavy rain, when water could be found in holes and ravines usually dry." Approximately 3.5 miles southwest of Fort Larned a series of pronounced ruts from the military road are being preserved by the National Park Service in a 44-acre tract untouched by cultivation. Six miles to the south, on the north bank of Coon Creek, are several cutdowns in line with those ruts. One-eighth mile south of Coon Creek four distinct ruts of the Wet Route continue as extensions of the cutdowns on the north bank.¹⁶

The Dry Route continued southwest from Fort Larned. Approximately five miles from the post a single rut of this route remains, even though the area has been cultivated for many years. Four miles farther southwest, the Dry Route reached Rock Hollow, one of several stage stops. Undisturbed by cultivation, this site retains much of its historical integrity and two short lengths of ruts remain. The Dry Route crossed Big Coon Creek approximately 15 miles farther southwest. Trader Franz Huning reported that water could be found on rare occasions at Coon Creek. Capt. Lyster indicated that Big Coon Creek was the only source of water on the Dry Route except for some holes on Little Coon Creek some twenty miles away.¹⁷

In November 1853 a mail party conducted by Francis Boothe met near disaster at the Big Coon Creek Crossing when runaway mules overturned a wagon in the creek bed spilling out four pas-

sengers, among whom was U. S. Attorney for Territory of New Mexico Wm. W. H. Davis. In 1863 M. Contrill Company added two stage stations between Forts Larned and Lyon. Constructed of adobe, measuring 40 x 80 feet, the stations boasted walls nine feet high and two feet thick. One of the stations was established at the site of old Fort Atkinson west of present Dodge City. Historian Morris Taylor opined the other was constructed at Big Coon Creek.¹⁸ In September 1867 Indians raided the Coon Creek Station, driving off seven mules. Robert Wright reported that in 1868 a small fort was located at Big Coon Creek garrisoned by a sergeant and ten troopers. Wright described the fort as being constructed of sod with a heavy clay roof and port holes all around. By the time of Wright's report, the stage line was discontinued on the Dry Route. Perhaps the army occupied the station following its abandonment by the stage company. At the Coon Creek Crossing deep cut-downs are yet in evidence on both side of the stream. According to Jack Montgomery of Kinsley, Kansas, a DAR marker placed at this site was removed in the early 1950s. Montgomery also recalled his father speaking of some sod walls still standing about one-fourth mile southwest of the crossing as late as 1885.¹⁹

Three miles southwest of the crossing U.S. Highway 156 presently crosses the Dry Route at the little railroad stop named Ardell. West of Ardell one-half mile there is a DAR marker. The marker originally set one-half mile to the east near the Ardell elevator.²⁰

Five miles farther southwest was Dinner Station, a stop that appears to have been used for a limited period. Cultivation has destroyed all evidence of the Trail in the area. Another five miles to the southwest a profusion of ruts run one-half mile across a pasture. Three miles from there, eight miles from Dinner Station, was another stop called Arroyo Blanco. This site, never cultivated, boasts two pronounced ruts. Only one mile farther the Dry Route can be identified by ruts on both sides of the road. Approximately two miles southwest a DAR monument marks the route just one mile from Little Coon Creek. At the crossing of this creek William Carr Lane, returning east in 1853 from a disappointing year as governor of the

DISTANCES ON THE DRY ROUTE (excerpts from published tables) (all distances in miles)

From the *Kansas Weekly Tribune*,
Lawrence, January 25, 1866:

Walnut Creek to	
Fort Larned	32
Rock Hollow	9
Big Coon Creek	15
Dinner Station	8
Arroyo Blanco	8
Little Coon Creek	4
Arkansas River	10
Adkin's Ranch [Fort Dodge]	1

From the *Junction City Union*,
August 4, 1866:

Fort Zarah to	
Fort Larned	31
Rock Hollow	9
Big Cook Creek	15
Aroyo Blanco	16
Little Coon Creek	4
Fort Dodge	11

Territory of New Mexico, observed that the stream had been drained dry by immense herds of buffalo. This area has escaped the plow. A number of cutdowns remain on the south side of the creek. Physical evidence of the crossing on the north bank has eroded away.²¹

A DAR marker, 10.5 miles southwest of Little Coon Creek, identifies the location where the Dry Route merged with the Wet Route near the north bank of the Arkansas River. At the juncture of the two routes was a large campground. Approximately one-half mile to the west was Adkin's Rancho, a stage station established in 1863 and destroyed by Indians in 1864. In 1865 Fort Dodge was established near the site of the station.²²

In June 1866 the Union Pacific Railroad, Eastern Division (UPRR, ED), reached Junction City which, in turn, became the new railhead and the eastern terminus of the Santa Fe Trail. On July 2, the Barlow Sanderson Company initiated mail service from Junction City along a new route through Fort Ellsworth south to Fort Zarah and on to Fort Larned before continuing on the Dry Route to Fort Dodge. This route eliminated stage service on the Santa Fe Trail at all points east of Fort Zarah. By July 1867 a new railhead on the UPRR, ED was established at Fort Harker, and stage runs continued three times per week to Fort Larned and beyond by way of the Dry Route. Such traffic was short-

lived, however, and in October 1867 the UPRR, ED was in service to Hays City. Within the month mail and stage service was initiated to Fort Dodge on the newly developed Fort Hays-Fort Dodge Trail, and overland traffic on the Dry Route came to an abrupt halt.²³ It had been a significant part of the Trail network.

NOTES

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2. Louise Barry, *The Beginning of the West: Annals of the Kansas Gateway to the American West, 1540-1854* (Topeka, 1972), 1092; Capt. William J. Lyster, CO Fort Larned, to Asst. Adj. Gen., Dept. of the Missouri, May 28, 1877, Fort Larned Letters Sent, National Archives Microfilm; and Wright, "Reminiscences," 49. The complete text of Captain Lyster's letter appears in "Council Trove: Documents" of this issue.
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6. Barry, *Beginning of the West*, 949, 1092.
7. Oliva, *Soldiers*, 117-118; Morris F. Taylor, *First Mail West* (Albuquerque, 1971), 62-63; and James Brice, *Reminiscences of the Years Experienced on the Western Plains* (Kansas City, MO, n.d.).
8. Henry Booth, *Centennial History of Pawnee County*, 1876, manuscript.
9. David K. Clapsaddle, A. H. Boyd, *Entrepreneur of the Prairie* (Larned, n.d.), 9-20.
10. Leo E. Oliva, *Fort Larned* (Topeka, 1985), 7; and Robert W. Baughman, *Kansas Post Offices* (Topeka, 1961), 99, 215.
11. Oliva, *Fort Larned*, 7-8, 10-11; Theodore Weichselbaum, "Statement of Theodore Weichselbaum, of Ogden," *Collections of the Kansas State Historical Society*, 11 (1909-1910) 562; Brice, *Reminiscences*, 11; and W. Stitt Robinson, ed., "Kiowa and Comanche Campaign of 1860 as Recorded in the Personal Diary of Lt. J. E. B. Stuart," *Kansas Historical Quarterly*, 23 (1957) 391.
12. Map of Fort Larned and Area, 1864, RG 77, National Archives. 13. Fort Larned, Medical History of Post, Vols. 164-167, Adjutant General's Office, RG 94, National Archives Microfilm; and Lyster to Asst. Adj. Gen., Dept. of the Missouri, May 28, 1877.
14. Baughman, *Kansas Post Offices*, 46; Map of Fort Larned Area, Hancock Expedition, Letters Received, Adjutant General's Office, National Archives Microfilm, Microcopy 619, roll 563; and Lyster to Asst. Adj. Gen., Dept. of the Missouri, May 28, 1877.
15. Ibid.
16. Ibid.; Military Campaign Map, State of Kansas, 1872; *Santa Fe Trail Ruts, Fort Larned National Historic Site* (National Park Service, n.d.).
17. *Junction City Union*, Aug. 4, 1866; Lyster to Asst. Adj. Gen., Dept. of the Missouri, May 28, 1877; and Franz Huning, *Trader on the Santa Fe Trail* (Albuquerque, 1973), 78.
18. Barry, *Beginning of the West*, 1187; and Taylor, *First Mail West*, 95.
19. Ibid., 123; Robert M. Wright, *Dodge City, The Cowboy Capital* (Dodge City, n.d.), 108; and personal interview with Jack Montgomery, Kinsley, KS, June 24, 1990.
20. Personal interview with Rosetta Graff, Kinsley, KS, June 28, 1990.
21. *Junction City Union*, Aug. 4, 1866; and Barry, *Beginning of the West*, 1185.
22. *Junction City Union*, Aug. 4, 1866; Lyster to Asst. Adj. Gen., Dept. of the Missouri, May 28, 1877; Wright, "Reminiscences," 49; Taylor, *First Mail West*, 107; and David K. Strate, *Sentinel to the Cimarron* (Dodge City, 1970), 12.
23. Taylor, *First Mail West*, 115-116, 121, 123.

WAGONBED SPRING

by Fern Bessire

[This is fifteenth in a series on museums and historic sites along the Trail. Fern Bessire is president of the Wagonbed Spring Chapter of SFTA.]

"All day I've faced the barren waste without the taste of water, cool water."

Henry Standage, a private in the Mormon Battalion trudging along the Cimarron Route of the Santa Fe Trail in 1846, could have written the lyrics for the song made popular by the Sons of the Pioneers a century later, had he been so inclined. His version reads, "We traveled this day across one of the most dreary deserts that ever man saw, suffering much from the intense heat of the sun and for want of water. . . ."

There were many campgrounds on the Trail more picturesque than Lower Cimarron Spring (later called Wagonbed) but there was none more vital to the early traders. For those going to Santa Fe, it was the first dependable watering-place on the route after the caravans left the Arkansas River and headed southwest, a distance of about 60 miles. For most of those miles, the Trail ran over flat prairie with no landmarks, a natural roadbed, but one fraught with dangers. Mirages led travelers astray. It was easy to get lost where everything looked the same in every direction, and always there was the possibility of Indian attack. Nevertheless, it was the route used most by the traders before the Civil War, as it was the shortest way to Santa Fe. During the first 40 years of commercial freighting on the Trail, most travelers were familiar with and probably thankful for Lower Cimarron Spring.

The Lower Spring was at the tip of the northernmost loop the Cimarron River makes in its course, approximately 13 miles due south of present Ulysses, Kansas. In the early days, especially before 1834, a compass was helpful in locating it, as there is no indication of a valley until the seemingly-endless flats drop down to the river rather abruptly. The prairie north and east of the Spring has never been disturbed by the plow, only by wind and flood. In early summer the valley is a mosaic of wildflowers, appearing much as it must have to the caravans. The site now is isolated and lonely, and it is still possible, with a



National Park Service Historian William E. Brown spins Trail tales for Luke and Somer Bessire at Wagonbed Spring.

modicum of imagination, to stand at the Spring, look up to the hills to the flats, and hear the whooping and hollering and whip-cracking that undoubtedly arose with the teamsters' first sight of the oasis.

There is no way of knowing how far back into antiquity the Spring was important to native Americans. Indian burials unearthed by the wind storms of the 1930s date back into the shadows. Turquoise beads in the area indicate trade between Plains and Pueblo Indians. It surely must have been a stopping-place for some of the Spanish expeditions which came out onto the plains. Perhaps even the disillusioned Francisco Vasquez de Coronado drank its waters on his return to the pueblos in 1541. Metal horse-bridle decorations used by the Spanish from about 1500 into the 1700s have been found nearby.

The earliest written description of the Spring is that of Joseph C. Brown, civil engineer with the government survey of 1825. In his field notes he wrote, ". . . the spring is at the west edge of a marsh green with bullrushes. The marsh is north of the creek and near it. The spring is constant,

but the creek is sometimes dry until you ascend it ten or twelve miles, where it will be found running. . . ."

It is admittedly wishful thinking to ascribe to Brown the ownership of an old pocket compass inscribed U.S.C.E. found close to the Spring, but it did belong to someone. The Corps of Engineers dates back to 1802, so Brown is a long-shot possibility.

Josiah Gregg, in *Commerce of the Prairies*, related several incidents which happened in the valley or at the Spring. He tells of one Indian encounter which had an unpredictable result. Gregg's first caravan over the "dry scrape" was made up largely of greenhorns who had not traveled the route previously, and they could not find Lower Spring. In addition to being lost, they found a large party of Indians gathering around them, a possible threat to safety. The traders determined to force their way through the main body of Indians, and marched in military ranks right toward the Indians to the beat of a drum and the piping of a fife. This amused the Indians who, as Gregg said, "seemed more delighted than frightened." They even guided the

greenhorns to the Spring, then escorted them onward until the traders gave them gifts to get rid of them.

Some years later, traders told of a big battle at the Spring between the Pawnees and Arapahoes. More than seventy Pawnees were killed, and when the wagon train pulled in to the Spring ten days later, the Arapahoes were still there. They insisted that the traders camp with them on the battleground and help celebrate, with the dead bodies still lying where they had fallen.

Located approximately halfway between Missouri and Santa Fe along the Trail, the campground that developed around the Lower Spring was a clearing house for information between eastbound and westbound caravans, with accounts of weather conditions, politics, and Indian activities being exchanged. Louise Barry's comprehensive volume, *The Beginning of the West: Annals of the Kansas Gateway to the American West, 1540-1854*, provides evidence of numerous instances of this camaraderie.

The tragic death of mountain man and explorer Jedediah Smith in 1831 at the hands of the Comanches is a story familiar to most Trail buffs. There is, however, some controversy about the route taken and the place of his death, thanks largely to an "inflated and inaccurate" biography written by Ezra D. Smith, great-nephew of Jedediah, and published in *Kansas Historical Collections*, Vol. 12. The primary source, in this writer's opinion, is the letter written by Jedediah's brother to their father in 1831 and quoted in Dale Morgan's *Jedediah Smith and the Opening of the West*. The bottom line seems to be that Smith was killed while trying to find Lower Spring after his wagon train was without water for three or four days. It is unfortunate that the Comanches did not realize he was famous; they neglected to mark the spot.

No military post was established at Wagonbed Spring, but hundreds of soldiers refreshed themselves there from the start of the Mexican War in 1846 until the railroads replaced the wagon road. The "jornada," as the dry crossing between the Cimarron and Arkansas rivers became known, was the shortest road from Fort Leavenworth to the Southwest, and many of the troops and supplies traveled it. The footsore Mormon Battalion waited at the

Spring for much-needed supplies, and one specific mention is made that in 1847 six companies of men and 84 wagons camped at the Spring several days waiting for a slower contingent. Army freighters carrying supplies to forts in New Mexico continued passing and camping at the Spring from that time on.

In 1864, the bloodiest year ever for Indian attacks all along the Trail, fifteen men were killed near the Spring within two weeks. General James H. Carleton, commanding the Department of New Mexico, sent troops to several locations that summer, stationing Major Joseph Updegraff and 100 men at the Spring with rations for sixty days. Bushels of lead balls and empty cartridges have been found throughout the valley, some from army weapons and some from the guns of later buffalo hunters such as Billy Dixon and Charley Rath who reportedly headquartered at the Spring.

There are at least four different versions of how the Spring got its modern name. One says that the soldiers in 1846 put a spare wagonbed into the seeping spring to clarify the water. The second credits a party of travelers in 1847. A third maintains that it was a party of miners on the way to California gold fields in 1849, and the fourth story is that cowboys on the old Hardesty ranch put in the first wagonbed about 1872. So goes folklore.

Water in the arid high plains has always been a treasure, and the Spring provided good water as long as it was needed by Trail travelers. More recently, however, the great subterranean "ocean" was tapped to irrigate the naturally flat and fertile fields of western Kansas, and the Spring went dry. Cattle range around it now as the buffalo did during Trail days.

The importance of the Lower Cimarron or Wagonbed Spring was recognized in 1961 when it was registered as a National Historic Landmark. The Wagonbed Spring Chapter of the Santa Fe Trail Association has fenced the site and is attempting to preserve the famous waterhole as it is described in early writings. The bed of a wagon has been installed and plans are being developed to have water there once again. Visitors are welcome at the site south of Ulysses. For further information contact Fern Bessire, 403 E. Pawnee, Ulysses, KS 67880 (316) 356-2242. ◀

CAMP TALES —CHAPTER REPORTS—

Cimarron Cutoff

A total of 29 members and 2 guests from Windsor, Ontario, Canada, who are traveling the Trail attended the quarterly meeting of the chapter at the Eklund Hotel in Clayton, NM, the evening of July 30. The program was presented by Alton R. Bryant, district ranger of the Kiowa National Grassland in New Mexico. The Kiowa Grassland and the Union County Historical Society are cooperating to open a three-mile stretch of the Santa Fe Trail on the grassland north of Clayton to public hiking, with a parking area nearby.

A committee is working on a folder to contain brochures of the four-county and four-state area of the chapter for tourists so they will have information about the region in one packet. Each of the four county historical societies represented in the chapter also gave reports on activities. Following the program, those present visited the historical museum in Clayton. The next meeting will be October 29 in Elkhart.

Texas Panhandle

No report received.

Wagonbed Spring

Ed White of Elkhart, a member of both this and the Cimarron Cutoff Chapter, presented the program at the quarterly dinner meeting in Hugoton on July 12. He showed maps and slides of the Trail in the Point of Rock and Middle Spring area in Kansas and the Camp Nichols area of the Oklahoma panhandle. The aerial photos were especially graphic and his commentary was informative.

Mary Gamble reported on the May 31 SFTA board meeting, and Fern Bessire reported on recent communications with the National Park Service and the Kansas State Historical Society. After discussion, members voted to call a special meeting after reports are received from those agencies concerning their visits to the spring in June.

On June 6 an interpretive team from the Southwest Regional Office, NPS, including John Conboy, outdoor recreation planner, William E. Brown, historian and author of *The Santa Fe Trail*, Michael Paskowsky, interpretive planner, and Shirley Wilt, audio-

visual specialist, visited the site. On June 15 Ramon Powers, executive director of the KSHS, Topeka, and Martin Stein, KSHS archeologist, walked the area. On June 25 another interpretive team from NPS included Steve Miller, superintendent of Fort Scott, and Jim David, acting superintendent of Fort Larned. Several chapter members and landowner Jim Frederick had the opportunity to talk with visiting officials.

Heart of the Flint Hills

The major activity of the chapter was the Trail Ride, June 2-9. The board of directors met June 19 to discuss membership and the restoration of the historic barn near the Trail east of Council Grove. The chapter needs to raise additional money to match the \$2,500 grant from the National Trust for the feasibility study. Anyone wishing to contribute may send donations to the chapter, 130 West Main St., Council Grove, KS 66846.

The barn has been approved for inclusion on the National Register of Historic Places by the Kansas Historic Sites Board of Review. The feasibility study is being prepared by David Emig and Associates and is expected to be completed by November 1, 1990.

The chapter will have the annual meeting on October 14, 1990, at the Charles Macy Ranch near Alta Vista, KS. This will include a five-mile ride beginning at 1:30 p.m. with a cookout at 5:30. The business meeting will begin at 7:00. Three directors are up for election.

Chapter members recently assisted a representative of the DAR in relocating one of the Trail markers at 142 Mile Creek in Lyon County. Chuck and Joyce Noonan have found another DAR marker that had been lost near Scranton. We hope to help the DAR in the relocation of it in the future. Our membership now stands at 75. We hope to get more people interested in the Trail with Wabaunsee County included in our chapter.

End of the Trail

On May 19 the chapter conducted the first of several area field trips when 45 members donned hiking boots, water jugs, and feed bags and headed for La Bajada hill, an escarpment and geographical barrier between Santa Fe and Albuquerque along the Chihuahua Trail of the Camino Real.

The fearless leader of the expedition was Dan Murphy of the

National Park Service. Besides being a well informed field guide, Dan is a born comedian and entertained the eager travelers with many tales regarding previous expeditions and area sites. His analogies made the volcanic caprock geography seem almost simple—well almost. His vivid description of the Trail as it snaked its way across the remains of a 1930s "modern" road gave everyone a wholesome admiration for the early men, women, and children who braved the dangers of this crossing.

Speaking of snakes, some people got their first glimpse of a real live rattlesnake in the wilds. Other less challenging but no less awesome sites observed were ancient native American petroglyphs and an area of powder slip clay still used today by local tribes' potters. At the top of La Bajada (which means "the descent") there were partially legible signs painted on the volcanic cliff walls advertising "turn of the century" mechanic shops.

The next trip is planned for July, when Mike Pitel will lead us along wagon ruts still visible within Santa Fe city limits. All SFTA members in the region are invited to join the chapter. Contact Mike McDonald, 705 Paseo de Peralta, Santa Fe, NM 87501.

Corazon De Los Caminos

No report received.



HOOF PRINTS —TRAIL TIDBITS—

Dan Holt has resigned his position as director of the National Frontier Trails Center in Independence, MO, to become director of the Eisenhower Library in Abilene, KS. We wish him well at this new location not far from the Santa Fe Trail, and we wish the Center success in finding his replacement.

Once again *Sunset Magazine* is showcasing the Santa Fe Trail. This time the California-based consumer monthly is trumpeting Willard Chillcott's three-week bicycle trek in the desert edition of the September issue.

Historian Robert Heapes of Parker, CO, specializes in the botanical accomplishments of military

expeditions into the trans-Mississippi West in the 19th century. He recently traveled portions of the Santa Fe Trail, shooting 25 rolls of film in six days, for the lecture program he just completed: "Westward with Gunnison—from Fort Leavenworth to the dry lake beds of western Utah." He reported using Greg Franzwa's maps to find his way.

The May 1990 issue of *Missouri Conservationist* contains three articles which may be of interest to SFTA members: "Prairie and Forest," "Where the Buffalo Roamed," and "Rebuilding the Sea of Grass." The magazine is published by the Missouri Dept. of Conservation, P. O. Box 180, Jefferson City, MO 65102, and subscriptions are \$5 per year.

The June 1990 *New Mexico Magazine* contains an article by Marc Simmons, "Call of the Canadian." It tells the story of the river, with accompanying photos, and includes material about the Santa Fe Trail.

The Boggsville Revitalization Committee, Las Animas, CO, has prepared a walking tour of the historic site. The brochure including the map and identifying more than 20 stops along the tour also gives a brief historic background of Boggsville. This allows visitors to tour the area while restoration is taking place.

SFTA board member Mark L. Gardner will participate in the 50th annual meeting of the American Association for State and Local History in Washington, D.C., in September. He will serve on a panel to discuss "Issues in Researching and Interpreting Cultural Diversity in Historic Sites" at a session on Sept. 8. Mark also plans to do some Trail research at the National Archives and Library of Congress while in Washington.

The Museum of New Mexico Foundation recently held a public opening of the tile wall commemorating New Mexico's history. SFTA and many of its members donated funds for the tiles to help with the library expansion project. When you visit Santa Fe, be sure to stop by the former city library building at 120 Washington Ave. and view the wall.

Mike McDonald, Santa Fe, has been chosen to portray a Francis-

can friar (in New Mexico only they wore blue robes) in the religious and historical season in Santa Fe that lasts until the Fiesta Week in mid-September. On June 24 McDonald marched in La Conquistadora Procession through the city streets, an event familiar to Santa Fe traders.

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The National Assembly of the Order of Indian Wars will hold its annual conference at Great Bend, KS, September 20-22, 1990, with visits to Fort Larned NHS, the Santa Fe Trail Center, and the site of the Indian village destroyed by the Hancock Expedition in 1867. Speakers include Gregory Urwin, author of *Custer Victorius*, and Don Castleberry, Midwest regional director, National Park Service, Omaha. For a program, write Order of Indian Wars, P. O. Box 7401, Little Rock, AR 72217.

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While this issue is at the printers your editor will be at the Smithsonian Institution in Washington, D.C., attending a planning meeting for a video feature on the Santa Fe Trail. If anything develops you may read about it in the next issue.

CHECK HIGHWAY SIGNS AT STREAM CROSSINGS

by Virginia Lee Fisher

Tabo Creek, midway between Arrow Rock/Franklin and Independence was a major stream crossing for Santa Fe travelers. Before 1820 Adam Lightner had the first ferry license for the crossing, and my great-grandfather ferried 49ers there. In later years a covered bridge there was an area landmark. Can you imagine my embarrassment last year when I toured with National Park Service staff in the area and found no sign at the bridge over the creek? The modern bridge is high above the stream and today's travelers would hardly notice the creek below.

I contacted the Missouri Highway Department and called their attention to the omission. Now there is a sign so travelers can locate Tabo Creek as they drive on Highway 24 between Arrow Rock and Lexington.

Other SFTA members who live along the Trail may want to check the signing of their creek and river crossings to be sure they are marked. Everyone trying to follow the old Trail will appreciate seeing the streams identified. ◀

HEZIKIAH BRAKE: AN ENGLISH BUTLER TRIES HIS HAND FARMING AT FORT UNION ON THE TRAIL, 1858-1861

by Michael L. Olsen

[SFTA member Michael Olsen is professor of history at New Mexico Highlands University, Las Vegas. This article was presented at a special program at Fort Union in June 1990.]

In the midst of a furious hailstorm near Fort Union, New Mexico, early in the summer of 1858, a strange apparition appeared. It was a man riding in a buckboard pulled by a team of mules. He was drenched to the skin and was balancing a tin washtub on his head. He was Hezekiah Brake, whose life was even more unusual than this incident might suggest.

Brake was an Englishman. He had been a footman and a butler, among other pursuits, in a number of the houses of upperclass English merchants and lawyers. He had immigrated to America, lived on the east coast and in Minnesota, and now found himself in New Mexico, fetched up like a piece of driftwood that had bobbed across the Great Plains and come to rest at the foothills of the Sangre de Cristo mountains. But his being there then was more than just a result of his own decisions.

He was caught up in the forces that had created commerce along the Santa Fe Trail and had led to the American invasion of 1846. He was part of the fundamental economic changes following upon that invasion and the establishment of United States Army posts in the former Mexican territory. He had come to New Mexico as a farmer, hired by the sutler at Fort Union to raise food for the soldiers stationed there and fodder for their livestock.

When the Army of the West, commanded by Stephen Watts Kearny, arrived in New Mexico in 1846, its major concerns included the opposition it might encounter and the terrain it might have to cross. In addition, it faced a basic problem that has bedeviled armies and their leaders for all time—food for the soldiers' bellies.

As any competent conqueror has known, armies have to bring their food with them or obtain it from the often luckless inhabitants along the route. For Kearny this initially meant depending on a supply line of seven to nine hundred miles along the Santa Fe

Trail. Then, once in New Mexico, he had to attempt to buy food from local Hispanic farmers and ranchers. He, and subsequent army commanders in what came to be New Mexico Territory, found that freighting along the Trail was the more reliable of these options, despite the rigors and expense, primarily because of the state of agriculture in New Mexico.

The Hispanic agriculturalists of New Mexico had little or no surplus food to sell to the American army or anyone else for that matter. Their communities were small, scattered, and isolated. They had been established on the eastern side of the Sangre de Cristo mountains for about half a century. San Miguel, on the Pecos, had been founded in the 1790s; Las Vegas, on the Gallinas, in the 1830s. The people living in and near these villages were for the most part subsistence farmers. They raised what they needed from year to year and little more.

The world over, no farmers have ever been completely self-dependent. They always need to trade for something, such as salt or gunpowder or ceremonial religious paint. They barter what they raise. How much surplus they have depends not only on their needs but on their location. The more remote they are, the more difficult it is to obtain anything from the outside.

The population of northern New Mexico had always been very removed from any major centers of population, power, or commerce. People there did have contact with Mexico along the trail to Chihuahua, but few consumer goods ever reached the poorer members of that society by this route. Beginning in the late 1700s there also was sporadic contact across the Great Plains, a trade route that became well established and flourishing in the 1820s.

Travelers on the Santa Fe Trail did depend somewhat on local produce, once they reached Las Vegas, but for the most part the Trail caravans brought their own supplies with them. No Trail-oriented economy developed. Consequently, when the Army of the West arrived with thousands of troopers and the army later established posts in such places as

Santa Fe, Las Vegas, and Fort Union, there was at first nothing to feed it. Almost immediately, however, various individuals saw economic opportunity in supplying food and fodder. The army encouraged the development of supplies through its contract system. It also opened post farms and planted post gardens.

Two historians have thoroughly chronicled the impact of the army on the economy and the agriculture of New Mexico. Robert W. Frazer's *Forts and Supplies: The Role of the Army in the Economy of the Southwest, 1846-1861*, carries the story from the invasion to the outbreak of the Civil War. Darlis Miller's *Soldiers and Settlers: Military Supply in the Southwest, 1861-1885*, extends it through those years. After 1885 the impact of the army in the state diminished until World War II.¹

With specific reference to Fort Union, the Santa Fe Trail, and northeastern New Mexico, Frazer and Miller investigated a variety of ways in which the army changed the economy. Initially most supplies had to be hauled from Fort Leavenworth or suppliers in Independence, Westport, or Kansas City. Much of that military freighting was done on a contract basis, with merchants, Anglo and Hispanic, at both ends of the Santa Fe Trail involved.

These merchants hired mulekinners, herders, cooks, and guards who were also native New Mexicans or Anglos. At the army posts there was work for civilians. In February 1863 the civilian force at Fort Union numbered about 200; a little over a year later it had risen to more than 400. While some of these people included skilled carpenters and mechanics from the East, laborers also came from nearby communities and farms. Both men and women found employment.²

These jobs injected cash into the local economy. So did purchases of local produce by the army or, more precisely, purchases of produce by merchants who had contracted with the army for supplies. Some important items in this trade included corn for both human and animal consumption, wheat flour, and hay. The army specified its needs, which a merchant agreed to meet. The merchant turned to local farmers, often indicating precisely the type and amount of produce to be raised. The merchants might even be in the business of processing the crops.

Ceran St. Vrain of Mora is perhaps the outstanding example. He encouraged the production of wheat, ground it at his mill in Mora, and freighted it to army posts throughout New Mexico Territory. Partly because of his activities and the central location of Fort Union, San Miguel, Mora, and Taos counties became the premier agricultural counties of New Mexico. In 1870 they raised 34% of the Territory's corn, 60% of its wheat, and 74% of its oats. Some of this produce came from large, commercial farming operations established by emigrating Anglos, like that of William Kroenig. In 1867 he had 2,000 irrigated acres along the Mora River at Watrous and produced more wheat than any other farmer in Mora County. But most of what the army consumed came in small amounts from local Hispanic farmers with farms of from twenty to fifty acres. Their lives had changed dramatically, for now they raised crops for a cash market rather than for just their own subsistence.³

The army also tried raising food and fodder. In 1851 Sec. of War Charles M. Conrad instructed commanders at all permanent posts throughout the U.S. to plant post gardens. Additionally, in the Western Dept., he ordered the development of post farms. Col. Edwin V. Sumner, commander of the 9th Military Dept., carried out these orders with disastrous and expensive consequences. By 1853 the farm at Fort Union had lost \$13,000.⁴

The post gardens sometimes did better than the farms but also faced problems. The procurement of seeds often was difficult, and few soldiers had experience gardening with the conditions found in New Mexico, especially the lack of precipitation and possibility of violent hailstorms. The constant transfer of troops from one station to another often took soldiers away from their garden during the growing season, leaving produce for others to enjoy.

The secretary of war attempted to deal with the latter problem in 1853 with the following order: "If in changes of station a company or garrison is succeeded by another, the latter succeeds to the garden of the former, paying to the fund of the former a proper amount therefor."⁵

The post garden at Fort Union often got rave reviews from visitors. William Carr Lane, territorial governor of New Mexico in the

early 1850s, found pumpkins, corn, berries, turnips, peas, parsnips, cabbage, okra, cucumbers, radishes, beets, and potatoes growing in the post garden. Potatoes often occasioned comment because they were so small. Many observers compared them to marbles; Lane said they were only the size of musket balls, though they tasted good.⁶

In addition to the fresh produce and other food which the army might purchase locally or raise on its farms or post gardens, soldiers and their families might purchase canned or imported supplies. Their basic rations included primarily only bacon, beef, beans, bread, molasses, vinegar, sugar, salt, pepper, and coffee or tea. For the "extras" that supplemented this diet and might make life a little more bearable, they could turn to the post sutler.

Sutlers occupied an anomalous position, being private purveyors on military posts, where they enjoyed a protected monopoly, but also subject to various military regulations.⁷ The name "sutler" was derived from a German term used to refer to someone who performs menial tasks or dirty work. This derivation is an indication of the ambivalent relationship army personnel had with the post sutler. Customers appreciated the luxuries he made available but expressed outrage at what was perceived as rampant price-gouging.⁸

The secretary of war appointed sutlers, who were then under the administration of a post council comprised of the senior officers at the post. The council set prices that the sutler could charge. For the privilege of his monopoly at the fort, the sutler had to pay a set rate, not to exceed fifteen cents per soldier assigned to the post. The fund thus created was used by the council for "good works" at the post, such as aiding indigent widows, supplying books to the post school and library, or buying instruments for the post band.⁹

Official orders sometimes limited the amount soldiers could buy from the sutler. At Fort Union in 1866, for example, unmarried officers or officers with no family living at the post could spend strictly according to rank. Lieutenants could purchase \$35.00 worth of goods a month, captains \$40.00 worth, and majors up to \$45.00.¹⁰

From 1856 to 1859 George M.

Alexander was sutler at Fort Union. He succeeded the estimable Ceran St. Vrain who had held the contract for about five years.¹¹ Alexander's tenure as sutler seems to have been a smooth one administratively, with only one incident out of the ordinary. In 1857 he complained to the commanding officer that the son of Captain W. R. Shoemaker, commander of the Fort Union Ordnance Depot (later arsenal) who considered himself and the depot outside the jurisdiction of the post commander, was running his own store on the post. The department commander ordered that "the unauthorized sutlers store be immediately closed."¹² It was Alexander who brought Hezekiah Brake to New Mexico and who set Brake up on a farm on the Mora River. Brake was to operate a dairy, keep livestock, and raise fresh produce and other crops to supply the sutler's store and other army demands at Fort Union.

Brake, as indicated, was one of those interesting and complex characters who often turn up in the history of the American West. We know of him almost exclusively through his autobiography, *On Two Continents, A Long Life's Experience*, published in Topeka, Kansas, in 1896. The book was not just a vanity publication; the man certainly had a life worth recording.

Brake was born in Sherborne, England, in 1814. His father deserted the family of six children when Hezekiah was a teenager. Brake then moved to London to work in a livery stable owned by an uncle. The "vicissitudes of fortune," as he might have put it in his 19th-century style, hounded him from one job to another. He was a groom, a footman, a chauffeur, a nurse/companion, and a butler. He married at the age of 32. He and his wife, who was sometimes a cook and sometimes a maid, saved diligently and emigrated in 1847. They operated boarding houses and hotels in Hamilton, Ontario, Richmond, Virginia, and New York City, then went west to Minnesota to farm near Fort Snelling in 1852. Failing there, and nearly killed in a series of wintertime misadventures, they surfaced in St. Louis with an adopted daughter in 1858.

Brake found no employment until a chance encounter with George Alexander, who was in St. Louis to visit his mother and hire someone to manage his farm on the Mora River. Brake traveled the

Santa Fe Trail with Alexander in the spring of 1858 and remained in New Mexico until March 1861. His wife and daughter joined him in June 1859.¹³

The garrison at Fort Union at that time occupied the quarters later referred to as the "First Fort." This site was about a mile from the present Fort Union National Monument visitor's center. The "Second Fort" was a hastily constructed earthworks thrown up early in the Civil War. Construction of the adobe "Third Fort" was begun during the Civil War and completed soon thereafter. During and after the war the "First Fort" served mainly as the arsenal. During Brake's years in New Mexico about 200 soldiers manned Fort Union.¹⁴

Alexander's farm was located eight miles from Fort Union, ten miles from the town of Mora, on the Mora River where it is joined by Coyote Creek.¹⁵ Brake said it encompassed four square miles. A central hacienda-style adobe dominated the farmyard. He was impressed with its "fandango room" which was 50 feet long and 15 feet wide. He also enjoyed the views of the "snow-topped mountains" out the rear doors of the house.

Brake's duties entailed roughly four agricultural concerns. He was to grow garden crops for sale at the sutler's store. He was to produce wheat, oats, and hay which could be sold to the army. He was to raise livestock, including pigs, dairy cattle, and a beef herd. Finally, when possible he was to process the farm's output, making cheese and butter for example. One reason his wife came west was to manage the dairy.

Brake had varying success with these operations. His first love seems to have been his garden. Almost as soon as he arrived he constructed hot beds in the central patio of the hacienda. This phase of his gardening operation was productive. He eventually had, as he put it, "a large amount of materials for salads," including peppergrass, onions, and lettuce.¹⁶ Unfortunately, he lost it all in a hailstorm as he was delivering it to the sutler's store at Fort Union. This was when the tin tub carrying the greens came in so handy. Years later, when he wrote of the incident, the shock at the violence of New Mexico hailstorms was still evident. He recalled that "the morning was clear and bright, with no sign of

wind or storm, but before I was halfway to the Fort a fearful-looking black cloud obscured the firmament, and hailstones began to fall about me. I was four miles from shelter, and the mules plunged frightfully. The cloud made the air almost dark and from it fell the most fearful torrents of rain, mixed with the largest hailstones I ever saw. With one hand I tried to hold the rearing team, and with the other caught the tub, turned out the green stuff, and put the inverted vessel over my head. I had to zigzag about on the prairie in order to save the mules. . . . My green stuff was all lost or spoiled, and my labor and my first prospective ten dollars were floating around on the prairie in a new kind of soup, to my own regret and that of the ladies of the Fort."¹⁷

Brake had better luck with cauliflower and cabbage, which he nursed as seedlings in his hotbeds, then set out in his garden. The first season he had 1,000 cabbage and 500 cauliflower plants. In at least two of the three years he was on the farm, he made the cabbage into sauerkraut which he sold at a dollar a gallon to the commissary at Fort Union, and he sold the cauliflower to Territorial Governor Abraham Rencher in Santa Fe, at fifty cents a head.

A crew of from five to ten men, depending on the season, worked under Brake's direction on the farm. Some of these men had families and lived on the premises. Others came from nearby farms or villages or drifted through the area, stopping for a year or two. Alexander also assigned a slave he owned as chief cattle herder under Brake. Later, at Brake's insistence, the slave was sold for \$2,000. Brake had great difficulty working with the employees on the farm, partly because of cultural differences which he seemed unable to bridge, and partly because of his own expectations of the amount of work that should be accomplished. Brake presented himself as an equitable man, but he quickly turned to violence when other means of persuasion failed.

Some of the field crops Brake planted flourished and others did not, depending on the crop and the season. With his workers he built a dam across the Mora River and irrigated about 200 acres. There he planted wheat, barley, oats, Mexican corn, American corn, peas, and Hungarian grass. His American corn never set ears and

was cut for fodder, but the Mexican corn, he noted, did well.¹⁸

During his second season another classic hailstorm ruined the wheat crop. Rain following the hail washed out the dam on the Mora and flooded some of the irrigated land, devastating the crops there. Since Brake worked on shares, receiving half of all profits from the farm, he was greatly distressed. On the other hand, he found a ready market at Fort Union for fodder from the Hungarian grass, and he mentioned selling the harvest from eight acres of barley to the outfit which had contracted to deliver the U.S. mail along the Santa Fe Trail. He kept a bit of barley to brew beer, which he bottled and which, he assures his readers, his wife used for medicinal purposes only. He also noted that "the ladies at the Fort were greatly pleased with it."¹⁹

Of the farm's livestock operations, Brake paid most attention to the dairy. His efforts at raising pigs frustrated him, though he managed to raise a large herd, feeding them the peas he grew. He found, as farmers always have, that pigs were difficult to fence in and needed shade from the brilliant New Mexico sun. His employees occasionally slaughtered a pig without his permission, which infuriated him, though what pork he produced was consumed on the farm. Hail also took its toll; he lost a dozen pigs to hail in 1859.

The beef cattle herd, although nominally under his control, was grazed at Ocate, some 30 miles from the farm, and was managed by a herder who operated somewhat independently. Brake had English ideas about how herders should know where every cow was every minute, which was definitely not the way open-range ranching was conducted. Alexander seems to have been directly involved in the cattle operation, more so than in the running of the farm. In October 1859 he was with a crew of hay-cutters at Ocate when they encountered a party of Ute Indians. In an ensuing fracas, Alexander's party killed several Utes. He notified the garrison at Fort Union of the affair.²⁰

When Brake's wife arrived from St. Louis in June 1859, she took over management of the dairy herd of 40 cows. From their milk she made 35 pounds of butter and 70 pounds of cheese per week. The butter sold for \$1.00 per pound in 1859 but brought only fifty cents

a pound in 1860. The quality of the butter was high, but the Brakes were disappointed by their cheese. They expected more cheese from the milk used, and attributed the problem to a lack of casein in the milk.

A variety of factors eventually induced the Brakes to leave New Mexico. As his comments on social conditions make abundantly clear, he never adapted to the culture of the region. By 1860 his patron Alexander fell on hard financial times, having invested unwisely in the new silvermines of Colorado. Brake had to fend off Alexander's creditors in addition to his other problems. He cited the "thunder of the Civil War" as a reason for his departure, but he did not indicate why the advent of war made a difference to him. It is not clear, either, how much money he made during his three-year venture in the Southwest, although he had at least \$400 in gold when he left.

Of that money he wrote, "After settling with the contractor at the Fort, I found due me on my subcontract four hundred dollars."²¹ It may be that he dealt directly with the commissary agent at the fort, since Alexander by this time had not been post sutler for nearly two years. Perhaps that was why he farmed on shares with Alexander, selling both his and Alexander's produce directly to the army.

Brake spent the rest of his life farming near Council Grove, Kansas, near the other end of the Santa Fe Trail. He was among those few who witnessed the history of the Trail from its heyday to its extinction. More importantly, his sojourn in New Mexico, so faithfully recorded, offers insight into the varied aspects of life on and along the Trail. Brake's experiences especially provide evidence on the impact of the army in New Mexico, the acculturation process following the American invasion, the universal attempt of agriculturists to adapt crops and methods to new environments, and the alteration of those environments. Spending a few hours reading Brake's autobiography can be both rewarding and entertaining.

NOTES

1. Robert W. Frazer, *Forts and Supplies: The Role of the Army in the Economy of the Southwest, 1846-1861* (Albuquerque, 1983); and Darlis A. Miller, *Soldiers and Settlers: Military Supply in the Southwest, 1861-1885* (Albuquerque, 1989).
2. Miller, *Soldiers and Settlers*, 222.
3. Ibid., 64-65.

4. Frazer, *Forts and Supplies*, 57, 72.
5. General Orders No. 39, June 8, 1853; see Fact File, "Gardens," Fort Union National Monument (FUNM).
6. Ralph E. Twitchell, ed., *Historical Sketch of Governor William Carr Lane, Together with His Diary of His Journey from St. Louis to Santa Fe* (Santa Fe, 1917), 47-49.
7. Francis Paul Prucha, ed., *Army Life on the Western Frontier: Selections from the Official Reports Made Between 1826 and 1849 by Colonel George Croghan* (Norman, 1958), 103.
8. Robert Wooster, *Soldiers, Sutlers and Settlers: Garrison Life on the Texas Frontier* (College Station, 1987), 120.
9. Prucha, *Army Life*, 103.
10. Fact File, "Subsistence Department," FUNM.
11. Fact File, "Sutler," FUNM.
12. Ibid.
13. Hezekiah Brake's chapter relating his Trail journey appears in Marc Simmons, ed., *On the Santa Fe Trail* (Lawrence, 1986), 37-52.
14. Chris Emmett, *Fort Union and the Winning of the Southwest* (Norman, 1965), 220-227.
15. Except where noted, the following information is from Brake's autobiography, *On Two Continents* (Topeka, 1896); specific references are cited.
16. Ibid., 140-141.
17. Ibid., 141.
18. His "Mexican corn" was raised from seed procured locally. The "American corn" was from seed "imported" from "the States."
19. Brake, *On Two Continents*, 150.
20. Fact File, "Sutler," FUNM.
21. Brake, *On Two Continents*, 161.

COUNCIL TROVE —DOCUMENTS—

MEASUREMENTS, 1877

David Clapsaddle used the following letter as a source for his Dry Route article in this issue and thought the entire text would be of interest. It was written by the commanding officer of Fort Larned, Capt. William J. Lyster, to the Asst. Adjt. Gen., Dept. of the Missouri, May 28, 1877.

Sir.

In obedience to your endorsement dated Headquarters Dept of the Missouri, May 4, 1877, directing me to measure the "wet and dry" routes between this point and Ft Dodge, I have the honor to submit the following report. The almost constant rains prevented my beginning the measurement until the 21 inst. I enclose herewith a sketch of the country passed over. The directions were taken by compass, and where opportunity offered I compared with the section corner stones placed by the government surveyor, and found that the course indicated in the sketch is nearly correct. There were two odometers used, and from some cause that I cannot discover one lost (by slipping of the wheel I presume) as by testing on a measured mile. I found that the other one measured correctly. There distances are therefore taken from that instrument as both trails are measured by the same instrument, and under nearly the same conditions of roads. I believe the distances in length of the two routes as given is nearly accurate. From Ft. Larned to Junction of Wet &

Dry Routes near Ft. Dodge Ks. is Fifty & 97/100 miles, Dry Trails. From junction near Ft. Dodge to crossing of Coon Creek by the "wet route" Fifty and seven hundredths miles From crossing of Coon Creek to Ft. Larned, 9 6/100 miles. The wet route being 8 16/100 miles longer than the Dry.

On the Dry route there are no indications that water could be obtained in the Dry Season except at Big Coon Creek, thirty three miles from Ft. Larned, and possibly in holes at Little Coon Creek, forty two miles and from all I can learn from old plainsmen (which agrees with the appearance of the trails) it was customary for all ox-trains going west from Ft. Larned to take the wet trail via Coon Creek Crossing, except after an unusually heavy rain, when water could be found in holes and ravines usually dry.

The trails at their greatest divergence are 10 miles apart, There was a bridge over the Pawnee below Ft. Larned, for a few months in 1865. I cannot ascertain exactly how long it was used, but about 4 months. Major H. C. Haas, Mo. Vols. was in command of this post at that time, and I am informed that he now resides in Leavenworth and might supply this information.

The Ford three miles below the Fort appears to have been the best, and has the largest trail leading to it. The next in importance as indicated by the size of the trail crossing it, was one mile below, the Fort, on the Dry route to Zarah.

I am very respectfully your obt.
servant,

William J. Lyster

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Fort Larned Horse Race, 1863

Nick Ard of Maize, KS, submitted this item from the autobiography of William H. Ryus, *The Second William Penn* (1913). Ryus was a stagecoach driver on the Trail during the 1860s, and his book relates numerous accounts of encounters with frontiersmen and Indians during the Civil War years. Ard noted, "I thought this tale could be presented as a welcome counterpoint to what was usually a grim era in white and Indian relations." The following excerpts are from a chapter entitled "The Fort Riley Soldiers Go to Fort Larned to Horse Race With Cheyennes, Comanches and Kiowas."

The Indians are great people for sport and amusement and it would be difficult to imagine a more inveterate gambler. Their greatest ambition is to excel in strength and endurance.

Once during the Summer of 1863, when there were only a few white people at Fort Larned, the

Indians, about 15,000 strong [undoubtedly an exaggerated figure], commenced preparation for a horse race between themselves and the Fort Riley soldiers. Everything was completed and the Indian ponies were in good trim to beat the soldiers. The Indians placed their stakes consisting of ponies, buffalo robes, deer skins, trinkets of all kinds and characters, in the hands of their squaws. Then the Fort Riley soldiers came and the betting was exciting in the extreme, the soldiers betting silver dollars against their ponies, etc. The soldiers were victorious and highly pleased over the winnings. The Indians handed over the bets manfully and without a flinch, but one Indian afterward told me that they had certainly expected to have been treated to at least a smoke or a drink of "fire water;" but the soldiers rode away laughing and joking. . . . I was at this race and joined in the sport. . . .

During the Fall of 1863 a small band of Comanches and Kiowas went to Texas and procured a white faced, white footed, tall, slim black stallion for racing purposes. In elation they notified the Fort Riley soldiers to come again. . . . This time citizens from all over the country came to see the fun. . . . The Indians who had invited them prepared to take care of a large crowd in good style, so confident were they that this time "the pot" would be theirs. They had hunted down, killed and dressed some fifty or sixty buffalo, and had them cooking whole, in the ground. . . . The white men matched their money against the ponies of the Indians. The race had begun. As it proceeded, shouts of "Hooray, hooray," the Indians' black stallion is ahead, 100 feet in advance of the soldiers' horse. The race is won. . . . After the distribution of the winnings, Little Ravin told the soldiers to stay and eat. Everybody grew merry. The soldiers went to the government dining room there at Fort Larned and got all the knives and forks they could rake and scrape together and took them to the barbecue. When the Indians saw that the white people had entered into the banquet with such enthusiasm and zest they went to the settler's [sutler's] store and bought two or three hundred dollars worth of candies, canned goods of all kinds, crackers, etc., to make their variety larger. They also bought 50 boxes of cigars with which to treat the citizens and soldiers. When everything was in readiness for the feast, the white men all stood up near the feast with a few of the greatest chiefs of the several tribes, while the other Indians who were not acting as waiters, to see that the choicest pieces of buffalo meat were given their guests, stood in a ring back of the white

guests, and did not attempt to satisfy their hunger until after the whites had demonstrated that they had feasted to the brim. This was one of the most amusing incidents of my life on the frontier, and the Fort Riley boys felt that in this treatment, they had been dealt a blow to their own generosity, and one of the soldiers acting as spokesman, told the Indians that they were ashamed of their own lack of hospitality when they were the winners of the other race.

HELP WANTED

The community room of the State Bank of Wiley is being decorated with maps of yesteryear of south-east Colorado. I am interested in acquiring additional maps of the area.

Frederick Esgar
P. O. Box 2115
Wiley, CO 81092

NEW SFTA MEMBERS

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

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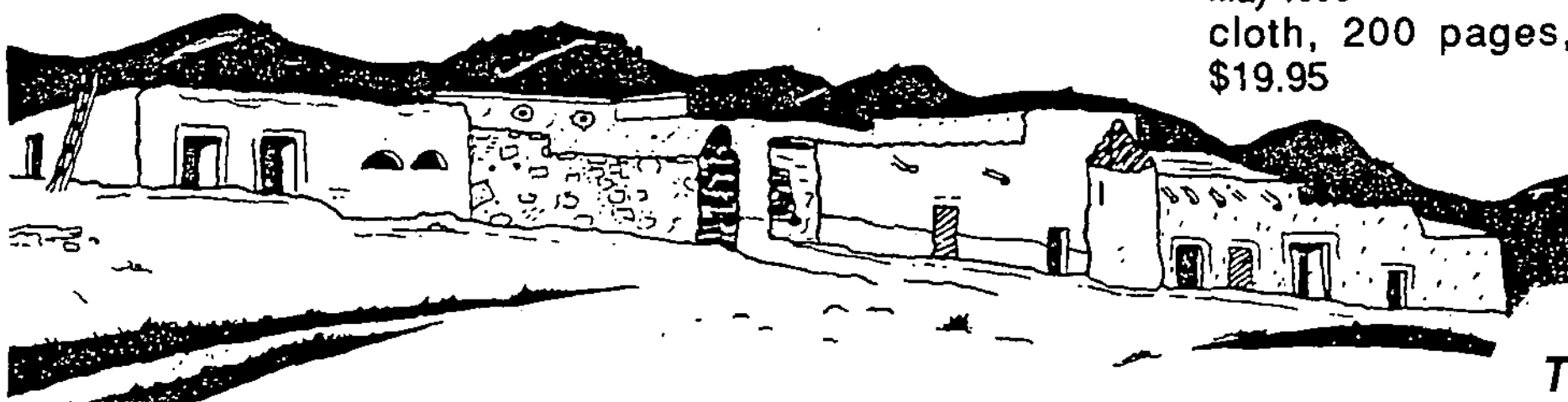
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Woodston, KS 67675
(913) 994-6253

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

Ruth Olson
Santa Fe Trail Center
RR 3
Larned, KS 67550
(316) 285-2054

TRAIL CALENDAR

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

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. 22, 1990: Marc Simmons, "Kit Carson on the Santa Fe Trail," Baca/Bloom, Trinidad, CO, 7:00 p.m.

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. (505) 425-8025.

Aug. 29, 1990: John Nielson program on cowboy music, Baca/Bloom, Trinidad, CO, 7:00 p.m.

Aug. 31-Sept. 3, 1990: 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 impersonation of Adolph Bandelier's first archaeological tour of Pecos Pueblo, 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. 14-16, 1990: "Traveling the Trail: Council Grove to Little Cow Creek," Barton County Community College, contact Elaine Simmons (316) 792-2701 ext. 214.

Sept. 15, 1990: New Franklin, MO, 16th Annual Santa Fe Trail Day. Activities include arts and crafts, displays, barbecue, parade, music, dance, and entertainment. Contact John Shopland, RR 2, Box 191, New Franklin, MO 65274 (816) 848-2268.

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.

Sept. 29, 1990: First Annual Santa Fe Trail Tour, Cimarron County Historical Society, Boise City, OK; reservations required. Contact Joan Walton (405) 544-3245 or 544-2479.

Oct. 5-7, 1990: "Traveling the Trail: Cow Creek to Point of Rocks," Barton County Community College, contact Elaine Simmons (316) 792-2701 ext. 214.

Oct. 16, 1990: Marc Simmons's lecture on Kit Carson, Denver Public Library, 7:00 p.m.

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.

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