

# Wagon Tracks

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Article 1

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## Wagon Tracks. Volume 2, Issue 1 (November, 1987)

Santa Fe Trail Association

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# WAGON TRACKS

SANTA FE TRAIL ASSOC. NEWSLETTER

VOLUME 2

NOVEMBER 1987

NUMBER 1

## HUTCHINSON SYMPOSIUM

Over 350 participants enjoyed the second Santa Fe Trail Symposium at Hutchinson, September 24-27. Activities and presentations received attention in state and regional news media. Evaluation forms completed by those attending indicate that all programs were highly successful. Further information about the conference is in the President's Column, page 2, and photos taken by Joan Myers appear inside.

A few comments from evaluation forms follow: "I was inspired to learn more about the SFT and all early trails." "I'm a new SFT buff and was impressed with the fine program and delighted to be in the company of so many friendly and interesting people." "The trail lives on . . . now let the high adventure begin." "Compliments to Barbara's efficiency, good humor, grace and presence." "I would like a session for people who are unfamiliar with the trail." "Trail buffs are warm outgoing people." "PLEASE, no more concurrent sessions, please!"

## NAME CHANGE

The Board of Directors of the Santa Fe Trail Council at its regular meeting in Hutchinson on September 24 voted, after considerable debate, to change the name of the organization to the Santa Fe Trail Association. The central argument was that the word "association" presented a clearer image to the public than the more restrictive term "council." A secondary consideration was that the new body being formed by the National Park Service will be called a trail advisory council which might be confused with our group.

It was noted that since the bylaws were being adopted this would offer the last easy opportunity to undertake a name change. The matter was presented to the general membership at the business meeting the next day and, following heated discussion, the change was approved by a narrow margin. ◀

"Do you know the way to Santa Fe? I'm going there in '89."

*Composed & sung by Paul Bentrup  
1987 Symposium, Hutchinson*

## NEXT SYMPOSIUM IN SANTA FE

A total of five locations made bids to the SFTA Board to host future Symposiums: Overland Park, Santa Fe, Arrow Rock, La Junta/Bent's Fort, and Las Vegas/Fort Union. Symposiums are held in odd-numbered years. Since the Santa Fe Trail Center at Larned sponsors a Trail Rendezvous in the spring of even-numbered years, Trail enthusiasts have a get-together available annually.

The Board voted to hold the next Symposium in 1989 at Santa Fe. The host institution will be Santa Fe Community College and the program coordinator will be Dr. Adrian Bustamante. The Board, looking ahead, selected Arrow Rock/Marshall as the 1991 site and La Junta/Bent's Fort for 1993.

## AWARDS CEREMONY

For a second time a highlight of the Symposium was the presentation of awards following the general business meeting. Seven individuals and two organizations were recognized for their efforts to preserve, protect, or promote the historic Trail.

The honorees were Isabel D. Campbell, Larned, KS; Jack D. Rittenhouse, Albuquerque, NM; Mary B. and Leo E. Gamble, Springfield, CO; Pauline S. Fowler, Independence, MO; Roe Groom, Council Grove, KS; Grace Collier, Hays, KS; *The Santa Fe New Mexican*; and the Oregon-California Trails Association.

In addition two individuals were named official Trail Ambassadors: Les Vilda, Wilbur, NB, who drove a covered wagon from Missouri to New Mexico this year, and Paul Bentrup of Deerfield, KS who continues his unflagging efforts to locate lost sites and promote the Trail. ◀

## MEMBERSHIP AT 500 & RENEWALS DUE SOON

The goal of having 500 SFTA members by the end of 1987 was achieved on November 2. The latest additions are listed within. A roster of all members will be distributed early next year. Several have paid 1988 dues and everyone else is invited to renew membership by January 1. Two membership forms are enclosed with this mailing. Please use one to renew your membership for 1988 and use the other to recruit a new member. If every member signs up one new member, the 1988 goal of at least 1,000 members will be met. The viability of the Association depends on your membership.

## NATIONAL PARK SERVICE PLANS FOR HISTORIC SFT

National Park Service plans for implementing the requirements of the law creating the Santa Fe National Historic Trail have begun with a series of public meetings along the Trail during November (see Trail Calendar on last page for dates and locations). A planning newsletter was issued in October. If you did not receive a newsletter or have any suggestions for the NPS Trail plan, please write to Santa Fe National Historic Trail Planning Team, c/o National Park Service, Southwest Regional Office, P. O. Box 728, Santa Fe, NM 87504-0728.

Nominations for the advisory council will soon be solicited in the five Trail states from organizations that "have an established and recognized interest in the trail." The advisory council should be established by May 1988. The NPS expects to have a draft Trail Plan ready by September 1988 and hold another series of public meetings during November 1988. The final Trail Plan is scheduled for completion by July 1989. Because each national historic trail has a distinctive trail marker design, a design competition for the Santa Fe National Historic Trail marker will soon be developed. ◀

## PRESIDENT'S COLUMN

It is difficult to see how the Hutchinson Symposium could have come off any better. At least that's the impression I got from the many people who told me how pleased they were with the entire program. Barbara Peirce and all the sponsors deserve our sincere thanks and heartiest congratulations for a job well done.

Some important items of business were accomplished, too. They included the revising and acceptance of our bylaws, copies of which will be mailed to all members, along with a complete membership list, at the end of the year; a name change for the organization (see story on page 1); selection of future Symposium sites; and the presentation of reports by National Park Service officials regarding plans to be carried out under the National Historic Trails Act.

Further, the SFTA's marker fund grew by several hundred dollars as a result of the book raffle. A nice contribution was also made to the fund in memory of Amelia J. Betts of Baldwin City, KS who worked long and valiantly to preserve trail markers and to launch an organization such as we have now.

Also, a new Board of officers and directors was selected. We are very fortunate to have Joseph W. Snell, Executive Director of the Kansas State Historical Society, serving as vice-president. Ruth Olson will continue as secretary, now with the added duties of treasurer. Other positions include: Michael E. Pitel, publicity coordinator; Adrian Bustamante, program coordinator; Leo E. Oliva, publications editor; and David Sandoval, parliamentarian.

The twelve directors and years when terms expire are:

<b>Missouri—</b>	
Richard Forry	1989
Sylvia Mooney	1991
<b>Kansas—</b>	
David Dary	1989
Michael Duncan	1991
<b>Oklahoma—</b>	
Timothy Zwink	1989
Bill Pitts	1991
<b>Colorado—</b>	
David Sandoval	1989
Mark E. Gardner	1991
<b>New Mexico—</b>	
Doug McChristian	1989
Adrian Bustamante	1991
<b>At Large—</b>	
Joy Poole	1989
John Tarabino	1991

SFTA owes a special debt of thanks to John Tarabino for handling all the complicated paperwork associated with incorporation and our application for tax-exempt status with the IRS.

Soon we will be putting together the committees that will carry on the work of the Association. These will be announced in the next *WT*. Meanwhile everyone can contribute to the organization in several ways. (1) Renew your membership for next year promptly. (2) Bring in at least one new member and try to enlist more. (3) Visit a bookstore or museum sales desk in your area and see if they will be willing to sell our new publication, Rittenhouse's *Trail of Commerce and Conquest*. Commercial discounts are available and profits go toward the work of the SFTA. (4) Purchase some of the items offered through our Last Chance Store. Many of these have the old name of the Council and will soon be collectors' items among Trail buffs. Again, the profits benefit our organization's programs.

It was great visiting with so many of you in Hutchinson. Let's keep up the spirit shown there and the SFTA will definitely continue to flourish.

—Marc Simmons

## TWO SITES NEED HELP

The SFTA Board received a plea for help on behalf of Boggsville from the Pioneer Historical Society of Bent County, CO which owns the site and is attempting to stabilize the two historic buildings, the Boggs House and the Prowers House. Outside financial help will be needed to accomplish this large undertaking.

The Board passed a resolution at its last meeting declaring Boggsville "an emergency case" and instructed Pres. Simmons to write Gov. Roy Romer of Colorado and ask for his assistance. The National Park Service has also been contacted and made aware of the situation. Member Paul Ben-trup passed out leaflets on Boggsville at the Symposium.

Another Trail site needing attention is the Rice-Tremonti Home in Raytown, MO, between Independence and Kansas City. It was the center of the Rice Farm described by Trail traveler Matt Field in 1829. Also on the property is "Aunt Sophie's Cabin," dating from caravan days. Board member Sylvia Mooney of the Cave Spring Association offered a motion to have

the SFTA support local efforts to preserve the site, now up for sale, and it passed unanimously.

## PIONEERS STATUE UNVEILED AT WESTPORT

A new statue, "The Pioneers," together with a giant terrazomap of the three wagon trails that began in western Missouri were dedicated in special ceremonies at historic Westport on October 10. More than \$150,000 in contributions was raised for the project by the Westport Historical Society and the Native Sons of Kansas City. Speaking at the dedication were KC Mayor Richard L. Berkley, sculptor Tom Beard, Santa Fe city councilman John T. Egan, and SFTA member Gregory Franzwa.

The statue, located in an island park now called Pioneer Park at Broadway and Westport Rd., features three figures: Westport founder John Calvin McCoy, Santa Fe and Oregon trails freighter Alexander Majors, and mountain man and Westport resident Jim Bridger.

## LOGO CONTEST

A contest to design an official logo for the Santa Fe Trail Association will be held during the coming year. A \$100 prize has been donated for the successful designer. SFTA President Simmons will appoint a contest committee and details of the competition will appear in a later issue.

*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: Marc Simmons, Box 51, Cerrillos, NM 87010

Vice-President: Joseph W. Snell, Kansas State Historical Society, 120 West 10th St., Topeka, KS 66612

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

1989 Symposium Coordinator: Adrian Bustamante, Santa Fe Community College, P. O. Box 4187, Santa Fe, NM 87502-4187

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

## CORONADO BILL

On Sept. 14, 1987 Sen. Jeff Bingaman (D-NM) introduced the Coronado Bill in Congress (Bill No. S 1693). The legislation calls for a study of the route followed by Francisco Vasquez de Coronado across the American Southwest.

Bingaman's ultimate aim is to have the route made a part of the National Historic Trails System. His legislation calls for amending the National Trails System Act to mandate a major study of the Coronado Trail within one year by the National Park Service.

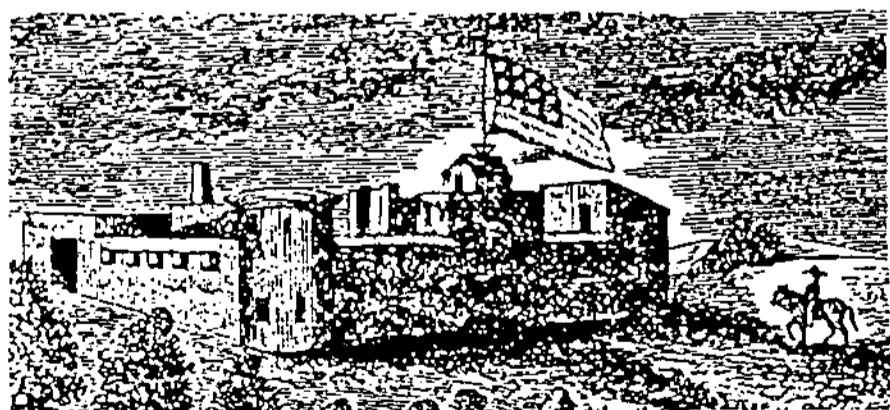
This bill is of special interest to Santa Fe Trail enthusiasts because it is believed that much of Coronado's course followed the later Trail, particularly in Kansas and New Mexico.

## BENT DESCENDANTS CELEBRATION

Over 2,600 people, including 175 descendants of William and Owl Woman Bent, attended the Bent Descendants Celebration at Bent's Old Fort, August 7-9. Representatives from 19 tribes were among the participants. There were about 200 American Indian crafts people, concessionaires, drum groups, and dancers.

Featured speakers for the event were Donald Berthrong, Henrietta Whiteman, and Sam Hart. The Bent Descendants Powwow was a highlight of the event. For a few days the Arkansas Valley and Bent's Old Fort were again a center of Indian culture.

Craig Moore, chairman of the celebration, will continue to research the William Bent family and combine his findings into a pamphlet expected to be available by April 20, 1988. To obtain a copy, write Craig Moore, Bent's Old Fort, 35110 Hwy 194 East, La Junta, CO 81050.



## BENT'S OLD FORT 1987 COMMEMORATIVE MEDAL

Bent's Old Fort Historical Association announces the 1987 addition to a series of commemorative medallions started in 1986 to honor Bent's Old Fort, the fur

trade era, and the Santa Fe Trail. The 1986 issue celebrated the 10-year anniversary of the reconstruction of Bent's Fort. The second in the series features the images of William Bent and his wife, Owl Woman of the Southern Cheyenne. The reverse of the 1½" wide bronze medallion is engraved with a relief sculpture of the fort with the words "Bent's Old Fort National Historic Site" and the dates of the fort's use "1833-1849, Colorado."

Each of the medallions was minted in a numbered and unnumbered edition. The price for the 1987 unnumbered issue is \$4.85 plus 3% tax and shipping charges of \$1.00 for a total of \$6.00, while the numbered edition retails for \$6.80 plus 3% tax and \$1.00 shipping charges for a total of \$8.00. A few of the 1986 issue are still available. They are bronze and 1¼" wide, featuring a depiction of the fort with the words "Bent's Old Fort National Historic Site, Colorado," the dates "1833-1849," and on the other side "10th Anniversary Restoration 1976-1876." To order either medal, contact the Business Manager, Bent's Old Fort Historical Association, 35110 Hwy 194 East, La Junta, CO 81050, (303) 384-2800.

Everyone is invited to join the Bent's Old Fort Historical Association, which sells books and other items representative of the Bent's Fort era. Members receive the current year's Commemorative Medal and a 15% discount on all purchases made from the association. Profits of the association are used to benefit the Fort by purchasing items to enhance the historic site. One of those purchases was a pair of oxen. Annual dues are \$10 for individuals and a family membership is \$15 (same address as above).

## OLD TRAIL FREIGHTER REMEMBERED BY FRIEND

Betty Braddock, Director of the Kansas Heritage Center in Dodge City, reports that an elderly man from California, faithfully following the Trail with Marc Simmons's *Following the Santa Fe Trail: A Guide for Modern Travelers* in hand, arrived at the Heritage Center on recommendation of the book. When asked about his interest in the Trail, he told this story.

"When I was a boy near Springfield, MO there was an old man I liked to visit with. He had been a soldier in the Civil War and told me stories about those days. One

day I was walking along a dirt road and he gave me a lift in his wagon and we talked about the War. He noticed the harmonica sticking out of my bib overall pocket and asked if I could play 'Sweet Betsy from Pike.' The first time he'd heard the song he was driving a freight wagon on the Santa Fe Trail. So I played it and we sang, but I never asked him about his experiences on the Trail.

"This morning I walked up on the ruts west of Dodge City to the top of the hill and I played 'Sweet Betsy from Pike' for my old friend."

## THERAPY ON THE TRAIL

Taking advantage of the several Santa Fe Trail sites on the Larned State Hospital grounds, Clara Goodrich, Activity Therapist at the hospital, has organized a study group of patients interested in the Trail. On October 8 the study group, accompanied by Goodrich and David Clapsaddle, Coordinator of Research and Training, toured rut locations at the nearby Larned Cemetery, Lookout Mountain, Boyd's Crossing, and the original site of Boyd's Rancho.

In an effort to increase her effectiveness with a wide range of patients, Goodrich is presently enrolled in a Spanish course. Her knowledge of the language was particularly helpful on the tour as one of the patients spoke only Spanish. This dialogue provided impetus for discussion related to Mexican travel on the Trail. Other tours to nearby Trail locations are planned for the future.

## TRAIL SEMINAR-TOUR SET FOR SPRING 1988

Barton County Community College, Great Bend, KS is offering a seminar-tour, "Traveling the Trail—Council Grove to Stone Corral," on Saturday and Sunday, April 30-May 1, 1988. The program begins on campus with a slide-tape presentation. Participants will then travel by bus to Council Grove for a tour of historic sites there, dinner at the Hays House, and overnight at the Cottage House.

The following day the group will follow the Trail back to Great Bend. Emphasis will be placed on various trading posts. For more information, contact Elaine Simmons, Coordinator of Seminars, Barton County Community College, Great Bend, KS 67530, (316) 792-2701, Ext. 214. ◀

## ARROW ROCK STATE HISTORIC SITE

by Richard R. Forry

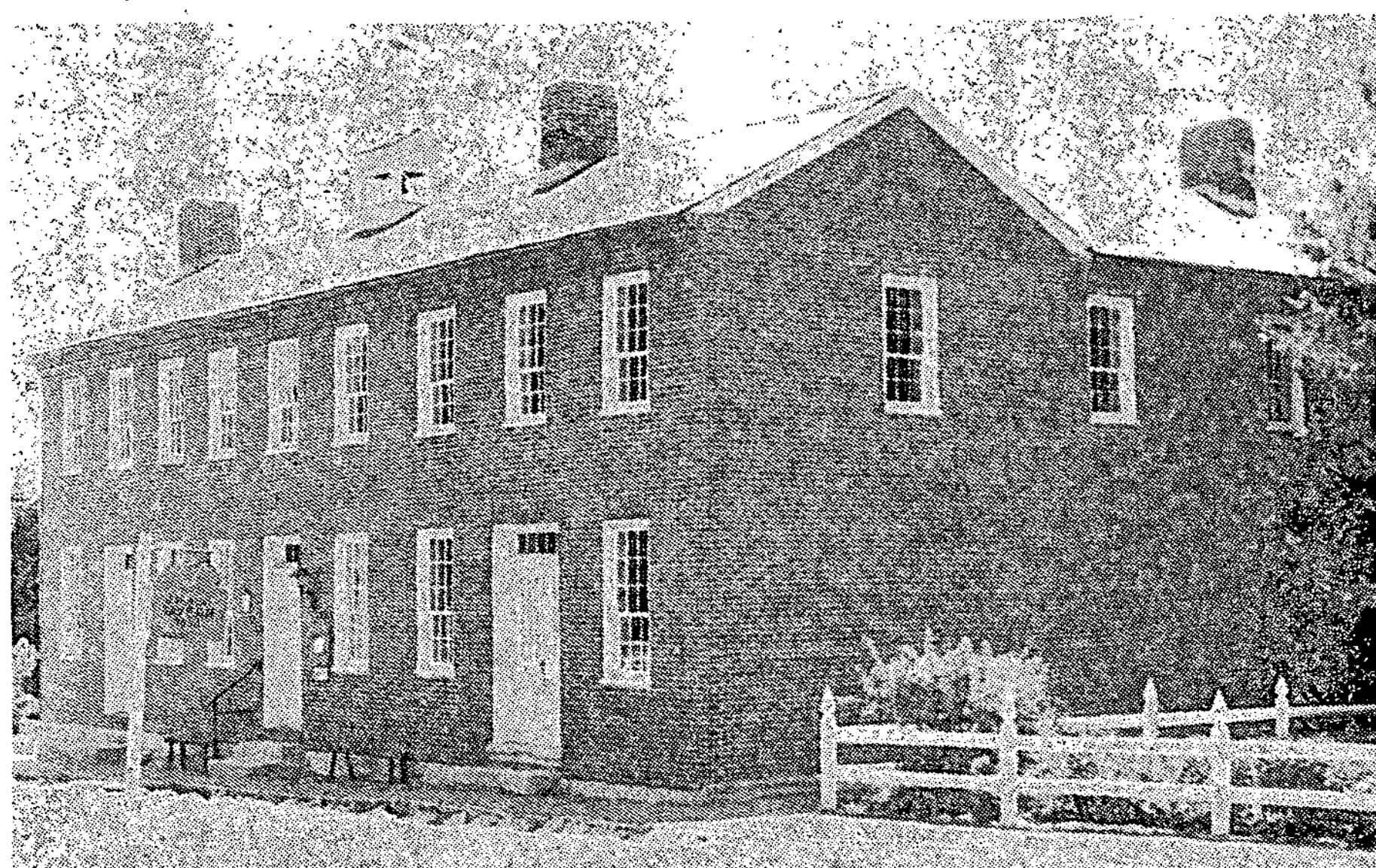
[Ed. note: This is the fourth in a series on museums and historic sites along the Trail. Richard Forry is the site administrator.]

At the dedication of the National Historic Landmark Plaque at Arrow Rock State Historic Site on November 8, 1964, David D. Thompson, Jr., Chief Research Historian at the Jefferson National Expansion Memorial, reminded those in attendance and future generations that Arrow Rock had "figured prominently in the trail breaking expeditions that opened the West, beginning with the Lewis and Clark Expedition in 1804" and that "on September 1, 1821, the Becknell expedition departed from the haven of the Santa Fe Spring at Arrow Rock for the initial journey on the trail later to become renowned as the Santa Fe Trail."

"On May 22, 1822, Becknell again crossed the Missouri at Arrow Rock carrying merchandise solely for the Santa Fe trade, and the handsome profits of his two expeditions galvanized the Boon's Lick country into action and the Arrow Rock crossing on the Missouri became the important starting point for the Santa Fe Trail." Thompson concluded that "Arrow Rock . . . has many associations with later trail days."

Interest in preserving these "many associations" and Arrow Rock's historical buildings originated in the early 20th century with the efforts of the DAR to commemorate the Santa Fe Trail and those historical points of interest attached to it. Indeed, by 1912 the DAR and the Women's National Old Trails Road Association had furnished the "Old Tavern Rest Room" in the Arrow Rock Tavern with relics (artifacts and documents) to teach "Missouri history to the passerby." The Tavern was constructed in 1834 by Joseph Huston, who recognized that many of the travelers caught up or involved in the westward movement desired and were willing to pay for food and lodging as they moved on or along the Missouri River.

After World War I, the members of the Marshall, Sedalia, and Arrow Rock chapters of the Missouri Society of the DAR encouraged the political leaders of Missouri to acquire the Arrow Rock Tavern to ensure its preservation. Their ef-



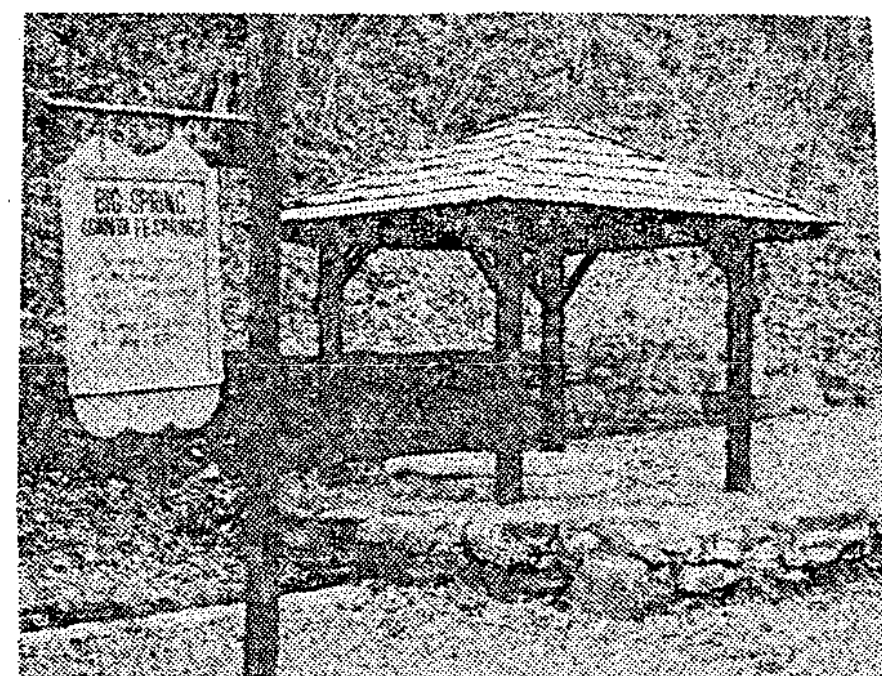
Arrow Rock Tavern as it appeared in 1987.

forts culminated in the purchase of the building and its contents in 1923, with the DAR to serve as custodians and managers of the Tavern food and lodging services. Today the Tavern functions as a house museum, a restaurant, and a store of the 1840 to 1850 era.

In 1926 the state of Missouri acquired the Santa Fe Spring, land adjacent to the ferry landing, and the stone jail constructed in the latter part of the 19th century. The Academy Boarding House was added to the state historic site in 1930. This four-room log house was constructed in 1833 and was owned by Dr. George Penn during the period of his medical partnership with Dr. John Sappington. Both physicians dispensed quinine to treat a variety of illnesses and especially the dreaded malaria which was a constant threat to the health and well-being of settlers and travelers in the Missouri and Mississippi river valleys and on the Santa Fe Trail.

Penn, who journeyed to Santa Fe while serving as the surgeon of the First Regiment of Missouri Volunteers led by Colonel Alexander W. Doniphan during the Mexican War, played a crucial role in the founding of the Missouri Medical Association after returning to Missouri. Dr. Penn's log structure located on the east side of the road leading to the Santa Fe Spring is associated with the Arrow Rock Academy, which was incorporated by the Missouri state legislature in 1843. The building is currently being restored, and site plans call for it to be interpreted as a period structure.

Despite the depressed condition

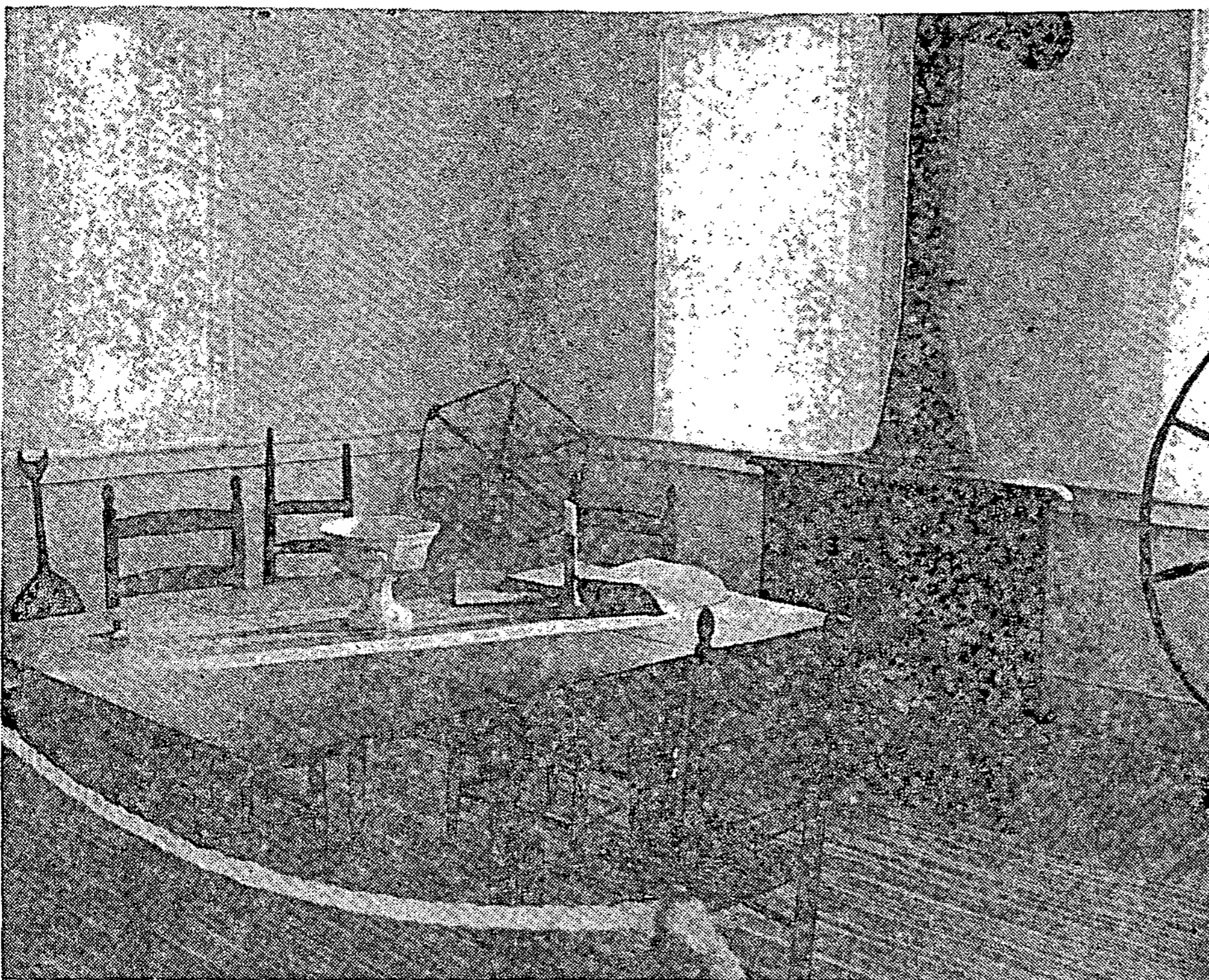


Santa Fe Spring, 1987.

of the economy in the 1930s, further development took place at the site. The George Caleb Bingham House and historically significant property holdings fronting on Main St. were acquired. Bingham, who is regarded as a major American artist of the 19th century, was elected as a trustee of the Arrow Rock town board and to the state House of Representatives and was appointed as state treasurer during the Civil War and, in 1875, as Adjutant General of Missouri.

Many of Bingham's paintings depict the activities of his contemporaries, people who worked on the Missouri River and who extracted a living from its adjacent hills, plains, and valleys. These paintings reflected his formative years in Franklin and Arrow Rock, while his unflinchingly realistic rendering of frontier political practices mirrored his personal political experiences and efforts to gain political approval and, in doing so, gain the verdict of the people. A number of Bingham's paintings, engravings, and prints are exhibited at the site.

The Bingham House was con-



Period room exhibit at George Caleb Bingham House.

structed in 1837 as a brick and frame structure and was renovated in 1936 as a WPA undertaking. A more authentic restoration based on archaeological findings was completed in 1966, and on April 28, 1968, the Bingham House was designated a National Historic Landmark. Interpreted as a representative residence of the 1840s, it is the setting for one of the site's educational programs offered to area elementary schools.

In 1960 the home of Dr. Matthew W. Hall was added to the site. A modest brick building constructed in 1847, it documents the transplantation of simplified classical architectural elements into the Missouri Valley by settlers from Kentucky and Virginia. Hall was born in Kentucky and graduated from Transylvania University in Lexington, Kentucky. He came to Arrow Rock in 1846 and served on the town board. As a member of the Missouri House of Representatives, he participated in the 1861 session convened in Neosho by Governor Claiborne Fox Jackson, who favored the actions of the Confederate States. The Hall House will be furnished and interpreted as a residence of the 1850s located at the edge of an evolving commercial area in the 19th-century Missouri River town.

In the 1950s a number of local

and state residents and private organizations realized that the Missouri State Park System did not have the funds needed to preserve the buildings in Arrow Rock which were historically significant but improperly maintained. The Friends of Arrow Rock, Inc., a private, not-for-profit, preservation organization was formed in 1959, and after acquiring, restoring, and furnishing the log structure known as the Old Courthouse, donated it to the Missouri State Park System in 1962. Arrow Rock served as the county seat in 1839-1840, and the log building is restored as it was constructed in 1834. It is furnished as a period courtroom and enhances the site's interpretation of the judicial functions of 19th-century county government.

The recreation area of the state historic site is located south of the Santa Fe Spring on a bluff overlooking the point on the Missouri River where the Boone's Lick Road becomes the Santa Fe Trail. The campground includes 46 camp sites nestled on wooded slopes and a grassy plain which stretches to the Missouri River bluff overlook. Adjacent to the campground is a day-use area where visitors can enjoy a picnic at the rustic stone shelter built by the WPA in the 1930s.

Arrow Rock State Historic Site is one of a number of sites with

significant Santa Fe Trail associations administered by the Missouri Department of Natural Resources, Division of Parks, Recreation and Historic Preservation. Research opportunities are limited at Arrow Rock because of the small number of items in the site artifact and manuscript collections. The historic site grounds and recreation area are open daily. Guided tours of the restored buildings (including Dr. Sappington Memorial Building, Bingham House, Court House, Doctor's Museum, Sites Gun Shop and House, and Print Shop) are available from Memorial Day through Labor Day and on weekends in May and October. From November through April guided tours are available by advance reservation for groups. The guided tour fee is \$3.00 for adults and \$1.00 for children (ages 6 through 13). For tour information, phone (816) 837-3330 or 837-3231. For Arrow Rock Tavern food service information and reservations, phone (816) 837-3330.

## THE BECKNELL LEGEND

by Maurine S. Fletcher

Tall tales abound in the Old West, but most are recognized as such or are at least suspect. The most dramatic one, however, has become so entrenched that it has been accepted as factual history for more than 100 years. And yet there is only a thread of substance to say the events actually happened and certainly not to the subject named: William Becknell.

Josiah Gregg, in writing of his adventures and exploits in the development of western history, eloquently described a horror story of thirst on the Santa Fe Trail, a story so full of gore that it has captivated writers since that time. Gregg himself evaded being recognized as a fiction writer by ascribing the events as having been told him by a member of the Becknell party.<sup>1</sup>

"History" has it that the Becknell party left the Arkansas River at the Caches near where Dodge City, KS is now located and impulsively took a southwest course into Spanish country, with only a scanty water supply to carry them across the arid plains. Within 2 days, in the burning heat, they were without water and resorted to the desperate measure of killing their dogs and cutting off the ears of their mules to drink the blood for liquid relief. To add more zest to the tale, it was said

they killed a buffalo fresh from a waterhole somewhere and drank the contents of the animal's stomach.<sup>2</sup> Eventually, so goes Gregg's account, they made their way back to the Arkansas River and followed its course into the mountains where they crossed over the divide. With a few more flourishes added to the narrative (by Gregg) they finally reached Spanish settlements.<sup>3</sup>

By contrast, William Becknell's journals almost diametrically oppose that version. From Boon's Lick, on June 10, 1821, Becknell composed an advertisement that appeared in the *Missouri Intelligencer*, published at Franklin, MO, on June 25, 1821. The ad asked for men to accompany him on a trip into western lands for the purpose of trading goods, horses and mules, and catching wild animals of every kind. He asked for as many as 30 men but would accept as many as 70 to accompany him, each one to have a horse, a good rifle, ammunition, warm clothing, and \$10 worth of trade goods. In addition, for every 8 men there should be a pack horse, an ax, and a tent. All those intending to make the journey were to meet at Ezekial Williams's home on the Missouri River about 5 miles above the town of Franklin, where the group would organize, accept Becknell's rules and regulations for the company, and appoint officers.<sup>4</sup>

That kind of planning certainly did not come from a man given to impulsively changing course in unknown country and leading a party of men into danger and possible death. Becknell lived in the most informed area of the country for knowledge about western happenings. Nearly everyone going to the West or returning from there crossed the Missouri River at Arrow Rock ferry crossing, where news fresh from the scene was exchanged, as well as in the town of Franklin, perched on the banks of the river.

Once organized and assembled, the Becknell company did cross on the Arrow Rock ferry and proceeded westward according to plan. No mention is made of a map, but they must have had some oral information concerning the route or a rudimentary map, for Becknell knew to take the "left-hand fork of the Arkansas," presumably the Purgatory or Timpas River. That point is far upstream of any area that could have been a departure point for the plains route-to-be.

Reaching almost insurmountable cliffs in the mountains, the men spent 2 days rolling away rocks before attempting to get the horses up on the ledges. Even so, one fell off and was "bruised to death." Reaching the Canadian River, cliffs again threatened to stop them. Surmounting that obstacle, where they had been traveling only 8-15 miles per day, they descended to a more agreeable terrain and struck a cattle and sheep trail and followed it southward. Reaching "St. Michaels" [San Miguel], they hired a Frenchman to interpret in Spanish for them in their successful trading with the Spanish people.<sup>5</sup>

It is apparent that there is no mention of the Gregg drama on that journey, nor any attempt made to cross the plains. From that trip, Becknell returned to Missouri well satisfied with trade possibilities in Spanish territory.

The following year Becknell, with 21 men and 3 wagons of trade goods, crossed on the Arrow Rock ferry on May 22, 1822, for another trading expedition. The exact route of this first wagon train on the Trail is unknown, although Becknell recorded in his journal that "after traveling eight days up the Arkansas, [we] struck a southwest course for the Spanish country." They encountered country so mountainous near the Rock River, a tributary of the Canadian, that they were obliged to take their wagons up the high and rocky cliffs by hand. The return route was a different course from the one made on the way out and shortened considerably the distance. Part of Becknell's recommendation was that a good road might be laid out between Fort Osage and Santa Fe in such a manner as to not run more than 30 miles over the mountains, presumably the Sangre de Cristo range in New Mexico.<sup>6</sup>

In a final account of his activities in the West, Becknell related traveling from the Spanish village of Taos to Fort Osage in only 34 days, but included the note that he "avoided the so much dreaded sand hills where adventurers have frequently been forced to drink the blood of their mules to allay their thirst," thereby removing himself from any connection with the Gregg tale.<sup>7</sup>

Subsequent writers dealing with western history, fascinated by Gregg's story, have chosen not to seek source materials but have roosted on their rumps copying and recopying the fictionalized

tall tale. To enumerate the examples would take pages of citations, but is unnecessary as the story is familiar to everyone reading western development. The most recent garbled example, however, is that version carried in the *Reader's Digest Story of the Great American West*, wherein Josiah Gregg is not mentioned in the bibliography<sup>8</sup> as source material, the horror story is told with aplomb,<sup>9</sup> and, in the index, Becknell is spelled "Beckness."<sup>10</sup>

## NOTES

Much of the material in this article is taken from the Robert L. Williamson Papers, The Library, Department of Special Collections, University of Texas at Arlington Division of Archives and Manuscripts: Collection #197, Accession #UA 76-11.

1. Josiah Gregg, *The Commerce of the Prairies* (ed. by Milo Milton Quaife; Lincoln: University of Nebraska Press, 1967), 9. It should be noted that some scholars have questioned Gregg's tale. Max L. Moorhead, editor of *The Commerce of the Prairies* (Norman: University of Oklahoma Press, 1954), 15n., stated that "there are a number of inconsistencies in" Gregg's account of Becknell's second expedition and that Becknell's journal "does not record the suffering from thirst on the Cimarron crossing." Larry Beachum, in *William Becknell: Father of the Santa Fe Trade* (El Paso: Texas Western Press, 1982), 36, declared that "Gregg's well-known account of the Becknell party's tribulations contrasts sharply with Becknell's journal."
2. Gregg, *Commerce of the Prairies* (ed. by Quaife), 9.
3. *Ibid.*, 8.
4. *Missouri Intelligencer*, Franklin, June 25, 1821.
5. *Ibid.*, April 22, 1823.
6. *Ibid.*
7. *Ibid.*, June 11, 1825.
8. *Reader's Digest Story of the Great American West* (Pleasantville, NY: Reader's Digest, 1987), 372.
9. *Ibid.*, 120.
10. *Ibid.*, 374.

## WILLIAM A. BRANSFORD TRAIL PIONEER

by Jeff Bransford

William A. Bransford, pioneer of northern New Mexico and southern Colorado, was one of many who traveled the Santa Fe Trail and stayed to settle down. He was born in 1811 near Lynchburg, VA, and died in 1883 in Trinidad, CO.

In 1847 he was sent by William Bent to head a relief party of 23 men to avenge the brutal murder of William's brother, Charles, in Taos. Later Bransford was appointed the first postmaster of Trinidad and, at the time of his death, was serving as justice of the peace and police judge of Trinidad. He also served as sheriff of Mora County, NM. His sentimental romancing of Mrs. Bransford (Red, a Sioux Indian and former wife of Marcellin St. Vrain) is quite poetic in light of the typical union between a white man and an Indian woman. Bill and Red had seven children. During his early years on the frontier, Bransford was employed by Bent, St. Vrain & Co., and it was then

that he made several trips on the Santa Fe Trail.

Bransford is known to have been employed by Bent as early as 1845, although he apparently worked for the company only intermittently. His early actions indicate he was a greenhorn, inexperienced at hunting buffalo. While in the company of several Bent, St. Vrain & Co. traders who were returning to Bent's Fort from a Cheyenne camp in 1845, Bransford attempted to kill a buffalo for fresh meat. He aimed his rifle at the buffalo's forehead and shot three times. Only quick thinking on his feet helped a bewildered Bransford avoid the rush of an irritated buffalo and certain bodily harm. William Bent was a member of this party, and one can imagine his thoughts regarding the hunting talents of Bransford.

In 1846 Bransford was at Westport, MO, attending to the organization of the yearly trade caravan's return trip to Bent's Fort. He must have seasoned well, for Lewis Garrard placed him as the "gentleman in charge" when he joined the caravan on his trip west. The man actually in charge was Ceran St. Vrain, as it turned out when he arrived, but it may be inferred that Bransford's responsibilities (being in charge during St. Vrain's absence) reflected the maturity which he must have gained.

The trade caravan started for Bent's Fort on Sept. 12, 1846. Bransford was employed as an outrider. The Santa Fe Trail was well established and travel on it had become routine to the veteran members of the caravan. As outrider, Bransford's daily routine was far from boring. During the early stage of the trip, St. Vrain and Bransford gave chase to recover three company oxen taken by Indians. It was reported that they returned with 15 yoke of oxen. One of Bransford's main assignments was to hunt for fresh meat for the men.

It is known that Bransford received much ribbing when he attempted to kill the buffalo by shooting at its forehead. Reportedly Bransford blamed his rifle for that incident. Each person supplied his own arms and ammunition, so his rifle could have been the honor-saving culprit.

As the caravan approached Pawnee Fork, Bransford went off by himself to hunt "cow meat," much to the amusement of the company men. When the wagon train ar-

rived at Pawnee Fork, however, Bransford was there waiting with the "cow meat" he had promised. Later on that trip, he displayed his shooting talents by firing at a small herd of five buffalo. He killed one at 50 yards and three at a range of 250 yards. Either he had acquired a better rifle or his marksmanship had improved.

Bransford did his share of gathering buffalo chips for campfires. When nights were cold, two unwashed men wearing their only set of greasy leather outfits shared a bedroll together to keep warm. Meals were served once a day with few exceptions. Several times during the trip, short rations were the order of the day. The caravan arrived at Bent's Fort without serious problems.

Upon arrival at the trading post, Bransford was either assigned to some company duty, or he drew his pay in trade goods for trading with the Indians. It is believed that he operated as a free trader as well as a company man during the era.

The account of Bransford during the 1847 troubles in New Mexico may be found in Lewis Garrard's *Wah-to-yah and the Taos Trail*, a classic first published in 1850 and now available in a paperback edition from the University of Oklahoma Press. Bransford was one of many Trail pioneers whose story deserves more attention.



## HOOF PRINTS -TRAIL TIDBITS-

Marion Meyer recently made a research trip to Columbia, MO searching for background material on Mary Donoho, described in her article in the last WT as "the new first lady of the Santa Fe Trail." Marian was accompanied and assisted by Sherry Smith of Santa Fe.

Publisher and author Gregory Franzwa is preparing three new books on the Trail. One will be *The Santa Fe Trail in Maps*, a companion to his earlier *The Oregon Trail in Maps*.

SFTA member Mike McDonald, who works in the emergency room of St. Vincent's Hospital at Santa Fe, took time off to attend the Hutchinson Symposium. Then he

drove to the head of the Trail at New Franklin before returning home. A full-page story that he wrote, recounting his adventures at places like Ralph's Ruts, Point of Rocks, and the Wagon Mound, appeared in the *Santa Fe Reporter*, Oct. 14, 1987.

SFTA Board member, Dr. David Sandoval, was the subject of a recent feature article in the *Pueblo, CO Chieftan*. His research on the Mexican side of the Trail was described at length and he was quoted: "History is a literary art. It's not just the recounting of everything that has ever happened. It is creative writing."

Another Board member, Mark Gardner, spent a week in October at the Missouri Historical Society, St. Louis, looking for data on the Glasgow brothers, prominent Trail merchants.

Santa Fe City Councilor John Egan wants his city to erect a new monument on the Plaza to honor the pioneers who traveled the Santa Fe Trail and to recognize the Plaza as the junction of El Camino Real from Mexico and the Trail from Missouri.

*National Geographic*, with a circulation of 10.5 million, has an article on "New Mexico, Between Frontier & Future" by Bart McDowell in the November 1987 issue. The accompanying map of New Mexico shows the Mountain Branch and Cimarron Cutoff of the Santa Fe Trail, both with the label "Santa Fe Nat. Historic Trail."

Ramon Powers has been named to succeed SFTA V-P Joseph Snell as Executive Director of the Kansas State Historical Society when Snell retires in mid-1988. Powers's research on the cholera epidemic of 1867 has touched on the Trail.

The Kansas State Historical Society plans to publish selected papers from the Hutchinson Symposium in a paperback volume. This should be available by late spring or early summer.

WT editor Leo Oliva has requested copies of the video tapes of the Hutchinson Symposium for the Association's archives at the Santa Fe Trail Center and, if possible, to make copies available at a reasonable cost to interested parties.

# WT EXHIBITION: HUTCHINSON SYMPOSIUM PHOTOGRAPHS

by  
**JOAN MYERS**



Ralph Hathaway, proprietor of Ralph's Ruts, Rice County, KS.



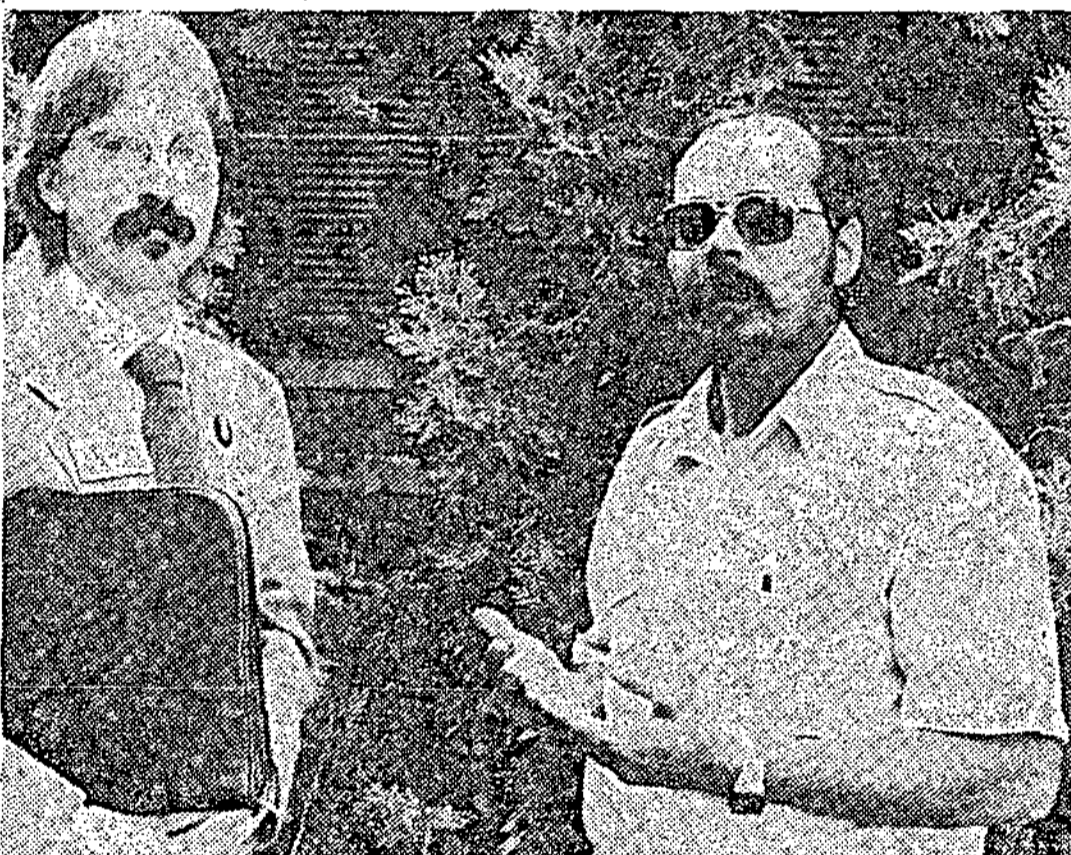
Jack Rittenhouse receiving his award from Marc Simmons.



Sam Arnold pondering the "bear" facts.



Pauline Fowler, Trail authority and award recipient from Independence, MO.



Colorado Board members, Mark Gardner and David Sandoval, talking serious business.



Leo and Mary Gamble, authorities on Colorado DAR markers and award recipients.



Why is Greg Franzwa so happy?



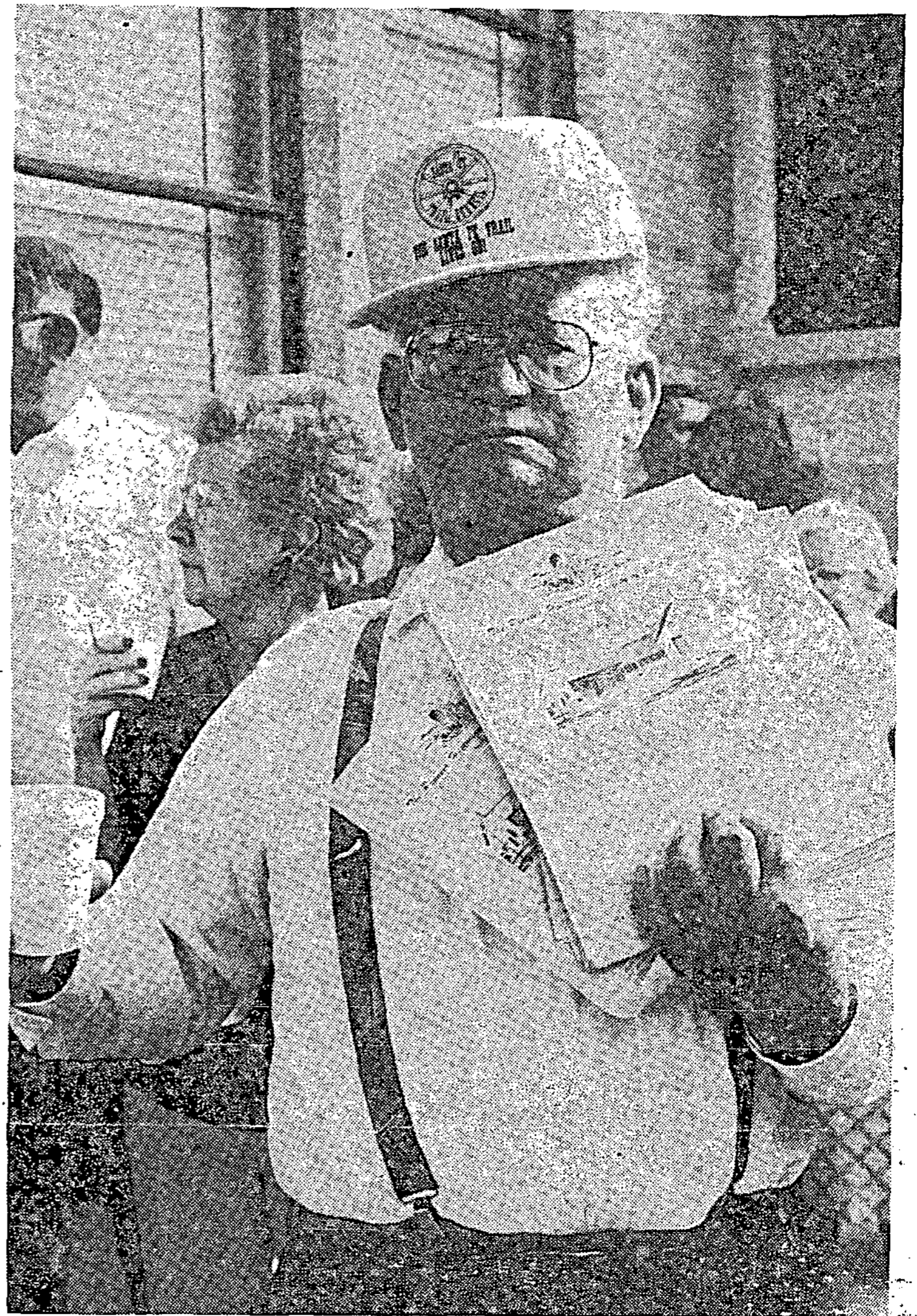
Grace Collier receiving her award from Marc Simmons.



Sec-Treas. Ruth Olson will gladly take your dues.



Symposium Coordinator Barbara Peirce accepting the roses deserved for a job well done.



Trail Ambassador Paul Bentrup with his Santa Fe Trail cap, Boggsville promotional flyers, and strong drink.



## PAGES FROM MY DIARY (Along the Santa Fe Trail)

by Lois Mackensen



We know we're not the first to come this way  
We follow ruts by others rudely carved  
Our groaning wagons lurch and pitch and sway  
We've struggled miles in wind and storm, half-starved.

The landmarks loom in mist on distant peaks  
We feel the lure of pressing on, though spent  
We've searched the plains for respite from the heat  
Now cottonwoods and elders shade relent.

Oh, Arkansas, though shallow, slow, and still  
Your waters cool us, furnish all we need  
So man and beast can freshen, have their fill  
Find renewal, from thirst awhile be freed.

Next day: Our trail turns south to Spanish land  
Do we encroach where white man's limits cease?  
Some nights I feel a creeping, deathly band  
May strike our caravan, my fears increase.

Near circled wagons sentries stand, nerves taut  
Wild eyes return a glint, a coyote calls  
Strange horses tramp nearby, my breath is caught  
A stealthy shadow forms, rears up, then falls.

We wait; then questioned quiet spreads a pall  
What dared to creep in silence near our train?  
Arapaho? wild beast? We feel its thrall  
Then hear receding steps. We breathe again.

In morning light we pack, men hitch the yokes  
The oxen strain, begin the day's long pull  
Our little ones are tucked in mothers' cloaks  
My children pick sand lilies, small hands full.

Days pass, we've climbed to steeper, rugged heights  
Old snow in crusty patches hides in shade  
This pass, Raton, can tear a wagon's guts  
Reduce a man who thinks his fortune's made.

At last, by dusk the final cart has crossed  
We know relief's pure comfort for awhile  
Tonight we think of loved ones whom we've lost  
Then plan our course for each tomorrow's miles.

## SETH M. HAYS AND THE COUNCIL GROVE TRADE

by Katie Davis

[Ed. note: This is the fourth in a series on merchants and the Santa Fe trade. Katie Davis is assistant curator of material culture at the Colorado History Museum in Denver.]

Merchant Seth M. Hays lived on the Kansas frontier during its transition from territory to statehood. For a time he was the lone Indian trader in the Neosho River valley. Later the town of Council Grove grew around him, and he became a prosperous merchant selling to the reservation Kaw Indians and Santa Fe Trail caravans. In his later years he was seen as an "early settler" and "old timer" by the then civilized town in Kansas.

Hays became the subject of near-legend and folklore by later chroniclers of Council Grove. His relation to other famous pioneers (he was the great-grandson of Daniel Boone and cousin of Kit Carson) helped perpetuate this mythical image. Exploits and anecdotes told about Hays include him starting a shoot-out with some horse-thieving Kaw Indians, hosting a church reception in his saloon, and hiring a bagpiper to play on the roof of his drinking establishment in order to draw business from the competition. Most importantly, however, he is remembered as a prominent, wealthy, and influential businessman whose fortunes rose and fell with the changing economy on the frontier along the Santa Fe Trail.

Seth Hays was born in Calloway County, MO, in 1811. As a young man he was a merchant and Indian trader in Westport and Independence, MO.<sup>1</sup> His long association with Council Grove began in the spring of 1847 when he was sent there by Indian traders, Albert G. Boone and James G. Hamilton of Westport, to run a trading post for them.<sup>2</sup> Like them, Hays was licensed by the U.S. government to trade with the Kansa (Kaw) and Shawnee Indians.<sup>3</sup>

Hays built a small log building near the Trail crossing of the Neosho River. He lived and worked in that first log cabin until he built his own store, the Hays House, in 1857 and his own brick residence in 1860.

Because he was one of the few people at this last supply stop on the Trail, Hays was relatively well known among travelers and

appeared in many memoirs. In July 1847 E. N. O. Clough, westbound Missouri volunteer in Lt. Col. Alton R. Easton's battalion, wrote: "There is a trader here who is making money hand over hand. . . . Here are some of his prices, molasses, \$2 per gallon, cheese 35 cents per pound, tobacco 75 cents a plug and rotten at that, a very coarse brogan, \$3.50 per pair. There is also a blacksmith shop here and his prices are just about as reasonable as the trader's."<sup>4</sup> In 1848 Hays provided aid to mail carrier Lewis Thorp and his party;<sup>5</sup> in 1852, "Council Grove was at that time little more than a frontier trad'g post. The Hays brothers (Seth, Amazon and May) were its principal traders;"<sup>6</sup> in 1853 the trading post was described as a "large, well-furnished store, where a constant supply of everything required for the road is kept;"<sup>7</sup> and in 1854 Hays put up James A. Little who left the wagon in which he was traveling to protect himself when smallpox broke out.<sup>8</sup>

Hays was active in town organization, politics, and business ventures, especially in Indian affairs and land development. He witnessed the 1846 treaty with the Kansa Indians by which a reservation of 20 square miles, including Council Grove, was assigned to them. Soon other Indian agents and traders moved into the area, forming the nucleus for a town. In 1857 the town company, of which Hays was a member, had the town site surveyed, and it was incorporated in 1858. The first session of court was held that year in Hays's log trading post, and later the Hays House was used as a store, post office, printing office, and meeting hall for the Democratic convention in 1859. Hays was one of several prominent Council Grove businessmen to sign a petition in 1860 to be sent to a convention to devise a system of railroad land grants for the Territory.<sup>9</sup>

In 1859 Hays caused a furor when he fired a shot over the heads of a group of Kaws convened outside his store to dispute a matter of stolen horses. In the ensuing panic two bystanders were wounded by the Indians.<sup>10</sup>

The *Council Grove Press*, begun in 1858, carried advertisements for S. M. Hays & Co. and M. Conn's general store.<sup>11</sup> For several years the paper printed a long-running advertising rivalry between those two most prominent merchants who had been competitors since



A watercolor taken from an earlier photograph of Seth Hays, location unknown. (Courtesy of the Kansas State Historical Society.)

Conn opened for business in 1856.<sup>12</sup> Trade caravans, Pike's Peak, and Indians stopped to resupply at these stores, and the merchants prospered. The *Westport Border Star* announced on October 20, 1860 that, at Council Grove, "today Major Dickey pays out to the Kaw Indians here some \$15,000. . . . A large amount of the money paid to the Indians is paid to the merchants of this place, S. M. Hays & Co., and M. Conn, each of them trading to the amount of three or four thousand dollars per day until the money is exhausted."<sup>13</sup>

While the merchants thrived, the rest of the town, comprised mostly of farmers and laborers, was practically ruined due to a severe drought in 1860. "There is but very little money among the citizens in the country and as a general thing they have but little to sell that our merchants can dispose of."<sup>14</sup> Earlier that year, however, S. M. Hays & Co. had built a large frame store.<sup>15</sup>

At the time, Hays was working with a partner, G. M. Simcock. They kept a registry of the traders that passed through the town. Simcock continued to keep the ledger after he took over the business from Hays. The figures reflect the overall prosperity of the merchants; for example, between August 5 and September 8, 1860, they recorded "560 men, 442 wagons, 46 horses, 1,367 mules, 3,442 oxen, 6 carriages, carrying 1,326 tons of freight. . . ."<sup>16</sup>

Nevertheless, in 1862 Hays sold his share to his partner and left for Colorado to raise stock.<sup>17</sup> A letter from Malcolm Conn to S.

N. Wood, March 21, 1862, helps to explain the move: "Everything is getting along just so here: times are hard and money is very scarce. . . . Mrs. Smith was keeping the Hotel again and . . . old man Hays has sold out to Mr. Simcock and intends leaving the country next month."<sup>18</sup> By 1863, however, the economic situation had improved, and Simcock's register recorded 15,000 tons and \$40,000,000 worth of freight transported through the town that year.<sup>19</sup>

In 1865 Seth Hays returned to Council Grove and opened a saloon. It was here that festivities for a local church organization were held for lack of a more appropriate location. In 1866 he started his brother-in-law in the saloon business, and it was for this separate establishment that Hays hired an itinerant bagpiper to play from the balcony to attract business. One of Hays's last enterprises was founding the Council Grove Democrat in 1870. He was the proprietor and publisher of the paper.

Hays never married, although he kept a regular household with his slave, Sarah Taylor, known affectionately as Aunt Sallie, and his adopted daughter, Kitty Parker Robbins Hays. Aunt Sallie was freed when Kansas was admitted to the Union as a free state, but she continued to care for his home until her death in 1872. When Seth Hays died on February 5, 1873, his property, mostly real estate, was willed to Kitty. He was buried next to Aunt Sallie in Council Grove's Greenwood Cemetery.<sup>20</sup>

## NOTES

1. John Maloy, *History of Morris County: 1820-1890* (Council Grove: Morris County Historical Society, 1981), 65.
2. Louise Barry, *The Beginning of the West: Annals of the Kansas Gateway to the American West, 1540-1854* (Topeka: Kansas State Historical Society, 1972), 671; Nicholas P. Hardeman, "Albert Gallatin Boone," *The Mountain Men and the Fur Trade of the Far West*, ed. by LeRoy R. Hafen (10 vols.; Glendale: Arthur H. Clark Co., 1965-1969), VIII, 39.
3. Barry, *Beginning of the West*, 1057-59, 1137-38.
4. *Ibid.*, 671.
5. *Ibid.*, 740.
6. Francis Whittemore Cragin Papers, manuscript in the Denver Public Library Western History Collection, *Early Far West Notebook*, v.8:18, original in Pioneer Museum, Colorado Springs, CO.
7. Barry, *Beginning of the West*, 1153.
8. *Ibid.*, 1206.
9. George W. Glick, "The Railroad Convention of 1860," *Kansas Historical Collections*, IX (1905-06), 470.
10. *The Westport Border Star*, July 15, 1859.
11. Maloy, *History of Morris County*, 13.
12. For an article about Malcolm Conn, see *Wagon Tracks*, Feb. 1987.
13. *The Westport Border Star*, October 20, 1860.
14. *Kansas City Enquirer and Star*, December 15, 1860.
15. *The Westport Border Star*, February 11, 1860.
16. Maloy, *History of Morris County*, 17.

17. *Ibid.*, 41.
18. Letter from M. Conn to S. N. Wood, Council Grove, KS, March 21, 1862, S. N. Wood Collection, Kansas State Historical Society.
19. Maloy, *History of Morris County*, 46.
20. Marc Simmons, *Following the Santa Fe Trail: A Guide for Modern Travelers* (Santa Fe: Ancient City Press, 1986), 82.



## CONVERSE OF THE PRAIRIES —BOOK NOTICES—

Nancy Short, Louise Taraba and Rölfe Teague, *Milestone's in Missouri's Past*. Missouri DAR. \$3.50. Order from Evelyn Kinkade, 1350 Heritage Place, Moberly, MO 65270.

In 1912 the Missouri DAR led the fight to have the Boone's Lick Road and the Santa Fe Trail designated as the cross-state highway which would become a link in the coast-to-coast highway. When this was approved by the Missouri State Legislature, the DAR placed 70 markers along the Trail in memory of the Santa Fe pioneers. These monuments are still in place and stand as silent tributes to honor those who helped open the West.

This booklet contains detailed descriptions of where to find each marker and a short historical account of the area. Some are towns; others are forts, landing sites, mills, taverns, springs, churches, schools, and even a salt lick. I have found this a valuable reference. To have this book is to have the history of Missouri and the eastern portion of the road to Santa Fe.

Jane Mallinson

Thomas B. Hall, *Medicine on the Santa Fe Trail*. 2nd ed. Dayton, Ohio, 1987. Pp. 160. Illus., notes, bibliog., index. Paper, \$7.50. Order from Friends of Arrow Rock, P. O. Box 124, Arrow Rock, MO 65320; 5 or more copies are \$4.00 each.

This second edition of Dr. Hall's *Medicine on the Santa Fe Trail* was released the week before the Hutchinson Symposium, where it was welcomed, especially after Dr. Peter Olch's presentation "Bleeding, Purging, and Puking in the Southwestern Fur Trade and Along the Santa Fe Trail."

This well-researched volume treats the medical history of the Trail and the history of the theories of treatment of various dis-

eases involved and the changes therein, culminating with Dr. Sappington's work with quinine. Chief among these diseases was malaria, and discussion of it and Dr. Sappington who discovered its cure make up the Introduction. Part One is the diary of Thomas B. Lester while he was surgeon for the First Regiment Illinois Volunteer Infantry during the Mexican War on the march from Fort Leavenworth to Santa Fe and at the Santa Fe General Hospital.

Part Two discusses the diseases themselves (typhoid, scurvy, smallpox, malaria, and others) and their treatment, with emphasis on malaria which was variously called ague, bilious fever, swamp fever, or chills and fever. The volume is more than medical history, for it contains material on the 19th-century Southwest, the Mexican War, and the Santa Fe Trail.

Dr. Thomas B. Hall III, son of the author, has made a few additions and generously donated this edition to the Friends of Arrow Rock for the furtherance of their restoration program, as did his father with the first edition.

Jean Tyree Hamilton

Marc Simmons, ed., *The Battle at Valley's Ranch: First Account of the Gettysburg of the West, 1862*. Sandia Park, NM: San Pedro Press, 1987. Pp. 40. Illus., map, bibliog. \$4.95 (plus 75 cents postage and handling). Order from San Pedro Press, P. O. Box 177, Sandia Park, NM 87047, dealer discounts available.

This handsome booklet is a reprint of the first published account of the Civil War battle on the Trail at Valley's Ranch (Glorieta Pass), taken from the *Santa Fe Gazette*, April 26, 1862. It reveals details of that decisive battle not available elsewhere. There is an introduction by Marc Simmons and illustrations by Jerry Love. Three of the illustrations are available as limited edition prints (8½" x 11") suitable for framing, at \$27.50 per set (order from Love Enterprises, NSR Box 188, Edgewood, NM 87015).

Other notices from that issue of the *Gazette* are included in this volume, as is a chronology of Civil War events in New Mexico. This is a welcome addition to the growing literature on the Battle of Glorieta which has received widespread attention with the annual re-enactment each June and the recent discovery of the graves of

the Confederates killed at the engagement.

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Jack D. Rittenhouse, *Trail of Commerce and Conquest: A Brief History of the Road to Santa Fe*. Woodston, KS: Santa Fe Trail Council, 1987. Pp. 30. Illus., map, bibliog. \$1.95 (plus 75 cents postage). Order from SFTAPub. Dept., P. O. Box 1, Woodston, KS 67675, dealer discounts available.

This reprint of Rittenhouse's introduction to his outstanding *The Santa Fe Trail: A Historical Bibliography* is the first publication of the Santa Fe Trail Association. Rittenhouse kindly donated this to the Association to help raise funds for its projects.

In addition to an excellent summary of Trail history, there is an introduction by Marc Simmons, a reproduction of Frank A. Cooper's famous map of the route, tables of distances for the Cimarron and the Mountain branches, and a list of suggested readings. This booklet is an excellent place for anyone to begin a study of the enchanting Trail.

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Kenyon Riddle, *Records and Maps of the Old Santa Fe Trail*. Rev. & enlarged edition. Stuart, FL: John K. Riddle, 1963. Pp. 147, with 8 foldout maps. Illus., maps. \$11.00. Order from John K. Riddle, 608 Ocean Dune Circle, Jupiter, FL 33458.

This is not a new book on the Trail, but anyone interested should know that it is still available. Originally published in 1949, this enlarged edition was printed in 1963. The large maps, in a packet with the volume of information collected about sites along the Trail, are helpful for following the historic road, especially in New Mexico. Serious Trail buffs and students will want to have this.

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Albert Pike, *Prose Sketches and Poems Written in the Western Country*, ed. by David J. Weber. Reprint edition. College Station: Texas A&M University Press, 1987. Pp. 300. Illus., map, index. Cloth, \$27.50; paper, \$14.95.

First published in 1834, reprinted by Calvin Horn in 1967 (edited by Weber), this valuable primary source of Pike's journey to Santa Fe in 1831-1832, along with poems and short stories, is again available. Pike was one of the first literate Anglos to visit north-

ern Mexico, and he provided insight about the land and people in spite of his strong prejudices. A portion of this volume traces Pike's venture on the Trail with Charles Bent's caravan in 1831. Students of the Southwest will welcome the availability of this regional classic and appreciate Weber's introduction and editorial contributions.

## POST OFFICE OAK —LETTERS—

Editor:

Students of the Santa Fe Trail may appreciate this offer. Jed Clauss, P. O. Box 1200, Mattituck, NY 11952, had to take some 70 bound copies of *The Santa Fe Trail to California: The Journal and Drawings of H. M. T. Powell*, edited by Douglas S. Watson, in a legal suit with the publisher. These copies are bound in full leather, with fold-out illustrations, etc. Selling price when on the market was \$295.00. Now the gentleman above wishes to rid himself of this product and is willing to sell them for \$95.00 each, plus postage. If you can get this information in your newsletter of November, I believe it would be of benefit to all involved. Please ask people who order to state "per John M. Carroll," so Mr. Clauss will know they are to go at the stated price. Thank you.

John M. Carroll  
P. O. Box 44  
Bryan, TX 77806

Editor:

As I read the last issue of *WT*, I realized that in my article "Santa Fe National Historic Trail—What Happens Next?" the reference to the Oregon National Historic Trail symbol should have been "covered wagon," not "wagon wheel." I apologize for any inconvenience this may have caused your readers.

Bob Kasperek  
1685 Miller St.  
Lakewood, CO 80215

Editor:

It has been my dream for the past decade to find documented evidence that my great-grandfather, Henry Watson, was a freighter on the Santa Fe Trail. We have many family stories but no direct proof. I am hoping there is someone out there among your membership or a chance reader who would have that evidence or know where I can find it. Unfortunately he did not read or write so

we have no diaries or written accounts.

These things we do know. He bought land in downtown Independence, MO, on the corner of Main just south of Short St. This was in 1841. We find from visiting that the Trail starts very near there. He sold the land in 1848 and was the wagonmaster of a train that went to California in 1849. We know this by documents of land purchases.

Were there companies that kept records of their freighters? If there are, where would they be and what were the names of the companies? I would appreciate anyone contacting me if they know of him or any records. I enjoy *Wagon Tracks* and being a member very much. Thank you.

Maxine Vanderburg  
2821 Lewis Drive  
La Verne, CA 91750

Gentlemen:

In clearing out my father's estate I came across a bunch of Franklin Mint solid sterling silver medals. One commemorates the 150th anniversary of the opening of the Santa Fe Trail and it has these words with a map of the Trail on one side; the other side shows a covered wagon, some settlers, a dog in front of a lake, and mountains in the rear. The workmanship on this proof is exquisite and the coin has never been opened. Should you know of anyone interested in this medal, I will sell it for \$10, plus \$2 for UPS insured shipping. I also have the coin in bronze. I have only one of each. Thank you for any assistance you may provide.

Col. L. L. de Corvent (Ret)  
8918 Royal Ridge Drive  
Fort Smith, AR 72903

## COUNCIL TROVE —DOCUMENTS—

### VOLUME OF TRADE

People often ask, "How many persons traveled the Santa Fe Trail?" Even an approximate figure, of course, is quite impossible to produce, owing to the lack of records. But in this regard, the following table provided by Marc Simmons is of some interest since it offers specific numbers of the volume of traffic in later Trail days. Josiah Gregg provided an oft-quoted table for the earlier period. This table was included in T. B. Mills, *Report on Internal Commerce of the United States*, which was printed as a House

Executive Document in 1889 [Serial Set 2738, p. 565].

Apart from this table, Mills mentions that in 1860 there were engaged in the Santa Fe trade 5,948 men, 2,170 wagons, 464 horses, 5,933 mules, and 17,836 oxen. His number of men certainly did not represent all the persons traveling the Trail that year. Stagecoach passengers and employees, for example, would not have been included. Yet, by noting the ratio of men to wagons, we can get a rough idea of the number of persons associated with the vehicles listed below. The figures for 1849 to 1859 appear highly suspect, and all the figures seem conservative when compared with other listings.

Year	Wagons	Merchandise
1846	750	\$825,000
1847-1848	1,100	\$1,125,000
1849-1859	1,200	\$1,150,000
1860	2,170	\$3,500,000
1861-1865	2,500	\$3,000,000
1866-1868	2,600	\$2,800,000
1869-1870	2,600	\$2,600,000
1871-1872	NA	\$4,500,000
1872-1879	NA	\$5,200,000

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#### ROLLING STOCK OF THE PLAINS

Mark Gardner located this piece in the *Westport Border Star*, June 23, 1860. So far as he can determine, it has never been reprinted.

In our issue of the 2nd ult., we referred somewhat at length to a particular branch of trade incident to the commerce of the plains and the mountains—the ready made clothing outfit of men engaged therein—and showed with statistics computed from authentic sources, that the amount of ready made clothing purchased annually by men who follow the plains for a livelihood amounted to \$270,000. In further considering the details of this commerce, we now purpose [sic] to furnish our readers with an abstract of the grandest feature of this overland traffic—the rolling stock of the prairies; and as this term, when applied to railways embraces the motive power, or their iron horses; we know no good reason why we should not use it in its most extended signification when applied to our over-land transportation and include the motive power, horses, oxen, and mules.

It will be recollected [sic] that our estimate of the number of wagons employed in hauling the merchandise yearly sent forward over the plains was five thousand, though as we said before, there are a number of old freighters who think this number far too small. But as we wish to be within bounds in any statements we may make, calculated to attract the attention of

business men, and perhaps enlist their capital, [sic] we give the number of wagons engaged in the transportation of freight across these plains to Mexico, the Forts, the Mountains and Utah, at five thousand, with a tonnage equal to 32,500,000 pounds. What these merchandise consists of, where purchased, and by whom sold and consumed will constitute the subject matter of another article, our object now being to give all the information possible about the rolling stock, and to so prepare that information as to enable our readers east or elsewhere, who may not be familiar with the plains and the mode of transport, to understand the subject.

A regular wagon of the first magnitude, capable of carrying 6,500 pounds is what we here call a "Santa Fe wagon," from the fact that so many trains of these wagons are continually leaving Westport and Kansas City for Santa Fe, New Mexico. During the spring and summer and part of the fall months we see hundreds of them every day, but as yet, have never attempted to furnish an accurate description of either wagon or train.

A large portion of these wagons are manufactured at St. Louis and at establishments in Indiana and Illinois, and are forwarded here by water. Within the year, however, a factory has been erected in our own city, under the immediate control and proprietorship of Mr. M. T. Graham, from whom we gather the following information concerning the construction of these "prairie schooners." — In this establishment there are four departments, employing in all thirty-five men, and turning out fifty-three wagons per month. The expense of keeping a concern of this character in "full blast" would be about \$200 per diem, or \$65,000 per year.

The material for the construction of a wagon is obtained mostly in the counties of Clay and Jackson, Missouri, Wyandotte county, Kansas, and Indiana, and is consumed into "shaped lumber" at the factory, when it then undergoes a seasoning process before being worked up. As in factories for the construction of locomotives, every thing is reduced to a system—as it is in these "shops," and in the various departments, machine shops, painting room, furnishing and trimming room, and lathe room, we find men engaged on some particular part of a wagon.

In looking through the shops we find a series of machines, that with the human hand and an arm of steam do all the work upon a wagon, the mortices, tenents, [sic] felloes, grooves, scrolls, etc., etc., and in addition to this a gang of knives that work in one of Daniel's planners give the finishing touch to all the axles, bolsters, tongues, and other heavy timber

about a wagon. — These machines consist of a morticer that in eighteen minutes make all the mortices for a set of hubs—a job that would occupy a man all day and even then he could not do the work with near the nicety and exactness that the machine does. Then comes the planer, spoke lath, upright drill, tenenting machine, the knives of which revolve three thousand times a minute cutting tenents of any size, felloe saws, scrolls saws, a swinging saw that cuts the lumber crosswise, and which is a most ingenious contrivance, four circular saws, grind-stones, and other machinery for finishing work. All of these machines are new and of the latest and best patterns, and after once witnessing the amount of labor they perform in a time that you can compute in minutes, one no longer wonders at the rapidity with which the steam machines turn out the strong and unwieldy looking wagons. Some of the dimensions of these wagons would surprise [sic] an Eastern man. The diameter of the larger wheel is five feet two inches, and the tire weights 105 pounds. The reach is eleven feet and the bed forty-six inches deep, twelve feet long on the bottom and fifteen feet on the top, and will carry 6,500 pounds across the plains and through the mountain passes. When ready for a voyage a wagon has an amount of rigging equal to many small water crafts. This consists of bows, yokes, ox bows, sheets, chains, ropes, extra spars in the shape of tongues, axles and bolsters, kegs, bolts, nuts and a number of tools.

Such in brief is a prairie wagon—one of the freight cars in the valley stock equipment of overland commerce. When merchandise is forwarded in these cars they go out in trains of from eighteen to thirty-three, and sometimes fifty wagons, and are propelled by a team of six yoke of strong and heavy cattle—stock that is accustomed to the plains, many trains, however, use mules and we can safely estimate this motive power at seventy thousand head of live stock—all mules and oxen. The value of the rolling stock is no less than \$3,000,000! More than equal to the rolling stock of some of the longest and best railroads in the Union. To keep this stock moving requires about six thousand men, including wagon-masters, teamsters, agents, &c., at a cost of \$180,000 a month, or \$2,160,000 a year.

These, then are some of the features and figures of a branch of business in the West, that is done over the great thoroughfares of the plains, creating a commerce that would be enhanced a hundred-fold by railway facilities.



## HELP WANTED

I am doing research on Indian trails in the Great Plains, including the set of trails that preceded and were transformed into the Santa Fe Trail. Unfortunately, documentation of these trails is very sparse. Therefore, information from SFTA members who have knowledge of such trails would be most welcome.

Dr. Donald Blakeslee  
Department of Anthropology  
Wichita State University  
Wichita, KS 67208

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To all museums along the Trail:

I have received information from the 20 museums along the Trail listed below, but I still need to hear from others for a set of brochures for the Santa Fe Trail Association on museums along the Trail. If you have not responded, please send information (include brochures if available). Your assistance is appreciated; please tell others who may not receive our newsletter.

Michael E. Duncan  
Mahaffie Historic Site  
P. O. Box 768  
Olathe, KS 66061

1. John Wornall House, Kansas City, MO.
2. McPherson County Old Mill Museum & Park, KS.
3. Kaw Mission Museum, Council Grove, KS.
4. Barton County Historical Society Museum & Village, Great Bend, KS.
5. Baca-Bloom Houses & Pioneer Museum, Trinidad, CO.
6. Bent's Old Fort NHS, La Junta, CO.
7. Santa Fe Trail Center, Larned, KS.
8. Grant County Historical Society & Museum, Ulysses, KS.
9. Kearny County Historical Museum, Lakin, KS.
10. Coronado-Quivira Museum, Lyons, KS.
11. Arrow Rock State Historic Site, MO.
12. Santa Fe Trail Museum, Springer, NM.
13. Hamilton County Museum, Syracuse, KS.
14. Big Timbers Museum, Lamar, CO.
15. Philmont Museums, Cimarron, NM.
16. United States Cavalry Museum, Fort Riley, KS.
17. Old Mill Museum, Cimarron, NM.
18. Boot Hill Museum, Dodge City, KS.

19. Fort Larned NHS, Larned, KS.
20. Jefferson National Expansion Memorial, St. Louis, MO.

## NEW SFTA MEMBERS

This list includes memberships received since the last issue up to November 2, when total memberships stood at 500; 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. Corrections are needed for the membership roster to be printed later this year. If you know of people who may be interested in the Association and are not on this list, please urge them to join. Everyone who joins for 1987 is a charter member. We thank you for your support.

### INSTITUTIONAL MEMBERSHIPS

Santa Fe Historical Society, P. O. Box 4904, Santa Fe, NM 87501  
Trinidad State Junior College, 600 Prospect St., Trinidad, CO 81082

### SUPPORTING MEMBERSHIPS

Andra Lea Aguirre, 1121 LaFayette NE, Albuquerque, NM 87106

### FAMILY MEMBERSHIPS

Lee & Annabel BeDillon, 211 W. Sherwood Dr., Payson, AZ 85541  
Bill & Kim Brennan, 1011 S. Jackson, Hugoton, KS 67951  
William G. & Nancy B. Buckles, Lab. of Anthropology, Univ. of So. Colorado, Pueblo, CO 81052  
Dr. & Mrs. O. R. Cram, 521 Carroll, Larned, KKS 67550  
Frank & Barbara Crane, 30702 Rainbow Hill Rd., Golden, CO 80401  
Charles & Wanda Duren, Airy Rock Trading Post, Box 22, Arrow Rock, MO 65320  
Frederick S., Beverly, & Aaron Friedman, P. O. Box 4036, Santa Fe, NM 87502  
Patrick R. & Maurine E. Hall, RR 1, Box 72A, Hutchinson, KS 67501  
Herb & Carol Hoerman, 121 Miller St., Carl Junction, MO 64834  
Marlysue & Tom Holmquist, 5792 S. Halstead Rd., Smolan, KS 67479  
Dr. & Mrs. David C. Jones, 9 Camino Pequeno, Santa Fe, NM 87501  
Foster & Naomi Jones, RR 2, Box 51, Walnut, KS 66780  
Carl E. & Laura Latschar, P. O. Box 1273, Salina, KS 67402  
John S. & Lucy R. Masterman, 415 E. 64th Terrace, Kansas City, MO 64131  
Doug & Mary McChristian, Fort Union National Monument, Wautous, NM 87753  
Bob & Olga Montgomery, 806 E. Johnson St., Garden City, KS 67846  
Henry Paul & Kathleen E. Nunes, 1951 Thomas Ave., Santa Fe, NM 87505  
Mike & Carolyn Patterson, 1600 5th

Ave., Fort Worth, TX 76104  
Francis & Darlene Peniston, RR 1, Easton, MO 64443  
Eunice & Richard Polgreen, 1401 Rockwell, Junction City, KS 66502  
Howard D. Servis, 3232 So. Clifton #510, Wichita, KS 67216  
Dale & Martha A. Shaeffer, 1615 Carlton Blvd., Jackson, MI 49203  
Drs. Marion M. & Joyce R. Sumner, 3011 B. Nutmeg Lane, Hutchinson, KS 67502  
Gene & Lynne Taylor, 1123 Vattier, Manhattan, KS 66502  
David & Janice Webster, 1204 Marquette NW, Albuquerque, NM 87102  
John E. & Janett Wiebe, 308 Central, Newton, KS 67114  
Morrison H. & Martha Wills, 3405 B Covington Ct., Hutchinson, KS 67502  
Timothy, Ann & Jason Zwink, 807 N. Sunset Dr., Alva, OK 73717

### INDIVIDUAL MEMBERSHIPS

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Mrs. F. A. Asendorf, 1010 S. Garrison, Carthage, MO 64836  
Beryl A. Asplund, 100 Circle Dr., Santa Fe, NM 87501  
Ava Betz, 8 Cedar Hills, Lamar, CO 81052  
Sue Binder, P. O. Box 877, Lamar, CO 81052  
Clyde W. Blackburn, Drawer B, Leoti, KS 67861  
Bert Blank, 398 7th, Phillipsburg, KS 67661  
Mary L. Briggs, 1070 Encantado Dr., Santa Fe, NM 87501  
Helen C. Brown, Box 1400, Elkhart, KS 67950  
J. Kenneth Bryant, 1695 S. Miami #202, Marshall, MO 65340  
Adrian Bustamante, Santa Fe Community College, P. O. Box 4187, Santa Fe, NM 87502-4187  
Louise F. Garcia Byrd, 11102 Bobcat NE, Albuquerque, NM 87122  
Rev. Sara J. Chandler, 109 Sand Hill Rd., South Windsor, CT 06074  
Barbara Clark, 16 S. Sherman, Liberal, KS 67901  
Don Coldsmith, RFD 5, Emporia, KS 66801  
Linda Kay Colle, 724 Penn Dr., McPherson, KS 67460  
Clarence E. Crom, 2241 Camino Carlos Rey #22, Santa Fe, NM 87505  
Garry Cundiff, #75 Mont Blanc, Lake St. Louis, MO 63362  
Nancy Dahl, Rt 9, Box 88B, Santa Fe, NM 87505  
William C. Daugherty, P. O. Box 304, Lakin, KS 67860  
Katherine Davis, 601 E. Ellsworth, Apt. 4, Denver, CO 80209  
Verna Detrich, Box 589, Chapman, KS 67431  
Sandra M. Doe, 2309 S. Ogden, Denver, CO 80210  
Claudia Finley, Box 59, Garden City, KS 67846  
Mrs. John Fontron, 3100 D Nutmeg Lane, Hutchinson, KS 67502  
Richard R. Forry, 205 S. 6th St., Arrow Rock, MO 65320

Pauline E. Fowler, 3122 Santa Fe Road, Independence, MO 64055  
 Marcia Fox, RR 3, Box 42, Wamego, KS 66547  
 Karla French, P. O. Box 632, Ulysses, KS 67880  
 Steven Frost, 520 Summit, Garden City, KS 67846  
 Michael Fuqua, 824 Wabash, Olathe, KS 66061  
 Jerry Garvert, 2608 Carriage Lane, Garden City, KS 67846  
 Barbara German, Box 212, Arlington, KS 67514-0212  
 Fran Greene, 303 W. 30th, Hutchinson, KS 67502  
 William W. Gwaltney, 26794 Road Y, La Junta, CO 81050  
 Flo Hooton (Mrs. D. E.) Gates, 3607 Bella Vista Dr., Midwest City, OK 73110  
 Weldon L. Green, 911 S. 6th St., Lamar, CO 81052  
 Dr. Thomas B. Hall III, 2402 W. 71st Terrace, Shawnee Mission, KS 66208  
 Keith Hayes, 2902 Meadow Lake Dr., Hutchinson, KS 67501  
 William E. Hill III, 12 Conchas Loop, Santa Fe, NM 87505  
 John Irvin, 1805 Polk St., Chillicothe, MO 64601  
 J. P. Jeffress, 708 Rietman, Amarillo, TX 79108  
 Kathy Kajinami, Box 616, McPherson, KS 67460  
 Cindy Koester, 733 Mississippi, Lawrence, KS 66044  
 Samuel Larcombe, Rt. 3, Box 106-A, Santa Fe, NM 87505  
 F. Dean Lillie, 107 Radio Dr., Trinidad, CO 81082  
 Virginia Lupfer, 423 W. 4th St., Larned, KS 67550  
 Benjamin C. Mahrle, 5001 W. Lemon St., Tampa, FL 33609  
 Max B. Marrs, NSR 2, Box 42, Edgewood, NM 87015  
 Bob Mills, 924 Main, Halstead, KS 67056  
 D. William Neal, 8629 Shannon Way, Wichita, KS 67206  
 Charles H. Pitts, 106 Palomino, Amarillo, TX 79102  
 LaRue D. Rains, 845 N. Parkwood, Wichita, KS 67208  
 Edward C. Reish, P. O. Box 1448, Lamar, CO 81052  
 Arvilla Riegel, 205 First, Lakin, KS 67860  
 Nancy Robertson, P. O. Box 1516, Raton, NM 87740  
 Shirley Schmidt, 510 E. 14th, Hutchinson, KS 67501  
 Harriet Schroder, 1401 Laramie, Manhattan, KS 66502  
 Capt. Larry C. Skogan, Qtrs. 4516A, USAF Academy, CO 80840  
 Rhoda Spear, Box 175, Baldwin City, KS 66006  
 John M. Stratton, 511 N. 2nd, Lindsborg, KS 67456  
 Thomas W. Sullivan, 919 Park St., Trinidad, CO 81082  
 Ann Tate, Box 69, Lakin, KS 67860  
 Helen Poole Tonish, 1390 W. 6th Ave., Broomfield, CO 80020  
 Ellen B. Walker, Kansas Cosmospere, 1100 N. Plum, Hutchinson, KS 67501

Gary Weaver, 551N. Murlen #306, Olathe, KS 66062  
 G. W. Wells, 4227 Westport, Wichita, KS 67212  
 Joyce Wells, Griggs Rt. 1, Box 89, Texhoma, OK 73959  
 Sherm Williams, 1922 S. Santa Fe, Vista, CA 92083  
 Margaret Wolf, 310 Sunflower, Lyons, KS 67554

## MEMBERSHIP SUMMARY

### BY CATEGORY:

Life	2
Institutional	7
Patron	1
Supporting	14
Family	149
Individual	327

### BY STATES:

Kansas	200
Colorado	103
New Mexico	81
Missouri	37
Oklahoma	17
Texas	17
California	12
Nebraska	4
Connecticut	3
New York	3
Arizona	2
Illinois	2
Massachusetts	2
Michigan	2
Ohio	2
Washington	2
Wisconsin	2
Alaska	1
Florida	1
Georgia	1
Indiana	1
Maryland	1
New Jersey	1
Pennsylvania	1
South Dakota	1
Tennessee	1

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

Leo E. Oliva  
 RR 1, Box 31  
 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

## BACK ISSUES AVAILABLE

Every member is to receive all issues of *WT* printed during the year of membership. If you have not received your issues, contact the editor. Additional copies of back issues may be purchased for \$1.00 per copy postpaid. <

## 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 February, so send information for March and later. Thank you.

**Nov. 9, 1987:** State Land Office, 310 Old Santa Fe Trail, Santa Fe, NM, 7:00 p.m., NPS public meeting on Santa Fe National Historic Trail.

**Nov. 10, 1987:** NM Highlands Univ., Kennedy Lounge, University Ave., Las Vegas, NM, 7:00 p.m., NPS public meeting on Santa Fe National Historic Trail.

**Nov. 11, 1987:** Clayton High School, Wood Auditorium, 7th & Pine, Clayton, NM, 7:00 p.m., NPS public meeting on Santa Fe National Historic Trail.

**Nov. 12, 1987:** Massari Performing Arts Center, State & Pine Sts., Trinidad, CO, 7:00 p.m., NPS public meeting on Santa Fe National Historic Trail.

**Nov. 13, 1987:** Otero Junior College, Student Center, La Junta, CO, 7:00 p.m., NPS public meeting on Santa Fe National Historic Trail.

**Nov. 16, 1987:** Hilton Inn, 1911 E. Kansas at Campus Dr., Garden City, KS, 7:00 p.m., NPS public meeting on Santa Fe National Historic Trail.

**Nov. 17, 1987:** Fort Larned NHS, Highway 156, Larned, KS, 7:00 p.m., NPS public meeting on Santa Fe National Historic Trail.

**Nov. 18, 1987:** United Methodist Church, 21 N. Mission, Council Grove, KS, 7:00 p.m., NPS public meeting on Santa Fe National Historic Trail.

**Nov. 19, 1987:** Sermon Community Center, Truman and Noland Rds., Independence, MO, 7:00 p.m., NPS public meeting on Santa Fe National Historic Trail.

**April 30-May 1, 1988:** Santa Fe Trail Tour from Council Grove to Stone Corral. Contact Elaine Simmons, Barton County Community College, Great Bend, KS 67530.

**Aug. 5-14, 1988:** Santa Fe Trail Tour from Fort Osage, MO, to Santa Fe, NM. Contact Leo E. Oliva, Heritage Tours, P. O. Box 1, Woodston, KS 67675.

Unfortunately, the schedule for the Smithsonian Traveling Exhibition of "The Santa Fe Trail: Photographs by Joan Myers" was not received in time for inclusion in this issue. The exhibit will be at the No Man's Land Museum, Goodwell, OK, until November 22 and at the the Colorado History Society, Denver, until December 3. The schedule for 1988 has been requested. <

## LAST CHANCE STORE

The Last Chance Store offers Trail items for sale, and the profits help fund SFTA projects. Some of these items were available at the Hutchinson Symposium and still bear the name "Council" instead of "Association." Discounts for quantity orders are available on some items. All prices include tax and shipping charges. Prepayment is required on individual orders; institutions will be billed.

### Books:

#B-1: Rittenhouse, *Trail of Commerce and Conquest* .....\$2.70

#B-2: Oliva & Oliva, *Santa Fe Trail Trivia* .....\$3.70

#B-3: Colorado Historical Society, *The Santa Fe Trail: New Perspectives* .....\$5.50

Printed T-Shirts .....\$10.00

#S-1: "The Santa Fe Trail Lives On!" available on gold shirt in adult sizes S, M, L, XL

#S-2: Map of the Santa Fe Trail available on tan shirt in youth sizes M & L, adult sizes S, M, L, XL

#C-1: Caps .....\$5.00  
—gold with "Santa Fe Trail Lives On!", one size fits all

#C-2: Visors .....\$4.00  
—gold and white with "Santa Fe Trail Lives On!", one size fits all

#A-1: Bumper stickers with "Santa Fe Trail Lives On!" .....\$1.25

Send orders to:

**LAST CHANCE STORE**  
**P. O. Box 1**  
**Woodston, KS 67675**

## FROM THE EDITOR

It hardly seems possible that we are beginning the second year with a membership of 500 and a new name. The enthusiasm shown throughout the past year, especially at Trinidad and Hutchinson, supports the theory that the Trail is contagious as well as fascinating, alluring as well as inspiring. The growth of the Association is encouraging, but its viability depends on how many members renew their affiliation, seek additional members, and get involved in Trail activities.

The continual increase in size and circulation of *Wagon Tracks* has almost exceeded this editor's talents and time, but it seems essential to do as much as possible during the formative years. It has been a learning experience. The splendid cooperation of several people who contribute to these pages, some of whom remain unidentified, is much appreciated. It would be helpful if more people along the Trail would share information about local happenings; it remains true that we cannot report about something we don't know.

In addition to *WT*, we have published the first booklet for the Association, thanks to Jack Rittenhouse. I hope there will be more such publications to help spread the word about the Trail and its captivating history. The Kansas State Historical Society has offered to publish some of the papers presented at Hutchinson. Board member Mark Gardner is editing an issue of *Journal of the West* devoted to articles about the Trail. The Trail does live on,

and it offers high adventure.

Happy trails!

—Leo E. Oliva

## SANTA FE TRAIL TOUR

August 5-14, 1988

Enjoy a guided tour of the historic Santa Fe Trail from Fort Osage, Missouri, to Santa Fe, following the Cimarron Route and returning via the Mountain Route, with first-class accommodations along the way. The tour begins and ends at the Kansas Museum of History in Topeka. Co-sponsors include the Santa Fe Trail Association, Kansas State Historical Society, Santa Fe Trail Center, and Kansas Heritage Center. Price is \$475 for the nine-day trip. Children accompanying two adults may go for \$295. College credit, 1-3 hours undergraduate or graduate, is available through Fort Hays State University. The course is taught by and the tour is escorted by Leo E. Oliva. For further information, contact:

## HERITAGE TOURS

P. O. Box 1  
Woodston, KS 67675  
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**WE NEED YOU!**



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