

Wagon Tracks

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Santa Fe Trail Association

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WAGON TRACKS

Quarterly Publication of the Santa Fe Trail Association

volume 31 ♦ number 4 August 2017



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Diaries of Smith Archibald Sayre ♦ page 14

Juan de Dios Maese: New Mexican Leader 1821 - 1852 ♦ page 17

Who Was John Perry Sellar? ♦ page 22₁

On The Cover: Steamboat Arabia Sinks

Artwork courtesy of Arabia Steamboat Museum

Visitors to the Arabia Steamboat Museum in Kansas City, Missouri, during the Santa Fe Trail Association Symposium will view a boatload of everyday objects that made life possible for pioneers in the 1800s. It is the largest single collection of pre-Civil War artifacts in the world.

The Steamboat Arabia was one of many casualties of the perilous Missouri River. The Mighty Missouri, as it was often called, is the longest river in the United States and has claimed nearly 400 other steamboats over its 2,500-mile course. In September 1856, the Arabia was carrying more than 200 tons of cargo intended for general stores and homes in 16 mid-western frontier towns. The steamer was still fully loaded when it hit a tree snag and sank just six miles west of Kansas City. Due to erosion, the Missouri River changed course over time, and the Arabia was buried underground for over a century, along with all of its precious cargo. Lying 45 feet beneath a Kansas cornfield, the Arabia's payload was protected from light and oxygen and was thus remarkably well preserved.

Using a metal detector and old maps to guide the search, an amateur archaeologist began the search for the lost steamer. After they located the boat a half-mile from the present river's course, five men and their families began the adventure of a lifetime, re-covering the Steamboat Arabia.

In 1991 the Arabia's cargo was transformed into the Arabia Steamboat Museum, showcasing the ship's cargo: fine china, carpentry tools, children's toys, the world's oldest pickles, and more. Portions of the steamboat are also displayed.

from the website of the museum, <http://1856.com/>

For additional information on how steamboat traffic related to the Santa Fe Trail, read Sonie Liebler's article "Steamboat Arabia" published in the August 1995 issue of *Wagon Tracks*. It can be found online at www.santafetrail.org under the Publications tab, then Online, and look for Vol. 9.

About the Santa Fe Trail Association

The mission of the Santa Fe Trail Association is to protect and preserve the Santa Fe Trail and to promote awareness of the historical legacy associated with it.

Follow us online at www.santafetrail.org,
Facebook, Twitter, Pinterest and YouTube



Wagon Tracks, the official publication of the Santa Fe Trail Association (SFTA), publishes well-researched and documented peer-reviewed articles relating to the Santa Fe Trail. Wagon Tracks is published in February, May, August, and November. Deadlines are the 10th of the month prior to publication. Queries are welcome. Complete submission guidelines are posted at www.santafetrail.org. Although the entire issue of Wagon Tracks is copyrighted in the name of the Santa Fe Trail Association, copyright to each article remains in the author's name. Articles may be edited or abridged at the editor's discretion.

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WAGON TRACKS

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Durham Santa Fe Trail Ruts from 1,500 feet, looking SW from Falcon Road between 270th and 280th Rds. See Larry Justice's article on page 4.

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As I See It



There is nothing new in the world except the history you do not know.

Harry S. Truman (BrainyQuote.com)

On Thursday, May 25, of this year, I was afforded the unique opportunity to board a Cessna airplane with my friend Don Anderson, who arranged for the two of us to fly over the Santa Fe Trail in the Marion and McPherson County areas. Don is a member of the Santa Fe Trail Association and the Cottonwood Crossing Chapter. Having spent a part of his early life in the Canton, Kansas, area, he was interested in seeing the Trail at the location of his roots.

The flight was arranged through Bevan-Rabell, Inc. of Wichita and through Don's pilot friend Hal Perky, along with student pilot Sarah Johnson, Director of Marketing at Bevan-Rabell, Inc. We took off from Wichita's Dwight D. Eisenhower National Airport, flying northeast toward the community of Marion, Kansas. Flying at 3,000 feet, Sarah piloted our plane over Marion then headed southwest toward Durham and Canton. We used several means of locating the SFT including the Santa Fe National Historic Trail Comprehensive Management and Use Plan, produced by NPS, and visual recognition. And, we used a healthy amount of guesswork.

At roughly 1,500-2,000 feet, we

spotted evidence of the Trail at Tampa, Kansas. We were able to see the swales as they enter the cemetery on the northeast corner of the town. We circled the cemetery twice to be sure we could get a good look at the Trail remnants. From Tampa, we headed toward the Lehigh/Durham area. Our guesswork involved identifying the town names by reading the faded paint on the community grain elevators. After we identified Durham, the excitement in our four-seater (really it is a three-and-a-half seater) plane grew as we began to identify the Durham ruts and the blowouts. Being certain to avoid a radio transmission tower, Sarah was the first to see the ruts.

After seeing some cattle grazing near railroad tracks, I suggested we fly back toward the west over the cattle. This was when Don and I and our novice Santa Fe Trail pilot and instructor got really excited. Sarah and Hal decided we needed to see these ruts several more times – at least three passes. The photo on page 3 displays the Durham Ruts from roughly 1,500 feet altitude. From there we headed toward Canton. While flying in the vicinity of Canton, we saw the DAR marker on the road heading south, and the gravesite east of Canton of teenager Ed Miller, who was on a mission of mercy and was killed in July 1864 trying to reach Fuller's Ranch south of Galva. [See Miller's story in the February 1996 and November 2002 issues of *Wagon Tracks*.]

The following Tuesday, I drove back to Bevan-Rabell, Inc. to pay our bill for the flight. Sarah met me and introduced me to one of the employees, whose family owns the land where the DAR marker and the grave are located. He told me his family bought the land in 1866, two years after the Ed Miller incident.

What does this unique opportu-

nity teach us about preservation of the SFT? The opening quote from President Truman emphasizes the importance of adventures like our flight over the SFT and making certain those remnants of the Trail are preserved in perpetuity. All of us have a vested interest in the Trail or we would not now be members of the Santa Fe Trail Association. But we also have a responsibility to tell people about the Trail and invite people of all ages and backgrounds to join us in preserving America's first international trade route.

Astronomer Seth Shostak states:

"Exploration is an oft-lauded human activity, and one that resonates in the same way that music and good stories do. It's hard-wired into our species (and into many others), no doubt because it has survival value. Exploration occasionally rewards those who accept its risks, usually with new resources."

(BrainyQuote.com) His statement magnifies our experience in that small plane. Mankind naturally has an affinity for exploration, and that is exactly the purpose for this flight. To explore the Trail drives most of us, because we want to see what we have not seen before. We want to experience what we have not experienced in the past. And we want our memories to be enhanced. So, my question is simple. What hinders our efforts to draw new explorers into our ranks of the SFTA?

My good friend Don Anderson invited me to join him for a unique experience of seeing the Trail from a different perspective. I am confident that every single member of the SFTA can invite a friend, a family member, a child, a school group, a business man/woman to see what so many of us hold as a unique National Treasure. To preserve this National Treasure for future generations, you and I must be diligent to champion the Trail to others who can and will invest in the future. ♦

Joanne's Jottings by Joanne VanCoevern, Association Manager



(This is part 3 of the update on the Santa Fe Trail Association's goals and projects undertaken as our part in the "Decade for the National Trails: 2008–2018" initiative created by the Partnership for the National Trails System (PNTS) and American Trails. In anticipation of the 50th anniversary of the National Trails System Act in 2018, the "Decade Goals" initiative provides guidance for trails groups to prepare our trails to meet the needs of the public.)

In this issue of *Wagon Tracks*, we continue with Decade Goal 1: to raise public awareness of the National Trails System so that it becomes well known to every citizen and community in the United States. In addition to the kiosk projects, wayside exhibits and signage, the SFTA decided to promote the SFNHT through various forms of media, including our award-winning quarterly publication, *Wagon Tracks*.

Wagon Tracks has been SFTA's top media priority since we were formed in 1986 and is our primary benefit of membership. The publication provides a platform to share news and activities that happen along the Trail, and is SFTA's primary venue to share research and information about the Trail and those who used it. Throughout our existence, SFTA has been very fortunate to have excellent editors to bring *Wagon Tracks* to reality four

times a year. For the first 25 years, Leo Oliva did a fantastic job as the editor, and currently the editorship is in the very capable hands of Ruth Friesen. SFTA gratefully acknowledges the efforts that these two individuals have made in keeping SFTA connected and bringing our members information about the Trail. With *Wagon Track's* expanded online presence, our quarterly journal can be accessed by anyone.

Along with *Wagon Tracks*, the SFTA board has maintained their commitment to educating the public about the Santa Fe Trail through a variety of other media forms including our website. The publications committee of the SFTA oversees the design and content of our website and continues to add information. The website also serves as a communication tool between SFTA and our chapters, as well as our members and the general public. In addition, the website provides a link to our other media forms including Facebook, Pinterest, and our e-Blast.

Rod Podszus is the SFTA's volunteer editor of the e-Blast that provides information on a weekly basis. Rod Podszus has been working with Linda Colle, chair of the interpretation committee, to provide our readers with a new way each week to "Discover" the Santa Fe National Historic Trail. A "hashtag," or sorting tool, has been registered and can be located by typing in #discoverSFNHT. The e-Blast connects with our Facebook page and Pinterest board as another way to help the public learn about the trail through our active social media program.

Bringing new users to the Trail and educating them about the Trail are two results of SFTA's Junior Wagon Master program and the Santa Fe National Historic Trail GeoTour. The Junior Wagon Master program was created in cooperation with the NPS through a Challenge Cost Share grant

and is designed with age-appropriate activity booklets divided into four sections of the Trail. Youngsters completing activity sheets are rewarded with a patch for each of the four sections. Janet Armstead, SFTA volunteer, is the current director of the program.

On April 15, 2013, SFTA launched one of our most successful programs designed to bring new visitors to the Santa Fe Trail—the Santa Fe National Historic Trail GeoTour. This launch fulfilled one of SFTA's goals from our Strategic Plan, as well as our goals to promote education about the Santa Fe Trail and to increase the use of social media. Funding for the GeoTour has been through our task agreement with the NPS. As participants of the GeoTour log their comments onto each site's webpage, we are able to read their impressions of the Trail. Many are thankful that the SFTA brought them to the Trail through the GeoTour and are excited to learn about the history associated with the Santa Fe Trail.

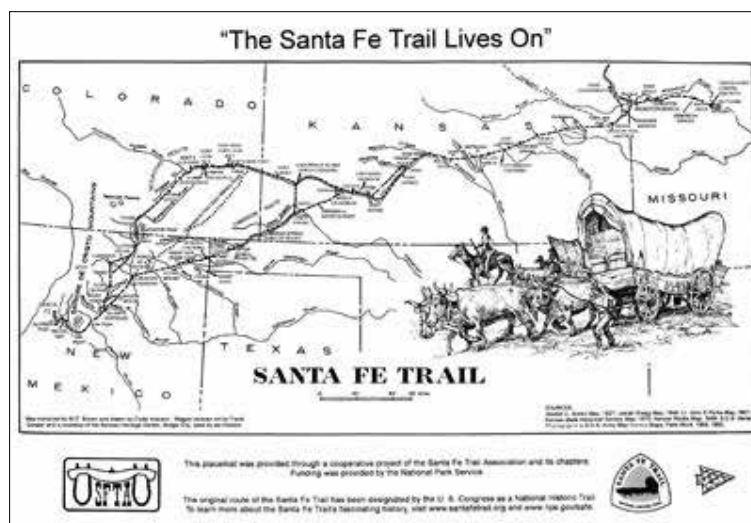
SFTA chapters and volunteers have helped raise awareness about the Trail through their support and attendance at meetings, conferences, and conventions to promote the SFNHT and the SFTA. Volunteers have provided information by setting up information booths at local and/or regional events.

Some of the more popular items provided at these information booths are the Santa Fe Trail placemats with a map of the Trail on one side and educational activities designed for youth on the reverse side. The placemats were created with the urging of the NPS and are requested by teachers, museums, librarians, and our chapters. Many SFTA events used these placemats, and often you could see attendees discussing a site or an incident that occurred along the Trail, using the placemat as a visual aid. This very popular educational tool will soon become a collector's item, as SFTA

Joanne's Jottings, cont.

has been informed that NPS will no longer fund the printing of them.

2017 will mark the 31st time that SFTA has provided an educational conference designed to engage the public in Santa Fe Trail-related topics. This gathering, a Symposium in odd-numbered years and Rendezvous held in even-numbered years at Larned, has been a highlight of our organization since it was formed. It continues to introduce new attendees to the history of the Trail, thus helping us to fulfill Decade Goal 1 – to raise the public awareness of the National Historic Trails System, and the Santa Fe Trail. ♦



Santa Fe Trail Placemat

Eclipse Along the Santa Fe Trail

By Ruth Friesen

On August 21, 2017, a total solar eclipse will transit across a wide swath of the United States. Those living in the Kansas City and far northwest Missouri areas, including Arrow Rock and St. Joseph, Missouri, are directly under the total eclipse path. Darkness will last about 2 minutes and 41 seconds at 1:10 p.m. at Arrow Rock in the direct path. On either side of the direct path, the sky may darken a bit, but even with 90 percent eclipse, the day will be just slightly dimmed. For information see <https://eclipse2017.nasa.gov/>

Would Santa Fe Trail travelers have seen a total solar eclipse? A search of the NASA website <https://eclipse.gsfc.nasa.gov/SEcat5/SE1801-1900.html> found four possible sightings.

On November 30, 1834, a total eclipse passed over central Kansas. See <https://eclipse.gsfc.nasa.gov/SEsearch/SEsearchmap.php?Ecl=18341130>. It would have passed over Lyons, Kansas, at 12:39 p.m. Be aware that the times shown on the website chart are Universal Time and need to be converted to

Central Standard Time. Deduct six hours from the time given in the chart for approximate times. Time zones were created in 1883, so no differential for Mountain Standard Time needs to be taken, nor was there daylight savings time.

On July 29, 1878, folks at La Junta and the Oklahoma Panhandle would have seen a total eclipse at 4:38 p.m. See <https://eclipse.gsfc.nasa.gov/SEsearch/SEsearchmap.php?Ecl=18780729>

On October 19, 1865, an annular solar eclipse could be seen on a similar path as this year's eclipse, and folks in Arrow Rock and St. Joseph, Missouri, were a bit north of the exact center line of the path. They would have seen it at 8:54 a.m. See <https://eclipse.gsfc.nasa.gov/SEsearch/SEsearchmap.php?Ecl=18651019> An

annular eclipse occurs when the sun is not totally covered by the moon. At totality, the moon is centered on the disc of the sun, and a bright ring, called the ring of fire, appears around the moon. One of these occurred in May 1912, which was visible in Albuquerque, New Mexico.

On August 7, 1869, a total solar eclipse could be seen northeast of St. Louis, not directly on the Santa Fe Trail. See <https://eclipse.gsfc.nasa.gov/SEsearch/SEsearchmap.php?Ecl=18690807>.

Can any *Wagon Tracks* readers find historical references to these events in diaries or journals?

Thanks to astronomer Dee Friesen for finding these links and providing background information. Graphic courtesy <https://eclipse2017.nasa.gov/> ♦



Partnership for the National Trails System

Will-Clifton Succeeds Marshall

by Larry Justice, President, SFTA

Every successful organization demonstrates its value when quality people are replaced by quality people. The Santa Fe Trail Association has reached just such a situation. Effective July 1, 2017, Marcia Will-Clifton will begin representing the Santa Fe Trail Association with the Partnership for the National Trail System (PNTS). Marcia brings a background of experience with the National Park Service, most recently at the site of the Sand Creek Massacre of 1864 in eastern Colorado. It is my honor to appoint Marcia as our PNTS representative. I believe we will not miss a step working toward the growth of SFTA and encouraging our interaction with other Trail organizations and our representatives in Washington, D.C.

With Marcia coming on board with us, we extend a hearty "Thank You" to Ross Marshall for his years of dedicated service with SFTA and PNTS. His diligent work has increased our visibility both in our five-state region and with those who serve in Washington. I might add that Ross has been a good friend and mentor as I continue to learn the ropes of serving as your President.

So, to Marcia we say "Welcome." We are looking forward to working together to carry on the work of the Santa Fe Trail Association and the PNTS. We have a great future ahead. And to Ross, we say thank you so very much for all you have done, are doing, and will continue to do. You continue to be an integral part of SFTA and PNTS life. ♦

Kaw Mission Council Programs Focus On The Santa Fe Trail

October 8, 2017: "Archaeological Investigations at the Last Chance Store" presented by Bob Blasing, Principle Investigator for the 2016 Kansas Historical Society Field School, Retired Area Archaeologist for the Bureau of Reclamation. Sponsored by the Friends of Kaw Heritage, Inc. and the Kansas Historical Society. Open to the public with free refreshments.

November 12, 2017: "Woman Writers of the Santa Fe Trail" presented by Leo Oliva, Santa Fe Trail historian, author, and former professor at Fort Hays State. Sponsored by the Friends of Kaw Heritage, Inc. and the Kansas Historical Society. Open to the public with free refreshments.

To learn more, visit www.kshs.org/p/kaw-mission-exhibits/11857 or call 620-767-5410.

Patriotism, Transition and Webinars

By Marcia Will-Clifton

This is my first article for *Wagon Tracks* as I was appointed Representative to PNTS for the Santa Fe Trail Association by President Larry Justice on July 1, 2017. Yesterday my husband, Alan Clifton, and I had the opportunity to celebrate an old-fashioned 4th of July in Cheyenne, Wyoming, with my brother, Gordon Beale. The fireworks were amazing, best ever, and great country music included a tribute to servicemen and women from all branches of the military. I was so proud of my brother, a Navy veteran, and all the happy families celebrating together for our nation's birthday. Patriotism is in my heart as I begin my new role for the Santa Fe Trail Association.

Ross Marshall and I have been working together for a number of months on the transition for this position. I attended the "Hike the Hill" event in Washington, D.C. in February 2017 and listened in on the Leadership Council and Board of Directors meetings for the Partnership. I have been on the Board and Leadership Council conference calls and more are scheduled. PNTS continues to implement upgrades and changes with their new strategic plan adopted in Washington, D.C. this past February, even though federal funding for agencies and trails has tapered off a little bit.

The PNTS has an ongoing training program including monthly webinars. The April topic focused on the 50th anniversary of the National Trails system. Ross will be serving on the anniversary committee and will keep us up-to-date on all the exciting activities planned. The May topic was a re-cap of the North Country Trail's "Hike 100 Challenge... Learning & Best Practices." We hope to plan 50th Anniversary events for the Santa Fe Trail, and this webinar gave us great ideas on turning challenge participants into new members for the North Country Trail, which we could apply to our SFTA activities.

June 1, 2017, was the official launch of the #Find Your Way by Federal agencies and non-profit partners to celebrate the 50th anniversary in 2018 of the National Trails System and the Wild and Scenic Rivers Act. As June 3, 2017, was National Trails Day, I just had to get to Rocky Mountain National Park and hike the Bear Lake Trail. The altitude (9,500 ft.) winded me a little, but it was wonderful to see families on the many trails that start from Bear Lake. Instagram photos should be available soon from this event.

**October 10 is the submission deadline for
the November issue of Wagon Tracks.**

SYMPOSIUM 2017 FEATURES STAGECOACH STOP

September 27-30 In Olathe, Kansas

The symposium day at the Mahaffie Stagecoach Stop and Farm is drawing much interest from registrants. An entire day will be spent at the location on Friday, September 29 from 9 a.m. to 4 p.m. Other special Symposium activities are the night at the Arabia Steamship Museum and Lexington bus tours, which are rapidly reaching capacity, so it is important for you to get your registrations made today.

At the Mahaffie Stagecoach Stop and Farm, our partners from the National Stagecoach and Freight Wagon Association will be on hand to discuss the various types of wagons and harness that were used on the Santa Fe Trail in the mid-1850s. Renowned wagon masters Rawhide Johnson, David Sneed, Doug Hansen, and Greg VanCoevern will demonstrate each of the wagons and relate how they were used on the Santa Fe Trail. Greg Hunt will demonstrate various types of harnesses and how the needed repairs would have been made on the trail.



Santa Fe Trail mudwagon at Mahaffie Stagecoach Stop

Thanks to their living history program, the Mahaffie Stagecoach Stop and Farm is the only “working” stagecoach stop left on the Santa Fe Trail. Owned and managed by the City of Olathe, Kansas, through its Parks and Recreation Department, Mahaffie is also the only stagecoach stop left on the Santa Fe Trail that is preserved as a museum for the public. Mahaffie is recognized by the National Park Service as a certified component of the Santa Fe National Historic Trail and is also a partner in the Freedom’s Frontier National Heritage Area.

Guest speakers will offer a number of presentations at Mahaffie on Friday. The 1865 Mahaffie farmhouse will be

open to visit, with featured activities including wood stove cooking demonstrations and rides in both a reproduction Concord-style stagecoach and an original mud wagon stagecoach. Demonstrations of working oxen with site bovines, Dan and Davy, will also be presented.



Oxen at Mahaffie Stagecoach Stop

The site includes the stone home built by the Mahaffies in 1865, which served as both their farmhouse and a country inn/tavern on the Santa Fe Trail. Other buildings include the original ice house and a small barn, along with a blacksmith shop, chicken coop, smokehouse, and livestock shelters built in recent years. The large Agricultural Heritage Barn features space to care for and exhibit the Mahaffie livestock, wagons, and farm implements, along with more information on the Mahaffie farm operation. The site’s visitor center, built in 2008, features exhibits telling the stories of the Mahaffie family, Olathe in the 1860s, stagecoach travel, and the western trails. Archaeological artifacts recovered from the Lone Elm campground are included in the exhibits.

To register for the Symposium go to www.santafetrail.org and sign up online to pay by credit card at the Last Chance Store, or print a registration form and mail it to the address shown at the bottom of the form. Registration forms were printed in the May issue of *Wagon Tracks*.

For more information contact Larry Short at ldshort@com-cast.net or Roger Boyd at roger.boyd@bakeru.edu ♦

NEWS FLASH

The late fees for Symposium registration have been eliminated. But register soon to get the activities you choose.

Olathe Hotel Information

For Santa Fe Trail Association Symposium

September 27-30, 2017 - Olathe, Kansas

Meetings will be held at Olathe Community Center (1205 E. Kansas City Road, Olathe) and Mahaffie Stagecoach Stop-Farm (1200 E. Kansas City Road, Olathe). No hotel room blocks have been reserved. Some hotels closest to these sites:

Name	Address	Phone #	Std. Price
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\$50-\$75

Motel 6	1501 S. Hamilton Circle, Olathe	(913) 397-9455	\$ 51
Rodeway Inn & Suites	211 N. Rawhide, Olathe	(913) 782-4343	\$ 57
Days Inn Olathe Med. Center	20662 W. 151st, Olathe	(913) 390-9500	\$ 62
Econo Lodge	209 E. Flaming Rd, Olathe	(913) 829-1312	\$ 67

\$80-\$110

Hawthorn Suites	11400 College Blvd, Overland Park	(913) 624-3981	\$ 85
Quality Inn & Suites	15475 S. Rogers Rd, Olathe	(913) 948-9000	\$ 92
Candlewood Suites	15490 S. Rogers Rd, Overland Park	(913) 768-8888	\$ 99
LaQuinta Inn & Suites	20570 W. 151st, Olathe	(913) 254-0111	\$104

\$120-\$190

Best Western Plus	1580 S. Hamilton Circle, Olathe	(913) 440-9762	\$120
Fairfield Inn & Suites	12245 S. Strang Rd, Olathe	(913) 768-7000	\$125
Hampton Inn	12081 S. Strang Rd, Olathe	(913) 393-1111	\$134
Holiday Inn Express & Suites	12270 S. Strang Rd, Olathe	(913) 397-0100	\$152
Hilton Garden Inn	12080 S. Strang Rd, Olathe	(913) 815-2345	\$159
Embassy Suites	10401 S. Ridgeview, Olathe	(913) 353-9280	\$189

Accommodation information was from the internet. Price ranges are not guaranteed prices, but to give an idea of cost. This list is provided by the Symposium 2017 Committee and is neither an endorsement nor recommendation by the committee.

Revised 26 Jan. 2017

SFTA Proposed Bylaw Changes Will Be Voted on at Membership Meeting

A vote on proposed bylaw changes, below, will be held during the SFTA membership meeting on Saturday, September 30, 2017, during the symposium in Olathe. It will be a voice vot

SFTA Proposed Bylaw Changes
Amended: September 30, 2017

ARTICLE III—MEMBERSHIP AND DUES

Section 1. MEMBERSHIP

Membership is open to any person(s) and organization(s) interested in the purposes of the Association. ~~There shall be seven (7) classes of membership: Youth (age 18 and under), Individual, Family, Business, Institutional, Patron, and Life.~~

Insert: There shall be several classes of membership that would be established by the governing board of officers and directors, hereinafter, referred to as the Board, at any regular meeting of the Board.

Then it would read: *Membership is open to any person(s) and organization(s) interested in the purposes of the Association. There shall be several classes of membership that would be established by the the governing board of officers and directors, hereinafter, referred to as the Board , at any regular meeting of the Board.*

Rationale: classes of membership shall be established by the board

Section 2. DUES

Membership dues shall be established by ~~the governing board of officers and directors, hereinafter referred to as the Board, at any regular meeting of the Board.~~ The membership year shall coincide with the calendar year. Membership dues shall be due and payable by January 1. Any member who has not renewed membership by April 1 of the following year shall be deemed delinquent and dropped from the membership rolls of the Association. Any delinquent member may be reinstated without penalty by paying dues for the current year.

Then it would read: *Membership dues shall be established by the Board, at any regular meeting. The membership year shall coincide with the calendar year. Membership dues shall be due and payable by January 1. Any member who has not renewed membership by April 1 of the following year shall be deemed delinquent and dropped from the membership rolls of the Association. Any delinquent member may be reinstated without penalty by paying dues for the current year.*

Rationale: dues shall be established by the board

ARTICLE IV—MEMBERSHIP MEETINGS

Section 3. NOTICE OF MEETING

Written or printed notice stating the place, day, and hour of the meeting and, in case of a special meeting, the purpose(s) for which the meeting is called, shall be delivered not less than 30 nor more than 60 days prior to the date of the meeting, ~~either personally or by mail.~~ Such notice shall be issued at the direction of the president, the secretary, or the officer or persons calling the meeting, to each member of record entitled to vote at such meeting. ~~If mailed, such notice shall be deemed to be delivered when deposited in the United States mail, addressed to the member at the address as it appears on the books of the Association, with postage thereon prepaid.~~

Then it would read: *Written or printed notice stating the place, day, and hour of the meeting and, in case of a special meeting, the purpose(s) for which the meeting is called, shall be delivered not less than 30 nor more than 60 days prior to the date of the meeting. Such notice shall be issued at the direction of the president, the secretary, or the officer or persons calling the meeting, to each member of record entitled to vote at such meeting.*

Rationale: remove redundant wording and allow any form of communication

ARTICLE VI—GOVERNING BOARD OF OFFICERS AND DIRECTORS

Section 2. NUMBER & DUTIES

e. Directors

Each director shall work for the good of the Association, attempt to attend all meetings of the Board and the general membership, participate in Association business conducted by mail and telephone, and promote the work of the Association everywhere possible.

Insert after telephone: or electronic communications

Then it would read: *Each director shall work for the good of the Association, attempt to attend all meetings of the Board and the general membership, participate in Association business conducted by mail, telephone, or electronic communications, and promote the work of the Association everywhere possible.*

Rationale: email is an accepted form of communication and widely used to do organizational business

Section 3. ELECTION AND TERM OF OFFICE

a. Election

The officers and directors of the Board shall be elected in odd-numbered years by Association members in good standing ~~by a mail ballot which shall be completed and tallied not less than thirty (30) days prior to the next succeeding annual membership meeting. If possible, there shall be more nominees for directors than positions to be filled.~~

~~Ballots shall contain space for write-in candidates for each elective office;~~

Insert: The election shall be by ballot unless there is but one nominee for each office. In which case, the board may give consent for a written ballot to be dispensed with and the vote to be taken by voice at the annual membership meeting. A majority vote shall elect. The term of office shall begin with the first regular meeting after election.

Then it would read: *The officers and directors of the Board shall be elected in odd-numbered years by Association members in good standing. The election shall be by ballot unless there is but one nominee for each office. In which case, the board may give consent for a written ballot to be dispensed with and the vote to be taken by voice at the annual membership meeting. A majority vote shall elect. The term of office shall begin with the first regular meeting after election.*

Rationale: if there is only one candidate per position, it is more cost effective to elect from the floor than to send out ballots.

b. Nominations

A nominating committee of not less [fewer] than three persons shall select the nominees. Each person nominated must agree in writing to accept the office nominated to if elected. The office administrator shall be responsible for sending and receiving ballots, which shall be accompanied by a brief biographical statement about each candidate.

Insert: a brief biographical statement about each candidate, and if necessary

Then it would read: *A nominating committee of not fewer than three persons shall select the nominees. Each person nominated must agree in writing to accept the office nominated to if elected. The office administrator shall be responsible for a brief biographical statement about each candidate, and if necessary sending and receiving ballots.*

Rationale: to accommodate a voice vote

c. Tally of Ballots

The president shall appoint three persons who shall count ballots ~~received within the time specified. Ballots not received by the deadline established for the election shall not be counted.~~ Results of the election shall be announced by the president at the membership meeting immediately following the election.

Then it would read: *The president shall appoint three persons who shall count ballots. Results of the election shall be announced by the president at the membership meeting immediately following the election.*

Rationale: to accommodate a voice vote

Section 9. SPECIAL MEETINGS & NOTICE THERE-OF

Special meetings of the Board may be called by or at the request of the president or any nine (9) members of the Board. The person or persons authorized to call special meetings of the Board may fix the time and the place for holding any special meeting called by them. Notice of any special meeting must be given at least 10 days prior to the meeting by written notice ~~mailed to each officer and director at his or her membership address. Such notices shall be deemed to be delivered when deposited in the U.S. mail with adequate postage. Notice may be waived in writing by any officer or director, or by actual attendance at a meeting.~~ Special meetings may be held by conference telephone call or any other suitable electronic means, the expense thereof to be paid by the Association.

Rename Section: Special Meetings

Then it would read: *Special meetings of the Board may be called by or at the request of the president or any nine (9) members of the Board. The person or persons authorized to call special meetings of the Board may fix the time and the place for holding any special meeting called by them. Notice of any special meeting must be given at least 10 days prior to the meeting by written notice. Special meetings may be held by conference telephone call or any other suitable electronic means, the expense thereof to be paid by the Association.*

Rationale: remove redundant wording

Section 11. VOTING

For matters of SFTA business deemed too important to wait until the next scheduled Board of Directors meeting, an e-mail vote may suffice, ~~providing the following steps are taken:~~

~~SFTA President must ask the Board of Directors for a vote to be returned via e-mail by a certain date. The Board must agree unanimously that an e-mail vote is acceptable. Any proposition passed by a majority vote of the members of the Board of Directors via the e-mail vote shall be enacted.~~

Then it would read: *For matters of SFTA business deemed too important to wait until the next scheduled Board of Directors meeting, an e-mail vote may suffice. Any proposition passed by a majority vote of the members of the Board of Directors via the e-mail vote shall be enacted.*

Rationale: unnecessary and redundant email voting procedure

ARTICLE XVII—DISSOLUTION CLAUSE

Chapter dissolution clause needs to be added.

Strike: Chapter dissolution clause needs to be added.

Rationale: each chapter has added a dissolution clause to its bylaws so this is unnecessary. ♦

Welcome, New Members!

By Marcia Fox, Membership Chair

We are excited to welcome you as the newest Santa Fe Trail Association members. You have joined a group dedicated to history, preservation, and education of our American heritage, particularly the Santa Fe Trail.

This issue of *Wagon Tracks* is just one of your benefits as a member. But this isn't all we provide for you. Check out the SFTA website www.santafetrail.org. You can also find us on Facebook, Twitter, Pinterest, and Tumblr. Rod Podszus, a member who lives in Wisconsin, edits a weekly e-Blast, "Discover the Santa Fe Trail." As a new member (if we have your email address) you have been added to his list of contacts. Through these methods, no matter how far away you live, we are reaching out to you.

Included on our website is information related to the 12 chapters along the Trail. Each chapter is made up of dedicated, hard-working friends of the Trail. We encourage you to check out one near you to see the exciting events in which members can participate throughout the year. This is a great way to join in tours of sites in the chapter's area, learn from speakers at meetings, and maybe even become involved in the physical marking and tracing of the trail, and of course, don't forget the social get-togethers. What a great way to become involved in the Trail.

For all of you, including those who live far from the Trail, we urge you to become more familiar with the Association by planning a trip to coincide with one of the SFTA Symposia. For three days in late September in odd-numbered years, you will meet other Trail enthusiasts, visit sites, and have an opportunity to learn so much about the history and preservation of the Trail. The theme for this year's event is "The Santa Fe Trail: America's First Highway of International Commerce." The Douglas County and the Missouri River Outfitters chapters are hosting the event, September 28-30, in Olathe, Kansas. Come join us. In 2019, the Symposium will be held in St. Louis, Missouri. What an adventure this will be to learn about the roles the Missouri and Mississippi Rivers and St. Louis played in the development of the Santa Fe Trail. In 2021 the Symposium will be held at Bent's Fort, La Junta, Colorado. This is in conjunction with the 200th anniversary of the Trail and promises to be a great event.

No matter if you plan a trip to the Symposium or a summer vacation along a portion of the Trail, consider making it a family car trip with children or grandchildren. The SFTA Education Committee has developed Junior Wagon Master booklets with activities appropriate for various age levels. Each booklet will guide you from Franklin, Missouri, to Santa Fe, New Mexico, with information and activities related to easily accessible Trail sites. The booklets for late el-

ementary and middle school students are available at many stops along the Trail and in digital form on our website. Soon booklets with activities designed for the young travelers and older ones will be posted on the website. If you can't physically travel the Trail, using one of the booklets posted on the website will enable you to learn much about the Trail. Once again, welcome to the Santa Fe Trail Association.

Newest Members of the Santa Fe Trail Association

From Missouri—Barry Cardwell, Columbia; Bonnie and Teresa Cole, St. Charles; Nancy Karraff-Homan, Independence; Timothy Coles and family (gift from Teresa Coles), Labadie; Kent and Marsha Corbin, Dover; Sharron Gregg, Independence.

From Kansas—Jocelyn Dickerson, Salina; Dr. Steve Cauble, Dodge City; Pauline Schneider, Great Bend; Joan Balderston, Stockton; Steve Banman, Hillsboro; Dennis and Joan Sangster, Dodge City; Kyler Coupal (gift from Shirley Coupal), Clay Center; Billy John Stewart, Ulysses; R.W. and Cathy Lucas, Sublette; Jan Elder, Baldwin City; William Anderson, Mulvane; Mark Hecht, Burlingame; Tim and Carol Tyner, Council Grove; Jessie Myers, Lawrence; Tom and Virginia Moxley, Council Grove; Rod and Jan Faulds, Cimarron; Dudley Donahue, Durham; Michelle Birket, Wichita.

From Colorado—John and Karen Wedding, Pueblo West; John and Kathryn Adams, Pueblo; Betsy Denney, Cotopaxi; Ray Jenkins, Fort Collins; Truman Hall, Colorado Springs; John Finn, LaJunta; Jim and Gail Sutton, Erie.

From Oklahoma—Linda Minns, Goodwell; Conrad Odell (gift from Linda Minns), Boise City; Bob Blasing, Oklahoma City; Jacque Swanner, Bako.

From New Mexico—Zachary Stalberg, Lamy; Patricia French Barger, Rio Rancho; Larry Marken, Albuquerque; Evita D. Gallegos, Albuquerque; Louis Serna, Albuquerque.

From Arizona—Jim Turner, Tucson; Sara Yeager, Peoria; John Schaffer, Tucson; Doug and Debbie Hocking, Sierra Vista.

From Illinois—Ronald Ory, Naperville; John White, Urbana.

From Massachusetts—Dave Bruce, South Yarmouth.

From Michigan—Bob Lathrop, Gaylord.

From New Jersey—Amy Sommer, Glen Rock.

From Nevada—Tom Davis, Carson City.

From Washington—Jim and Donna Pomajevich, Vancouver; Stephen Anendroth, Methow; and Lance Wilson, Vancouver. ♦

"The Santa Fe Trail Lives On: 200 Years of Commerce and Cultural Connections"

**The Santa Fe Trail's
Bicentennial Symposium
23 - 26 September 2021**

"... we arrived at Bent's Fort ... where we were received by Mr. George Bent with a cordial welcome and a friendly hospitality, in the enjoyment of which we spent several very agreeable days."

John C. Fremont, 30 June 1844

The planning committee entrusted with hosting this once-in-a-lifetime event has commenced preparations in an attempt to duplicate Fremont's experience at Bent's Fort and hope that you will make plans to join us and spend "several very agreeable days" in La Junta, at Bent's Fort, and along the Mountain Branch of the Santa Fe Trail in Southeastern Colorado.

This celebration of the past, present, and future of the Santa Fe Trail and the 35th anniversary of the birth of the Santa Fe Trail Association is being designed to give the attendees, participants, and the general public insights into what life was actually like during the lifespan of the Santa Fe Trail and the effect that trail had on the future of the developing region and growing nation.

The planning committee is in the process of developing a Call for Papers and a Call for Living Historians who will ably allow participants to hear, see, and experience the history of the trail and come to understand the lifestyle of those involved in the trade. The committee will give its best effort to deliver the best speakers, formal and informal, and the most qualified, vetted living historians to the attendees of this assembly. Caterers, artists (of various genres), musicians, local motels, and others are being contacted to enhance this experience for all. Tours, visits, and events at nearby sites associated with the trail and its history are being discussed to further your experience.

Following the regular Santa Fe Trail Association Board of Directors' meeting, the festivities will commence on Thursday, September 23, 2021, and run through Sunday morning the 26th.

We sincerely invite you to "Catch Up" and head to Southeastern Colorado to see if the members of the Bent's Fort Chapter and the staff at Bent's Old Fort can replicate George Bent's hospitality to Fremont in 1844.

Keep an eye out for more information as plans are solidified. Hope to see you here for "several very agreeable days" in 2021.



Youth Photography Contest Accepts Entries

Enter your favorite photos of the Santa Fe Trail in the second annual Youth Photography Contest. Photographs must be of Trail-related scenery or activities on the Trail. Enter one of two levels of competition: the primary division is for kindergarten through fifth grade and the secondary division accepts entries from students in sixth through twelfth grade. Please email the photographs digitally to Chris Day, co-chairperson of the SFTA education committee, at dosdays2@gmail.com. The entry deadline is September 1, 2017. Winners will receive a certificate and a cash award.

Notes from the Junior Wagon Master Program

by Janet Armstead, Director

It's travel season and I thought you might enjoy hearing what a few parents are saying about our program.

"My son really enjoyed the Wagon Master booklet. He completed the Central portion and had his 8 activities checked by a staff member at the S.F.T. Center in Larned. Thank you for a wonderful program. Our whole family learned a lot!" A family from CA

"Thank you so much for your time and research into the Santa Fe Trail. We learned so much more and saw so many things off the beaten path because of you and your association's team." A couple from MT

"My family had an awesome time traveling across America. It was amazing....The adults in the car are learning too. It gives the family a little more insight to understanding the value of the site." A family from PA

These are just three of many comments. I hope to include more with each edition of *Wagon Tracks*.

The Santa Fe Trail Lives On!

Diaries of Smith Archibald Sayre Transcribed

By Gratton J. Giles

presented on June 17, 2016, at the Santa Fe Trail Travelers and Their Descendants Conference in Las Vegas, New Mexico

My great-great-grandfather is Smith Archibald Sayre. In the 1950s, my father came into possession of nine small pocket diaries that Smith had kept, detailing his travels and travails during the years 1850-52, 1857, 1867-68, 1872-74, and 1876-79. Some of the diaries cover only parts of the year and others are complete. Although some 135 years have passed since his death, his life and tragic death remain an enigma to his family and others familiar with the story.

Smith was born on January 13, 1829, in Wheeler, Steuben County, New York, and died on October 20, 1880, in Trinidad, Colorado. In 1849, at the age of 20, he joined the gold rush to California, taking a steamer and crossing from the Atlantic to the Pacific via Lake Nicaragua. During this trip he contracted malaria which plagued him the rest of his life. When he made the trip back to the east coast in the fall of 1851, Smith wrote:

October 4, 1851: "Left San Francisco on steamer Independence and made Acapulco on the 15th – Stayed 4 hours and had a good time. Sailed in the evening and arrived at San Juan del Sur on the 19th. Left San Juan on the 20th to cross the land route & Nicaragua Lake and down said river and arrived at San Juan del Norte on the 24th."

As he returned home, Smith and a companion were carrying a pouch containing a small fortune in gold nuggets and dust. During the night, while Smith slept, the companion left with the gold and the horses. Smith was able to make his way to the nearest settlement on foot.

In 1854 Smith returned overland

to California, riding through New Mexico Territory, to engage in sheep ranching in Sutter County near Yuba City.

In January 1857, Smith departed San Francisco on the steamer Golden Gate for the East Coast. He wrote on January 28, 1857, Wednesday:

Steamer Golden Gate – Arrived at Acapulco at 5 O.C. A.M. – Cholera raging in Acapulco, could not go on shore – Left Acapulco at 12:00 M. Distance from San Francisco to Acapulco – 1852 miles.

During this trip, transportation across the isthmus had improved, with rail cars providing a land route. He then boarded the steamer George Law for the final journey to New York.

In the spring of 1857, Smith went to Missouri and purchased a farm near Lamar in Barton County. While living there he was appointed High Sheriff of Barton County. In 1858 in Missouri, he married petite, brown-haired, black-eyed Sarah Frances Maupin, the eldest daughter of John Harris and Margaret Thompson Maupin from Kentucky. The Maupins had at least nine children: three daughters, Susan (Mrs. William Burns); Sarah Frances (Mrs. Smith A. Sayre); and Annie (Mrs. Michael Beshoar). Dr. Michael Beshoar, Smith's brother-in-law, became a well-known physician in or near Trinidad, Colorado, where they all eventually settled. A brother of Sarah's, John Maupin, rode with the Younger and James brothers for Quantrill's Raiders during the Civil War. After the war John settled at Colbert's Station on the Red River near Denison, Texas.

Smith and wife Sarah, with their three sons (Job and John born in Kansas City, Missouri, and Alva born in Colorado on the way) came to New Mexico Territory in 1864. They had

departed Kansas City, Kansas, with a wagon train headed for New Mexico. Their third son, Alvah, was born in Colorado during the journey. On several occasions during their journey they were attacked by hostile Indians. During one incident, pregnant Sarah knelt at the back of the wagon, her babies behind her, and fired her rifle at the attackers. An arrow creased her skull, making a part in the middle of her hair, and then came to rest in the back of the wagon seat. The arrow was kept by the family as a memento of the incident. On another occasion their camp was visited by a group of friendly Indians. The chief wanted to buy John, their two-year-old son. Smith had to use all his diplomatic skills to reach an acceptable alternative with the chief.

After Smith's arrival at the vicinity of Fort Union, he provided forage stations for the military at Red River and Willow Spring Stations (Raton, New Mexico), between 1866 and 1873. These locations also served as stage stops for the Barlow and Sanderson Stage Lines running from Hays City, Kansas, to Santa Fe, New Mexico.

November 17, 1867: "Rec'd at Red River Station, New Mexico, of Burns & Sayre one days' forage of hay for three hundred and twenty eight Public animals amounting to four thousand five hundred and ninety-two pounds (4592). Transportation for 125th U.S. C. troops, also one day forage of hay for seven horses, Field & Staff of 125 U.S. C. troops amounting to 98 pounds."

G. Seymour
RQM & A.C.S.
125th U.S. C. T.

He conducted business with the cavalry and infantry, and with Lucien Maxwell and Thomas Stockton (Clifton House), Charles Goodnight, and Red River Station in 1868. In 1873, he received permission to build

a school house at Willow Spring. He drove 102 head of cattle to Denver, resigned as forage agent, and moved to Clear Creek Ranch.

Nine more children were born after his arrival in New Mexico Territory, six boys and three girls. Five were born in New Mexico and four in Colorado. The last child, my grandfather Gratton Wheeler Sayre, was born in October 1879. He was one year old at the time of Smith's death in 1880. One son, Bruce Sayre, was the first Anglo baby born in Willow Spring (Raton) in 1872. The oldest boys, Job, John, Alvah, and William, were working in ranching in their early teens and were essential for the successful operation of Smith's cattle and horse business in Las Animas County, Colorado. One of Smith's daughters, Frances (Fannie) Sayre, married Charles Bent of Taos, New Mexico, in 1885. Bent was the grandson of Charles Bent, the Territorial Governor of New Mexico in the 1840s who was killed in the 1847 Taos uprising.

Smith suffered a broken thigh when his horse fell with him on April 18, 1872. Smith lay for two days before he was found by Job, his oldest son. During the day he placed his hat on his uninjured foot and lifted it above the tall grass, hoping to draw attention to his dilemma. His hip never completely healed, and he suffered from this injury until his death. Smith's leg was doctored by his future brother-in-law, Michael Beshoar. In the biography of Michael Beshoar, *Hippocrates in a Red Vest* by Barron B. Beshoar, (American West Publishing Company, 1973), Beshoar described Sayre as "the cranky, irritable, and short-tempered landlord of Willow Spring stage station."

Further diary entries read:

March 24, 1874 "Came from Mr. Jesse Nelson's to E. Sizars' & took dinner (looked at ranch), & on to Thomas Boggs in the evening.

Saw Kit Carson's home & relics of Gen. Carson. Inspected the Premium Powers Bulls. Stayed all night with T.O. Boggs."

April 18, 1874 "Two years today since my thigh broken & still not well – Resume use of splints on the leg. STILL A PAINFUL WOUND.

May 5, 1874 "Take Job & Alvah & go in search of a cattle ranch. Located a claim on the Hog Back Canon 2 miles below Van Bremers, & 2 miles above where the Hog Back Canon empties into the Las Animas River. A Good Ranch. Plenty of water of the best quality – Mineral Springs.

In luck again once more.

Mark and brand calf in evening.

Smith left Willow Spring in September 1874, and moved to Dodsonville, a small settlement approximately 25 miles east of Trinidad, Colorado, bordering the Purgatory River. He had filed several claims in the area, the first being just east of the Hog Back Ridge and at the joining of the Luning and Hog Back Arroyos, running one mile east to the Purgatory River. He had previously constructed a 14' x 14' cabin on the claim as a cow camp. Smith had a herd of cattle totaling some 300 head when he moved to Dodsonville. In 1873, he arranged for pasture for the animals with local rancher Isaac Van Bremer.

Between 1874 and 1880, Smith expanded his operation, eventually fencing 15 miles of the Purgatory and Alkali Canyons and 6,000 acres in parcels west of the river, making pasture for 1,000 head of cattle. Several of Smith's diary entries from July 1874 reflect the unsettled and potentially violent nature of the times.

July 6, 1874 "Write to Mrs. S.A. Sayre – Camp near Stockyards – Get bad news about Indian Raids & murders. Started for home with

L. B. Arnold & Alvah, had 13 fine bulls. Had 3 horses & wagon & equipage for Ranch & to fight Indians. Stop at noon with Doc Sizer & at Alkali Station at night 18 miles."

July 11, 1874, Saturday "I find my hired man has not got the fence completed & consequently have no place to put the Bulls— Turn them in the Canon & Guard them over night."

July 12, 1874, Sunday "Am compelled to work at Fence and Bars—to have place to turn horses & bulls. Find the grass drying up—Received a call, [visit] in the morning from Mr. I. Van Bremer, John Jackson and Samuel Phillips. Myself & the three have some hard words & dispute about the herding of my cattle & Mr. Phillips branding mavericks, Isaac Van Bremer, John Jackson & Samuel Phillips came to the camp in the morning & used some very insulting language towards me & we had some hard words."

July 13, 1874 "Myself, L.B. Arnold, Wm. B. Arnold & Job went down to mouth of the Hog Back Canon & finished putting up a fence across the Canon where it empties into the Picketwire River—Came to camp in the evening very much fatigued from working in the hot sun—We are all surprised just as we were lying down to rest; a Cowardly Assassin, shooting from his place of concealment and came near killing my son, Job. The shot was intended for me.

On July 4, 1876, Smith and his sons encountered a party of Ute Indians on the range. The Utes had left the reservation on a hunting expedition. Smith gave them three steers and suggested they return to the reservation. In fact, Smith had several encounters with the Utes that summer and fall:

October 7, 1876, Saturday, At home in bed sick—Indians about hunting.

October 9, 1876, Monday, Go on horse hunt with Ute Indians.

October 11, 1876, Wednesday, Home On Trinchera—Indians go East.

October 20, 1876, Friday, At Towers Ranch on Dry Cimarron—Ute Indians come down to hunt Buffalo.

October 22, 1876, Sunday, Dry Cimarron, Indian Territory; At Towers Ranch amongst the Utes.

October 24, 1876, Tuesday, At Towers & Co. Ranch—The Ute Indians here hunting Buffalo.

October 27, 1876, Friday, Towers & Co. Buffalo has come in.

October 28, 1876, Saturday, At Towers & Gudgeon Ranch—Go to Ute Camp---Give beef to Eagle Chief.

October 30, 1876, Monday, At Shoults Ranch—From Shoults to Towers & Co.---Rain and snow at night. Ute's go on War Path.

Smith's final years from 1877 to 1880 were marked by physical and personal setbacks, as well as the constant and rugged toil of ranch life, including harsh weather conditions.

April 18, 1877 Wednesday, "CRIPPLED 5 YEARS AGO TODAY & am still able to ride on horseback & do considerable amount of work. Stay in camp all day & rest—Windy & Stormy."

April 26, 1877 Thursday, "Six inches snow on the ground & it's still storming furiously. Have no Hay & am taking straw out of the children's beds to feed the horses."

September 26, 1877 Wednesday, "From near J K Ranch home—

FIND A FINE GIRL BABY AT HOME—Grace Sayre, born September 23, 1877."

October 20, 1877 Saturday, "RECEIVED VISIT FROM CLAY ALLISON." [The later infamous outlaw]

October 21, 1877 Sunday, "Recd orders from R. C. Allison to collect the following brands of cattle: L LCt t M 7L LC C 7 t t t Cofeman & Lacy's Brands."

November 26, 1877 Monday, "At home hauling wood—Alvah S. & Chas. Smith come home—Snow at night."

November 27, 1877 Tuesday, "Snowing all day & cold—horses suffering."

January 4, 1878 Friday, "Home—Snow on & quite cold. Whip boys before breakfast—Horses gone."

September 10, 1878 Tuesday, "First Frost of the season—Cutting up corn—Weather quite cold."

September 13, 1878 Friday, "Start Job to meet Round up on head of Dry Cimarron—take Bud Wood and Willie and go into Picketwire Canon after Mexican cattle thief—Over take thief in Picketwire Canon—Get two horses mired in quicksand—Camp in P.W. Canon."

January 11, 1879 Saturday, "Weather remains clear and cold. This is a day to be remembered as one of the saddest in our lives. Our oldest son Job refuses to obey me and leaves, to remain away from, leaving us all and his poor sick and kind mother to mourn over the loss of what was once a good and obedient son. This all comes from bad influences, from bad associates and our penitence."

In 1880, Smith agreed to sell some 600 head of cattle to an adjoining rancher and business associate, Sam Doss. Doss was a prominent cattleman and wealthy resident of Trinidad.

This verbal agreement soon turned sour, with Smith wanting more money than supposedly agreed to and Doss insisting on the original agreement. The disagreement continued for some time with the entire community becoming aware of the situation. The matter came to an end on the night of October 20, 1880, when Smith, accompanied by his five-year-old son Victor, was reported to have committed suicide while staying overnight at Doss' residence. *The Weekly News*, Trinidad, Colorado, October 21, 1880, reported extensively on Smith's death.

In *Hippocrates in a Red Vest*, Barron Beshoar wrote that, "Sayre had left behind him not only his wife... but twelve children—four girls and eight boys. He had also left a letter addressed to Michael [Beshoar] in which he [Smith] had told of his years of poor health, of the many accidents that had plagued him, and his regret. He directed that Michael sell all of his cattle to Sam Doss at the original price...per head, use the money to pay up his debts, and give the balance to his family."

There is a sad epilogue to this story with regard to Sam Doss as well. On June 12, 1892, nearly 12 years after Smith's death, Doss committed suicide at the train depot at the center of Trinidad by lying down in front of the southbound Fort Worth train as it left the depot. This act was so horrendous that it became known far beyond the local area. The *Trinidad Evening Chronicle*, June 28, 1892, reported on this event. Doss's death was also featured in the July 7, 1892, edition of the *Arizona Republic*. ♦

For additional information, contact Gary Giles at 1935 Paseo Verde Parkway #212, Henderson, Nevada 89012 or call 702-564-3153.

Juan de Dios Maese: New Mexican Leader 1821 - 1852

By Doyle Daves

The middle years of the nineteenth century brought great change to New Mexico and challenged local leaders mightily. In 1821—223 years after Don Juan de Onate arrived with Spanish settlers in 1598—New Mexico was no longer a Spanish outpost but part of the newly-independent Mexican nation. Also in 1821, and not coincidentally, trade with the United States was established via the Santa Fe Trail.

This ended New Mexico's two centuries of near total isolation as "an island in the wilderness"¹ and began the region's slow transition from a barter to a cash economy.² Then in 1846, General Stephen Watts Kearny and his Army of the West peremptorily brought New Mexico into the expanding American union. During these dramatic and challenging times, Juan de Dios Maese played a minor, yet conspicuous, role as a community leader in the two frontier communities east of the Sangre de Cristo Mountains that served, in turn, as entry points for wagon trains and soldiers coming from the American states. First at San Miguel del Vado and later at Las Vegas, Maese was a local leader who was directly challenged by the rapidly changing politics and cultural encounters of this tumultuous era.

The Maese Family – Santa Fe and San Miguel del Vado

Juan Maese was in Santa Fe before 1615;³ his descendant, Juan de Dios Maese, of the eighth New Mexico generation, was born there in 1788, the son of Jose Francisco Maese and Maria Dolores Tafoya. Jose Francisco was a soldier assigned to the presidio at Santa Fe. Juan de Dios grew up in Santa Fe and spent his early adult years there. In 1816, at age 28, he married Maria Josefa Baca, the first of his three wives. About 1825, the Maeses moved to the frontier village of San Miguel del Vado, located along the Pecos River downstream from Pecos Pueblo and some 25 miles east of Santa Fe. By this time San Miguel del Vado,⁴ established as early as 1794, was a thriving farming center with several hundred families in residence. Equally important, the village was located where Santa Fe Trail wagons crossed the Pecos River and was the eastern gateway to Hispanic New Mexico.

Maese Leads the Move to Nuestra Senora de Los Dolores de Las Vegas

Santa Fe Trail traffic "made San Miguel [del Vado] a thriving New Mexico port of entry which grew to a population of over 2,000 in the 1830s."⁵ The very success of the village created problems that would greatly affect the life of Juan de Dios Maese. The local priest, Cura Jose Francisco Levya, became distressed at the overcrowding of the community: there was a dearth of good irrigated land available to the many young families that were forming, and many men in

the community had no land and, therefore, poor life prospects. In 1831, Cura Levya wrote the government at Santa Fe to apprise it of the problems and to request that these people be relocated to a new settlement, suggesting, specifically, the suitability of the Vegas Grandes (great meadows) along the Gallinas River some 25 miles east of San Miguel del Vado.⁶ At the time of this agitation, Juan de Dios Maese had just become a community leader, serving as the Judge of the Primary Court.

From this time, Maese was a prominent local leader, particularly among those interested in establishing a new settlement. The Mexican government at Santa Fe had responded positively to Cura Levya's manifesto of 1831; however, by 1835 no formal decision was forthcoming. As a result, a new petition was prepared by Maese, Manuel Archuleta, Manuel Duran, Jose Antonio Casaos, and 25 un-named others. This time, within three days a positive report was received from the government and within the month, in April 1835, a formal ceremony transferred the land to the prospective settlers led by Juan de Dios Maese, who had been selected as *alcalde* (mayor, with both administrative and judicial authority) of the new community. The site chosen for the new village was just to the west of the ford across the Gallinas River used by wagons of the Santa Fe Trail. Thus, from its inception, Las Vegas was both an agricultural and trade community.

Each settler of Las Vegas was assigned an appropriate plot of land along the Gallinas River and instructed in the tasks required to establish the community to be called Nuestra Señora de Los Dolores de Las Vegas (Our Lady of Sorrows of the Meadows). Several of the settlers quickly prepared fields and planted crops; unfortunately, in the summer a severe hailstorm destroyed them. Dejected, the settlers returned to San Miguel del Vado. In the spring of 1836, Maese found the settlers reluctant to return to Las Vegas. Maese ordered them to do so and, when nothing happened, he wrote the Governor requesting help, asking that an official order be issued requiring the move.

The settlers who returned to Las Vegas were encouraged when, in 1837 and 1838, fine crops were raised. Little by little the settlement was developed, and for the first time a number of families spent the winter (1838-1839) in Las Vegas.^{7,8} Additional encouragement resulted from increased military protection as a result of the government's decision to meet and escort wagon trains from the New Mexico frontier to Santa Fe. By 1839, Alcalde Maese and his fellow settlers had constructed *acequias* (irrigation ditches) and were busily building homes and a community church. H. T. Wilson, writing in 1880 with the advantage of having interviewed Las Vegas pioneers, noted that "1840 seemed to be the starting point of prosperity... [and in that year] Las Vegas assumed the appearance of quite an important little

settlement....”⁹

Maese deserves much of the credit for the success, as he was responsible for “supervising volunteer labor on the ditches, roads, and church, maintaining defense against Indians, granting strips of land to newcomers, and managing documents.”¹⁰ In addition, Alcalde Maese was responsible for keeping the peace and settling disputes. Wilson tells us that the alcalde “was law to the letter, and all abided by his decisions, which were always short and simple, as in the case of debt was usually, ‘pay him, serve him, or go to jail.’”

1837 - The Tumult Begins: The Chimayo Revolt

This tranquility did not last. Serious trouble in New Mexico erupted in August of 1837 when a major revolt occurred against Albino Perez, the governor sent from Mexico City to rule the province. As an outsider, Perez was resented, as New Mexicans were accustomed to native leaders. Perez made important appointments that were not well received; when he introduced a system of direct taxation, which New Mexicans had never experienced, open rebellion broke out. Governor Perez and other important government officials were taken prisoner, brutally killed, and their bodies mutilated.¹¹ The *ricos* (rich and powerful leading families) initially supported the revolt, but fearing the spread of the insurrection, “turned against the rampaging lower class, crushed the rebels, and reimposed order.”¹² There is no evidence that Juan de Dios Maese played a direct role in these events or that Las Vegas was involved. However, as a community leader, Maese was surely a close observer. Of particular relevance to later events was the clear evidence of distrust the lower classes of New Mexicans displayed toward the wealthy leaders. Almost certainly, based on his later actions, Maese stood with the leaders at this time.

1841, 1843 - Invasion: the Texas-Santa Fe Expedition

In 1841, the president of the newly independent Republic of Texas, Mirabeau Lamar, dispatched a small army, five companies of infantry and one of artillery, toward Santa Fe. The Texas Republic, essentially without funds and badly needing revenue, wanted to divert trade on the Santa Fe Trail from New Mexico to Texas. Also, Texas claimed that its western border was the Rio Grande; under this doctrine, Santa Fe was part of Texas. New Mexico Governor General Manuel Armijo learned early that the Texans were coming. With aid from the Mexican government, Armijo was well prepared when the disorganized, almost starving Texans appeared in New Mexico. The Texans were easily captured and New Mexicans celebrated.¹³ General Armijo came to Las Vegas and presided at a ceremony in which were burned, as a later historian, William H. Wroth, described it: “proclamations, invitations and other subversive papers which were brought from Texas....by the so-called commissioners of that government of adventurers, assassins and thieves.” This was followed by a general discharge of firearms by the

assembled soldiers and a reveille of drums, trumpets, and flutes.¹⁴

Despite this disaster, the Texans persisted. In 1843, a small group of Texans attacked the village of Mora, 30 miles northwest of Las Vegas; a second group harassed wagons on the Santa Fe Trail. In each instance, the Texans were defeated. One consequence of the Texas incursions was to separate Texans from the Americans of the Santa Fe Trail trade, in the minds of New Mexicans.

New Mexican Attitudes Toward the Santa Fe Trail Trade and Americans

In New Mexico, fears of societal disruptions from the aggressive American nation to the northeast began early. In 1812 in Madrid, Don Pedro Bautista Pino, the only New Mexican ever to represent the province in Spain, warned King Ferdinand VII that “The purchase of Louisiana by the United States has opened the way for them to arm and incite the pagan Indians against us, and for them to invade the province....”¹⁵ In 1826 Santiago Abreu, then serving as Deputy from New Mexico to the Mexican Congress, warned that government to beware the consequences of tolerating Americans in the province “who settle, buy land and even marry.”¹⁶ Even Manuel Armijo, who would be Governor of New Mexico when the troubles came, had in 1827 told the Mexican government that “every day the foreigners are becoming more influential over the miserable inhabitants of this Province” and warned of an “evil of great consequence” if allowed to continue.¹⁷

During the 1830s, travel on the Santa Fe Trail steadily increased, and Las Vegas was the first New Mexican settlement travelers from the east encountered. Las Vegas, including Alcalde Maese, began to produce foodstuffs and other goods in anticipation of the summer caravans. Thus they were able to trade vegetables, fruit, corn, wheat, cheese, sheep, horses, mules, and other local products for goods brought by the traders.¹⁸ Later, in the 1840s, New Mexicans came to value cash; thus, in 1846, a US Army officer complained to his superior of steep prices and the fact that “Only specie would talk to the natives of New Mexico.”¹⁹ By the 1840s, fully half of Trail traders were New Mexicans,²⁰ many based in Las Vegas. The peaceful commercial interactions that occurred allowed better understanding between New Mexicans and the visitors. The leading *rico* families were most affected. Many, like Governor Manuel Armijo and Miguel Romero, Las Vegas’ richest and most prominent citizen, were deeply and profitably involved in Santa Fe Trail trade. Gottschalk²¹ concludes that Romero was well aware that “the Santa Fe Trail could bring not only more American caravans, but potentially the American cavalry as well.” And that, when it came, Romero “embraced the American occupation.” Juan de Dios Maese, while he benefited less directly from Santa Fe Trail trade, likely agreed.

By the 1840s, many New Mexicans, especially the leaders who were Trail traders themselves and had visited American cities, were aware that the United States was a better organized and far stronger society than Mexico. In addition, there was increasing alienation from the distant and unresponsive Mexican government that did not provide protection against frequent Indian raids on New Mexico communities that resulted in loss of lives and property.²² Most leaders came to believe that an American takeover of lands of the Santa Fe Trail was inevitable. Thus, although they feared the consequences for their language, culture, and religion, many leaders began to prepare to protect their fortunes and adjust to the changes they felt sure would come.

1846 - General Kearny and the Army of the West

Following the declaration of war against Mexico in May of 1846, President James K. Polk ordered Colonel, soon to be General, Stephen Watts Kearny and the Army of the West to invade and conquer New Mexico and California. On June 21, Kearny left Fort Leavenworth with 1,648 men consisting of infantry, cavalry, and artillery.²³ The New Mexico Governor, General Manuel Armijo, was aware by early July that the American army was approaching and began consulting with leading citizens. The talks became urgent as time passed. Alcalde Maese alerted Armijo on August 10 that an advance party led by Major Philip St. George Cooke and James Magoffin had reached Las Vegas and was on its way to Santa Fe.²⁴ Kearny arrived with his troops at Las Vegas on August 14 where he spoke to some 150 assembled citizens, using mountain man Antoine Robideau as interpreter, from the roof of Alcalde Maese's home on the north side of the plaza. There General Kearny, for the first time, proclaimed that New Mexico was now part of the United States. Kearny then turned to Alcalde Juan de Dios Maese who was standing beside him and told him he must take an oath of allegiance to support the Constitution of the United States and to renounce all loyalty and obligation to Mexico. Maese did so, thus becoming the first New Mexican official to publicly align himself with the conquering Americans.²⁵ Following his oath, Alcalde Maese "gave a short speech and strongly urged all of his fellow citizens to do the same."²⁶ We don't know what emotions Maese felt, but surely he had anticipated that he would be forced to make a choice. He knew from the many discussions among New Mexican leaders that had occurred as the American army approached that most of them believed the American takeover was inevitable.

After leaving Las Vegas, General Kearny repeated his speech and received oaths of allegiance from officials at San Miguel del Vado and Santa Fe without encountering any resistance. General Armijo, after initially assembling soldiers and volunteers to give battle at Apache Canyon east of Santa Fe, dismissed the assembled New Mexicans and fled south with some 60 soldiers. He recognized that "The people [rico leaders] of New Mexico were generally pro-US" and that he was "a dwarf against a giant," thus battle would be futile and lead

to unjustified bloodshed.^{27, 28}

1847 - Rebellion by Northern New Mexicans

The "bloodless conquest" of New Mexico obscured great resentment among the majority of New Mexicans. Rebellion with much bloodshed erupted in early 1847; in January, Charles Bent, appointed governor of New Mexico by General Kearny, was killed at Taos along with several associates by a great mob of Hispanic and native New Mexicans. The insurrection was put down following a siege at Taos Pueblo by soldiers led by Colonel Sterling Price with help from merchant Ceran St. Vrain's volunteer company that included a significant number of New Mexican leaders.²⁹ As in 1837 at Chimayo, New Mexican ricos failed to support their poorer and less informed compatriots. Indeed Rosenblum³⁰ concluded that in 1847 "[The ricos] were not defending *los pobres* [the common people]; they were participating in the change."

The rebellion spread; shortly after the uprising at Taos, the people of Mora rose and killed Americans. In Las Vegas, Alcalde Maese, aware of these events, was under pressure from dissidents to join locals preparing for violence. Maese stayed true to his pledge and urged townspeople to refrain from joining the mayhem.³¹ Nonetheless, a series of incidents occurred near Las Vegas, causing the deaths of three soldiers and loss of horses and other military property. Captain Benjamin B. Edmondson, in charge of the Las Vegas garrison, ordered an attack on the town. At least ten New Mexicans were killed and many wounded. "The greater portion of the town was reduced to ashes..." and "The mills a few miles from the town, which belonged to the alcalde, Juan de Dios Maese, were also destroyed."³² In addition, 50 prisoners, including Alcalde Maese, who were suspected of advocating insurrection and disloyalty to the United States, were taken to Santa Fe for trial. Following the trial, six of the men were hanged and the remainder, including Juan de Dios Maese, were released.³³

Maese's Later Years and the Move to La Liendre

Juan de Dios Maese, having been confirmed in his leadership position by General Kearny, remained Alcalde of Las Vegas until 1852 when the Americans established a county system of government in the newly-created New Mexico Territory. Maese was now 64 years old and had served as a community leader for two decades. Events during the Mexican War had forced choices that undermined his standing among many Las Vegans. Indeed, Perrigo speculated that Maese may have felt humiliated by the reactions of Las Vegans to actions he took during the tumultuous events associated with the arrival of the American army. In any case, Maese chose to leave Las Vegas for a new, small farming community, La Liendre, some 19 miles downstream on the Gallinas River.

Perrigo indicates that this move occurred in 1870 and that Maese was a founder of the new community.³⁴ This is not completely correct. Henrietta Christmas³⁵ reported that La Liendre was settled “prior to 1845 by people named Tapia, Martinez, Duran, and Maes.” As many of the Maese family had dropped the final “e” from their name, it seems certain that the “Maes” settlers of La Liendre were family members of Juan de Dios Maese, likely including one or more of his sons. Maese probably moved from Las Vegas to La Liendre in the 1850s following the end of his service as alcalde. We find him living there in the 1860 and 1870 census records; most likely he died there, although we have not succeeded in finding a record.

What did occur at La Liendre in 1870 was the arrival of rico Don Tomas C. de Baca, who established headquarters for his extensive farming and grazing operation. He built a large two-story home across the river from the village and quickly became the dominant figure there. From that time “most of the men [of La Liendre] worked for [Don Tomas] on the farm and others [saw to the C. de Baca] sheep and cattle.”³⁶

The Maese Families

Juan de Dios Maese lived a long and eventful life; he is listed in the 1870 census, when he was 82. He apparently died before 1880, as he does not appear in that census. He outlived two wives and left a third as a widow.³⁷ As previously noted, he married Maria Josefa Baca in Santa Fe in 1816. This couple had at least 11 children and perhaps more (records are inconsistent) before Josefa’s death, probably in 1844. Juan de Dios then married Maria Juana Saiz in February 1845, but she died two years later. Then Juan de Dios married for a third time, to Maria Donaciana Jimenez. By this marriage, Maese had seven more children, the younger ones born after his 70th birthday.

Manuel Maes is perhaps the best remembered of Juan de Dios’s large family. He was an exceptionally able *cibolero* (buffalo hunter). Yet, in 1873, Manuel had a tragic accident while on a buffalo hunt in the Texas panhandle. Somehow, during the chase, his lance was twisted around and pierced his body, killing him. When the villagers learned of this misfortune, an *indita* (ballad) was composed to tell the tale of a gallant buffalo hunter and his tragic death.³⁸

Juan de Dios Maese lived during a time of great change in New Mexico; he was born under Spanish rule, was a community leader under the Republic of Mexico, and completed his life as a citizen of the United States. As a community leader, Maese played important roles in events that transformed the culture and economy of New Mexico. He was a leader in the establishment of settlements in the valleys and plains east of the Sangre de Cristo Mountains that for over 200 years Hispanics of the Rio Grande Valley had avoided for fear of hostile Plains Indians.

Maese was embroiled in the governmental turmoil that occurred in New Mexico following the separation from Spain. He spent his adult life where the Santa Fe Trail with its people, ideas, and customs most directly affected New Mexicans. Juan de Dios Maese was the first New Mexican community leader to face the difficult decisions forced by the American invasion. He saw the American takeover as inevitable and decided that acceptance and accommodation was both his and New Mexico’s best response. Despite provocations from both alarmed fellow New Mexicans and the American military, he never wavered. Throughout the trials of these truly tumultuous times, Juan de Dios Maese exhibited appropriate dignity, resolve, and resourcefulness as he guided his fellow citizens to adjust. While his family name has become Maes (more rarely Maez), his legacy remains strong as his many descendants take quiet pride in the accomplishments of his long, productive life.

NOTES

1. Thomas E. Chavez, *New Mexico, Past and Future* (Albuquerque: University of New Mexico Press, 2006), 49.
2. Maurilio E. Vigil, “Hispanos and the Santa Fe Trail,” *La Herencia*, 43 (Fall 2004), 43.
3. Hispanic Genealogical Research Center, Great New Mexico Pedigree Data Base, Juan de Dios Maese.
4. Malcolm Ebright, “San Miguel Grant,” <http://newmexicohistory.org/places/san-miguel-del-bado-grant>, accessed September 7, 2016.
5. Lynn I. Perrigo, *Gateway to Glorieta, A History of Las Vegas, New Mexico* (Boulder: Pruett Publishing Company, 1982), 3. As in Perrigo, it is common to see San Miguel del Bado and later Las Vegas designated as a “port of entry.” However, Robert J. Torrez, retired New Mexico State Historian and an expert on the Spanish and Mexican Archives of New Mexico, states that in his studies of Mexican-era documents, “I have never seen anything that uses a term that can be called a ‘port of entry.’” He further states that available data suggest that caravans “were met and inspected along the actual frontier...”
6. Doyle Daves, “Cura Jose Francisco Levya, Activist Priest and the Founding of Las Vegas,” *La Cronica de Nuevo Mexico*, 104 (Winter 2016), 1-2.
7. Anselmo F. Arellano and Julian Josue Vigil, *Las Vegas Grandes on the Gallinas, 1835-1985* (Las Vegas: Editorial Telerana, 1985), 10-14.
8. Malcolm Ebright, *Land Grants and Lawsuits in Northern New Mexico* (Albuquerque: University of New Mexico Press, 1984), 179-180.
9. H. T. Wilson, *Historical Sketch of Las Vegas, New Mexico* (Chicago: The World Hotel Publishing Company, 1880), 1.
10. Lynn I. Perrigo, *Hispanos: Historic Leaders in New Mexico* (Santa Fe: Sunstone Press, 1985), 26.
11. Josiah Gregg, *Commerce of the Prairies* (Norman: University of Oklahoma Press, 1954), 91-97.
12. Manuel G. Gonzales, *The Hispanic Elite of the Southwest* (El Paso: University of Texas at El Paso Press, 1989), 12.
13. William H. Wroth, “1841 Texas-Santa Fe Expedition,” Office

of the New Mexico State Historian, <http://newmexicohistory.org/events,1841-santa-fe-expedition>, accessed, September 12, 2016.

14. Arellano, Vigil, *Las Vegas Grandes on the Gallinas, 1835-1985*, 17.
15. John R. Chavez, *The Lost Land: The Chicano Image of the Southwest* (Albuquerque: University of New Mexico Press, 1984), 24-25.
16. David J. Weber, *The Taos Trappers, The Fur Trade in the Far Southwest, 1540-1846* (Norman: University of Oklahoma Press, 1968), 104.
17. Marta Weigle, Ed. *Telling New Mexico, A New History* (Santa Fe: Museum of New Mexico Press, 2009), 155, 160.
18. Walter D. Wyman, "The Military Phase of Santa Fe Freight, 1846-1865," *Kansas Historical Quarterly*, 1, 420.
19. David J. Weber, "Mexico and the Mountain Men, 1821-1828," *Journal of the West*, 8 (July 1969) 373.
20. Chavez, *New Mexico, Past and Future*, 100.
21. M. C. Gottschalk, *Pioneer Merchants of Las Vegas* (Las Vegas: privately printed, 2012), 30.
22. Gonzales, *The Hispanic Elite of the Southwest*, 20.
23. William A. Keleher, *Turmoil in New Mexico 1846-1868* (Santa Fe: The Rydal Press, 1952), 3-4.
24. Ralph Emerson Twitchell, *The Leading Facts of New Mexico History* (Cedar Rapids: Torch Press, 1912), II, 202.
25. Helen Haines, *History of New Mexico from the Spanish Conquest to the Present Time, 1530-1890* (New York: New Mexico Publishing Co., 1891), 172.
26. Dolores Garcia Trujillo, great grand-daughter of Juan de Dios Maese, Unpublished and undated recollections, provided by Dorothy Trujillo Maestas.
27. Cameron L. Saffell, "A Reexamination of the 'Bloodless Conquest' of Santa Fe," *New Mexico Historical Review*, 91 (Summer 2016), 295.
28. For 150 years, most historians have concluded that General Manuel Armijo was a coward or worse for not defending New Mexico. However, recently, Paul Kraemer ("The Rehabilitation of Governor Manuel Armijo," *La Cronica de Nuevo Mexico*, 89, January 2011), 4, and Saffell (reference 27) make clear that he accurately assessed the situation and acted as a prudent military commander.
29. James A. Crutchfield, *Revolt at Taos: The New Mexican and Indian Insurrection of 1847* (Yardley, PA: Westholme Publishing, 2015).
30. Robert J. Rosenblum, *Mexicano Resistance in the Southwest: The Sacred Right of Self-Preservation* (Austin: University of Texas Press, 1981), 118.
31. L. Bradford Prince, *Historical Sketches of New Mexico from the Earliest Records to the American Occupation* (New York: Leggat Brothers, 1883), 325.
32. Ralph Emerson Twitchell, *The History of the Military Occupation in New Mexico, 1846-1851* (Denver: The Smith-Brooks Company, 1909), 145-146.
33. Perrigo, *Gateway to Glorieta, A History of Las Vegas, New Mexico*, 13-15.
34. Perrigo, *Hispanos: Historic Leaders in New Mexico*, 28.
35. Henrietta Martinez Christmas, *Chaperito: Land Grant and Ghost Town* (Albuquerque: Hispanic Genealogical Research Center, 2009), 35.
36. Fabiola Cabeza de Baca, *We Fed Them Cactus* (Albuquerque:

University of New Mexico Press, 1954), 52.

37. Hispanic Genealogical Research Center, Great New Mexico Pedigree Data Base, Juan de Dios Maese.
38. Christmas, *Chaperito: Land Grant and Ghost Town*, 15, 16.

Doyle Daves has written extensively about Santa Fe Trail travelers. His articles have appeared in previous issues of Wagon Tracks and can be found online at www.santafetrail.org. ♦

Scholarly Research Grants Available

The purpose of the Santa Fe Trail Association Scholarly Research Fund is to stimulate significant scholarly research on the Santa Fe Trail suitable for publication. The fund is open to anyone whose proposal meets the requirements and fulfills the procedures set forth below.

Funds may be used to pay for: 1) Supplies and materials; 2) Services (literature searches, computer use, clerical and/or technical assistance, and copy fees); 3) Travel. Funds may NOT be used for the purchase of equipment. Up to \$1,500 is available per proposal. The Santa Fe Trail Association Scholarly Research Committee will consider the purchase of items such as books and maps used in research, but the purchase of such items is discouraged.

The SFTA Scholarly Research Committee will review all proposals, which must follow the form linked to these guidelines. Applications must be received by 5:00 p.m. on December 1 of the current year. Recipients will be notified by January 1 of the following year.

The Scholarly Research Grants are available for use for 8 months, ending on August 31. All funds must be expended in that timeframe. Recipients may receive only two consecutive awards. Grantees must file a final report on the results of their research by October 15 with the Santa Fe Trail Association--Scholarly Research Committee. See complete information and the application form at www.santafetrail.org.

Who Was John Perry Sellar?

By Michael L. Olsen

During my 30 year's residence in Las Vegas I was a member of St. Paul's/Peace Episcopal/Lutheran church, which has a soaring window dedicated to John and Maria Cornelia Sellar. Given my study of the history and heritage of the Santa Fe Trail, I knew of Miguel Otero (one of my long-time trail "heroes"), of Otero, Sellar & Co., but recently it struck me - who was Mr. Sellar? I had gazed at the church window for years and never asked myself that question. So do our research projects often begin.

Otero, Sellar & Company was one of the leading trade and mercantile firms along the Santa Fe Trail in the 1870s and 1880s. Even today the name remains well-known in the history and heritage of the trail. Miguel Antonio Otero, Sr., one of the founding partners, gained fame in New Mexico politics and as a territorial delegate to the U.S. Congress. In addition to his commercial activities, he developed mining companies, railroads, and the leading bank in Las Vegas, New Mexico. Upon his death in 1882, a private train carried his body from Las Vegas to Denver, where he was buried in the city's prestigious Riverside Cemetery.

But who was Mr. Sellar, of Otero, Sellar & Company? He was an equal partner in the firm, but little is known about his business concerns, his role in the company itself, or his life along the trail and in his last years in New Mexico. Even with diligent research, he tends to remain in obscurity.

John Perry Sellar was a Scottish emigrant, born in Peterhead, Scotland, on November 21, 1836. He came from an educated family, his father holding the post of Professor of Humanities at the University of Edinburgh. He married Marie Cornelia Wheatley, also Scottish, on February 1, 1859. They left almost immediately for the United States. Family records offer no information on the reasons for their emigration.¹

John and Marie Cornelia first settled in Illinois, where he taught school briefly. By early 1860 they had relocated to St. Louis. There John began clerking and bookkeeping for the noted Western freighting and stagecoach firm of Russell, Majors & Waddell. His employers in 1861 sent him to Leavenworth, Kansas, where he was involved in the administration of the Pony Express. He soon switched jobs, though, and became a bookkeeper for another firm, C. R. Morehead & Company. Through his business connections, Sellar became friends with Miguel Antonio Otero, and the two founded Otero, Sellar & Company in 1867, opening their first establishment at Fort Harker, Kansas, advertising themselves as "Wholesale Grocers, Forwarding and Commission Merchants."²

For the next two decades, Otero, Sellar & Company followed the Kansas Pacific and then the Atchison, Topeka &



Photo: "John P. Sellar of Otero, Sellar & Co." Miguel Antonio Otero Photography Collection (PICT 000-021), Center for Southwest Research, University Libraries, University of New Mexico

Santa Fe railroads west and south into Colorado and New Mexico. As soon as a new "end of the line" was struck, the company moved its headquarters there, literally "lock, stock and barrel." [The end of the railroad line was the eastern end of the Santa Fe Trail from 1866 onward.] One after another, Otero and Sellar opened warehouses in Hays and Sheridan, Kansas; Kit Carson, Granada, La Junta, and El Moro, Colorado; and Otero and Las Vegas, New Mexico. John Sellar evidently was the principal agent in operating the warehouses in these locations and in moving from one town to the next.

In her memoirs, Sellar's daughter Marie especially recalled the move from Sheridan to Kit Carson. Her father had built a house for the family next to the company warehouse in Sheridan. With the relocation to Kit Carson, all the merchandise on hand, the warehouses, and the house itself went down the tracks. She remembered, "The office safes and furniture were moved into a freight car, and all the stock loaded in cars. Then one morning a swarm of men climbed the roof of the warehouse and sawed it into strips the size of a flat car, and also the sides of the building, and they loaded in piles like a stack of cards. In a short time Sheridan, a busy bustling frontier town, had little left but piles of empty cans and excavated cellars and all the inhabitants were denizens of Kit Carson in the rehabilitated houses."³

By this time, Mrs. Sellar had decided that raw prairie towns were not for her. Daughter Marie characterized Sheridan as having "a large floating population of absolute reprobates,

gamblers, horse thieves, murderers and disreputable women and few respectable citizens to keep them in check.” So Marie Cornelia Sellar and the family moved to Philadelphia and built a home there befitting their status. She would undertake occasional short visits west with their children, and John spent weeks at a time in Philadelphia.⁴

Miguel Antonio Otero, Jr. provides a few other rare personal glimpses of John Sellar. From his childhood on into the years when he clerked at the company’s stores, Miguel, Jr. encountered Mr. Sellar on a daily basis. One particular incident he recalled in a charming account of his youth, *My Life on the Frontier*, involved sneaking very late into the living quarters of the company warehouse in El Moro after a night of carousing with a friend. They had left a door unlocked in the warehouse, but had to proceed with care since they could see “through the upper window, Mr. Sellar reading in his bed, with the student’s lamp on a table at the head of the bed, while an extra large lemonade glass filled with choice brandy and imported ginger ale stood near the lamp.” Their bedroom adjoined Mr. Sellar’s, and they knocked over a ladder in a hallway while sneaking in. They just managed to jump in their beds fully clothed “when our door swung open and Mr. Sellar, in his night dress, entered. Feigning to have been awakened out of a deep sleep, I mumbled: ‘Who’s there; who’s there?’ Mr. Sellar merely asked, ‘Boys, did you hear a noise out here like something falling?’ We quickly answered: ‘No sir! . . . Of course, many questions were asked the next day, but Harry and I were silent as the two twin Sphinxes.”⁵

Besides these primary accounts, a few secondary sources mention John Sellar. Milton E. Callon in his *Las Vegas, New Mexico – The Town That Wouldn’t Gamble* notes that Sellar was on a committee of Las Vegas businessmen in the autumn of 1879 who lobbied for the construction of a road from the city to the Canadian River. As Callon puts it, “This marked the first action on the road to Tucumcari by citizens of Las Vegas.” Daniel Kelly, in his history of the mercantile firm of

Gross, Kelly & Company, *The Buffalo Head*, mentions that, “The surprising thing is that the [Otero and Sellar] partnership lasted as long as it did. Not only were Otero and Sellar very different in temperament, but the frontier life was not conducive to family harmony. Neither Mrs. Otero nor Mrs. Sellar had been born to such hardships and both sought to establish more stable homes elsewhere.” Kelly also remarks that, “From the time the railroad and the mercantile companies reached Granada, Colorado, in 1873, Sellar often absented himself in the East [and] Don Miguel was off traveling with the officials of the Santa Fe Railroad on their negotiations for rights-of-way. . . . [This] put a heavy strain on the partnership.”⁶

Otero and Sellar ended their two decades of association in 1881. The business and its holdings were acquired by the Gross, Blackwell Company, which in turn became Gross, Kelly and Company in 1902. The *Las Vegas Morning Gazette* for February 25, 1881, carried the formal declaration: “The partnership heretofore existing under the firm name style of Otero, Sellar & Co. is hereby announced dissolved by mutual consent on and after the first of March, 1881. Jacob Gross Esq. is our appointed agent and attorney in fact from the same date to collect debts and settle liabilities.” [Signed] - Miguel A. Otero/John P. Sellar.

From this point on, John Sellar divided his time between his home in Las Vegas, New Mexico, and the family home in Philadelphia. His wife died there in 1879 and is buried in Philadelphia’s Laurel Hill Cemetery. John died in Las Vegas in 1887 and is buried there in the International Fellowship of Odd Fellows Cemetery. The Sellar family dedicated a soaring memorial stained glass window depicting Saints Peter and Paul to John and Marie Cornelia Sellar at St. Paul’s Episcopal Church in Las Vegas, where it can still be viewed. John’s gravestone mentions only his dates of birth and death, giving no indication that he was one of the pioneer merchants of the American Southwest.

Notes

1. Marie Sellar Bullard, “Marie Sellar Bullard - Memoirs,” *New Mexico Historical Review* 30:4 (October 1955), 303.
2. Bullard, 304-307; Miguel Antonio Otero, *My Life on the Frontier, 1864-1882* (Albuquerque: University of New Mexico Press, 1935, reissued 1987), 8.
3. Bullard, 307, 309.
4. Bullard, 309, 310.
5. Otero, 101, 102.
6. Milton W. Callon, *Las Vegas, New Mexico – The Town That Wouldn’t Gamble* (Las Vegas, New Mexico: Las Vegas Publishing Co., 1962), 106. Daniel T. Kelly, *The Buffalo Head, A Century of Mercantile Pioneering in the Southwest* (Santa Fe: The Vergara Publishing Company, 1972), 29, 30. ♦

Left: John Sellar’s gravestone and the memorial window at St. Paul’s Episcopal Church. Courtesy David B. Chester, Las Vegas, New Mexico.



Frank Stahl Diaries on Website

Francis Marion (Frank) Stahl was born in Ohio and moved to Kansas in about 1856. He rode the Santa Fe Trail twice, prospected in Colorado, fought in the Civil War, was chief of police in Topeka, and was a leader in the Kansas temperance movement.

His great-grandson, John Meredith, alerted us to a website chronicling his life at www.frankstahlbio.net. Included on the website are a Santa Fe Trail diary from an 1865 cattle drive from Leavenworth, Kansas, to Fort Union, New Mexico, personal diaries from 1869-1885, an autobiography published in 1959 by the University of Kansas Press, military service records, and family trees. Copies of his diaries have been given to the Kansas Historical Society.

An excerpt from his cattle drive diary:

Aug. 8, 1865 - Tuesday

Got the wagons and started with them across the Bottom. Roads very bad. Got through much better than I expected. Took them to the top of the hill above Lawrence and started them on the Big Spring road. Went back to get the cattle. Got them to the bridge with very little trouble. Had considerable trouble to get the cattle on the bridge. Got them over at last. Drove them to Wakefield's where I expected to find the team but nary team, and after asking several persons on the road I came to the conclusion that our wagon had not come the Big Spring road. The question naturally arose, where was it? I started back on Balaam (my mule). Met Walt and George four miles from Lawrence. Took George's pony and kept going and finally found the wagon one mile south of Blanton's Bridge, 14 miles from where the cattle were. I wanted to swear at someone but kept my tongue. To make a long story short, after taking the wagons apart and getting fast several times, we got to the herd at 11 o'clock at night. Went to bed without supper. Day's drive - 12 miles.

Chapter Reports

Chapters are listed in order from the beginning of the Trail in Missouri westward.

Missouri River Outfitters

President Larry Short
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The main focus of MRO over the past few months has been the planning of the SFTA Symposium 2017 which will be held in Olathe, Kansas. We have worked in partnership with Roger Boyd, Co-Chair, and the entire Douglas County Chapter of SFTA. More details on this event can be found in the May issue of *Wagon Tracks* or at www.santafetrail.org

At the April MRO membership meeting we presented our 2017 Awards. Awards of Merit were presented to the City of Raytown, Missouri; the City of Olathe, Kansas; Jackson County Parks and Rec; Kansas City Parks and Recreation; and Gordon Julich, retired from Jackson County Parks and Rec. An Outstanding Achievement Award was presented to Lou Austin in recognition of his many years of personal leadership and outstanding achievements in the preservation of the Three Trails Corridor of the Santa Fe, Oregon, and California National Historic Trails in Kansas City, Missouri. Details and pictures are available in the July edition of the MRO *Outfitters Journal*.

MRO celebrated National Trails Days on June 3 with a Rendezvous at Lone Elm Park in Olathe, Kansas. The day was a joint event with the Trails Head Chapter of OCTA and the Kansas City Area Historic Trails Association. Also present were several members of the Lewis & Clark Trail Association.

Featured speakers at the event were Kevin Corbett, retired Olathe Parks and Recreation Director; Ross Marshall; Shirley Coupal; Gary Hicks; Travis Boley, OCTA Manager; Larry Short; and Mahaffie Stagecoach Stop & Farm Director Tim Talbott. Lunch was catered by Smokin Joes BBQ and enjoyed by the 47 in attendance. After the program, Kevin Corbett led a walking tour of the park area.

Historic Tour Route signs have been ordered by NPS for the eastern Jackson County section. The signs are scheduled to be in place before the Symposium and will be featured on the Lexington bus tour. This completes the entire sign project for MRO from Franklin, Missouri, to the Gardner Junction in Kansas, with the exception of the signs that will be located along MoDOT-controlled highways.

Please remember to register immediately for the Symposium 2017 if you have not already done so. We look forward to seeing you in Olathe in September.

Douglas County

President Roger Boyd
PO Box 379, Baldwin City, KS 66006
785-594-3172 ♦ rboyd@bakeru.edu

On Sunday, September 10, the Douglas County Chapter will hold their fall covered dish supper at the Black Jack Cabin, three miles east of Baldwin City on U.S. 56. We will gather at 5:00 p.m. for socializing and begin eating at 5:30 p.m. Our program will be "Virtual Tour of the Santa Fe Trail from Mahaffie Stagecoach Station through Douglas County to the West." Presenters are John Richards, Professor of History at Baker University, and Nicholas Pumphrey, Professor

SFTA Annual Membership January 1, 2017 to December 31, 2017

Name(s) _____ ☐ Life \$1000, 1 time or 3 installments
Address _____ ☐ Patron \$100/year
City _____ State _____ Zip _____ ☐ Family \$40/year
Phone _____ Email _____ ☐ Individual \$35/year
☐ Business \$50/year ☐ Institutional \$50/year ☐ Youth (18 and under) \$5/year
☐ **New member** ☐ **Renewing member**

I am a member of the following chapter _____

I'd like to make a donation to assist the SFTA with programs and events.

☐ \$50 ☐ \$100 Other \$ _____

I'd like to donate to the Junior Wagon Master Fund.

☐ \$50 ☐ \$100 Other \$ _____

I'd like to donate to the Marker Fund.

☐ \$50 ☐ \$100 Other \$ _____

To pay by credit card, go to www.santafetrail.org, and click on "Join the Organization."

The Santa Fe Trail Association is a 501(c)3 tax-exempt corporation, and all donations beyond membership dues are tax-deductible to the full extent of the law.

TOTAL ENCLOSED _____

Make checks payable to Santa Fe Trail Association

Mail to Ruth Olson Peters, Treasurer, Santa Fe Trail Center, 1349 K-156, Larned, KS 67550

Renew by mailing using the above form or renew online at www.santafetrail.org

If you have renewed your membership, pass the form along to a friend or colleague.

Chapter Reports, continued

of Religious Studies at Baker University. This will be a photo tour by PowerPoint of all the fascinating historical spots along their upcoming tour for the Symposium to be held in Olathe on September 28-30. Everyone is invited to attend. Barbeque meat, buns, condiments, and drinks will be provided. Members should bring a side dish, salad, or dessert and their own table service. Hope you can join us.

Heart of the Flint Hills

President Sharon Haun

704 Hockaday Street, Council Grove, KS 66846

hkaun@tctelco.net

Cottonwood Crossing

President Steve Schmidt

1120 Cobblestone Court, McPherson, KS 67460

620-245-0715 ♦ wfordok@yahoo.com

Upcoming meetings are August 24: Malcolm Strom, speaking about Capt. Soule at the Sand Creek Massacre and October 26: Pauline Sharp, speaking about the Kaw Indians.

Quivira

President Linda Colle

724 Penn Drive, McPherson, KS 67460

620-241-8719 ♦ blkcolle@swbell.net

We are struggling a bit with membership. A total of five members have passed away since November. Some chapter members have not yet paid their dues for 2017. Members have been encouraged to pay their dues because dues make it possible to keep our chapter going and also pay postage for the newsletter that all members receive. Members were also again encouraged

to join SFTA as well.

Dues are even more important now because we need to raise some funds to install some signs. The National Park Service has selected the Quivira Chapter to install four new interpretive signs around the sites near the Little Arkansas Crossing. This is in addition to the interpretive sign that was already planned for this year at Ralph's Ruts/Kern Ruts. The National Park Service will design this sign, and will contract a consulting group to design the four signs at the Little Arkansas sites. All of the landowners have agreed to place the signs. However, we need to raise the money for the fabrication and base cost, which is approximately \$800-1000 per sign. We will need to raise some funds for the installation of the signs. The chapter will be soliciting donations, and we will have some fundraisers to raise money for the project.

We also have T-shirts for sale at \$10 each. They make great gifts for your kids, grandkids, or great-grandkids, or yourself. We have sizes to fit youth and adults. All T-shirt sales will go toward the sign project. The shirts will be available at all chapter events.

The Quivira Chapter and the SFTA were represented at the first Rice County Heritage Festival on August 5. The festival celebration included the local history of Lyons and Rice County. The Chapter booth provided information on the SFTA GeoTour, SFTA, and the Quivira Chapter.



Wet/Dry Routes

Wilmer Wegele

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The chapter will meet on Sunday, August 6, at 2:00 p.m., joining members and guests of the Santa Fe Trail Center for a presentation entitled "Buffalo Soldiers" by Celeste Dixon, Education Ranger at the Fort Larned National Historic Site. Following the presentation, new chapter president Wilmer Wegele of Great Bend, Kansas, will preside over the business meeting. Topics of discussion will be the 2018 Faye Anderson Award, Pawnee Fork Crossing signage, updates from Joanne VanCoevern, manager of the SFTA, and the Little Red House. Members and guests will enjoy a traditional ice cream social, held every summer since the chapter was formed.

Officers of the chapter are: Wilmer Wegele, president; Rosetta Graff, vice president; Diane Dodez, secretary/treasurer; and Dr. Leo Oliva, program director and editor of the *Traces*. Non-elected officers include Alice Clapsaddle, membership, and Carolyn Churchill, historian. The fall meeting place and time will be announced. Thanks to Becca Hiller, Ruth Peters, and Marty Scranton for hosting the spring meeting at the Santa Fe Trail Center.

End of the Trail: sympathy is extended to the families of long-time members who are traveling the trails beyond our understanding: Pat Hall of Hutchinson, Thelmarie Whilite of Larned, and LeVeta Cross of Lewis. They are missed.

Dodge City/Fort Dodge/Cimarron

President Bill Bunyan

PO Box 1656, Dodge City, KS 67801
620-227-8203 ♦ dchawk38@gmail.com

The chapter will re-dedicate the Chilton Park Monument on Friday, July 28, at 11:00 a.m., eighty-six years after the monument was first dedicated on May 28, 1931. We and the Dodge City Park Department have restored the monument to the way it looked then. Please come and help us celebrate the return of this Dodge City icon to our Santa Fe Trail history. An educational grant from SFTA paid for Major Robert Chilton's picture.

The chapter will meet at Casey's Cowtown at 1:00 p.m. on Saturday, July 29, for a Dutch treat lunch. Our special guest will be Heather Douglas of Orangeburg, New York. Heather is the great-great-granddaughter of Major Henry Douglas and Isadore Douglas. Henry was the commanding officer of Fort Dodge in 1867. SFTA Manager Joanne VanCoevern and Dr. Leo Oliva will talk with Heather about her ancestors. We also will give Heather a tour of Fort Dodge.

The chapter met at the Dodge House Restaurant on May 21 for our spring meeting. SFTA Vice-President Larry Short talked about the upcoming symposium in Olathe and the importance of membership in the SFTA.

Dr. Leo Oliva has supplied the signs and posts to Darrell Dupree for the Cimarron Country Club project. The signs will be placed for the October 15 meeting and dedication. Dr. Oliva will talk about Cimarron's importance to the Santa Fe Trail. We will meet at 12:30 p.m. at Cancun Restaurant in Cimarron for lunch and then go to the Cimarron Library to hear the

presentation. Sign dedication at the Country Club will follow.

The chapter supplied cookies and the Dodge City CVB and Kay Rose supplied water for 82 fifth- and sixth-grade students and 22 adult sponsors who traveled for ten days on the Santa Fe Trail. The students were from ten north-central Kansas schools, who each had to raise \$850 to go on the trip. Chris Day and Janet Armstead, retired teachers, are in charge of this bi-annual trip, which has been occurring for 32 years. Thanks to Esther Stephenson, Debbie Calhoun, Jean Lantis, Mary Hendrix, Linda Peters, and Susan Bunyan for their cookies, which were given out as the students loaded the buses at the Howell rut site, continuing their journey.

We welcome Sara McFarland of Cimarron and Rod and Jan Faulds of Cimarron as new members.

SFTA compiles volunteer hours of all members to share with the National Park Historic Trails folks, and these hours are used to show Congress the importance of the Trail. Please let me know about your volunteer hours.

Your president will join SFTA Manager Joanne VanCoevern and SFTA President Larry Justice at a meeting with the Spearville Recreational Commission about the Moritz Ruts which are where a new ball diamond has been placed. These ruts are part of the pre-1850 dry trail from Larned.

Wagon Bed Spring

Linda Peters

1035 S. Bridge Street, Lakin, KS 67860
620-355-6213 ♦ mothrhen@pld.com

The April 10 quarterly meeting was held at the Haskell County Museum in Sublette, Kansas. The 1920 movie *The Daughter of Dawn* was shown. Ken Weidner offered his expertise to tell us about the equipment being used in the movie. Twelve people enjoyed the movie and no one left early.

The July 10 quarterly meeting was held at the Ranchito Tex Mex Restaurant in Hugoton, Kansas. Following the meeting, Ed Dowell, of Hugoton, presented his collection of artifacts from around the Wagon Bed Spring area. Ed has been a member of the Chapter for many years.

The next quarterly meeting should be on October 9. The program and place will be determined later. Those people who wish to become Chapter members, or need to renew, can do so online at www.santafetrail.org or by mailing their dues to the Grant County Chamber of Commerce, 113B South Main Street, Ulysses, Kansas 67880. Make checks payable to the Wagon Bed Spring Chapter.

For more information contact Jim Groth at 620-544-9701, Marieta Hauser at 620-356-4700, or Linda Peters at 620-640-3155.

Cimarron Cutoff

President Jay Williams

PO Box 993, Elkhart, KS 67950
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Jay and Carrie Williams attended the SFTA spring board meeting in Salina, Kansas. Myrna Barnes, Linda Minns, Bill Barnes, Joe Hartman, and Jay Williams attended the National

Grassland Managers meeting luncheon held in Elkhart, Kansas, on May 17. Myrna spoke about the Morton County Museum. Jay spoke about the SFTA and the Cimarron Cutoff Chapter. Twenty of the 21 grasslands were represented at the meeting. After the lunch, the group toured the Santa Fe Trail on the National Grasslands.

The Grassland Heritage Festival was held on June 4-10 in Elkhart, Kansas. Several chapter members volunteered to help. Our chapter had a display booth. On July 10, several members attended the Wagon Bed Spring Chapter meeting in Hugoton, Kansas. On July 22, our chapter meeting was held in Clayton, New Mexico. Joanne VanCoevern presented the program.

Signs are to be placed along the Trail in the Cimarron National Grasslands.

Bent's Fort

President Pat Palmer
PO Box 628, Lamar, CO 81052
719-931-4323

At our July meeting at the Historic Grand Theater in Rocky Ford, it was unanimously passed to offer interested individuals a complimentary membership until the end of 2017 in the hope that they will continue their membership in the future. Great idea!

The Bent's Fort Chapter is experiencing another great year. Since the last *Wagon Tracks*, the chapter has had several wonderful activities, treks, and presentations. In April, more than 30 members helped with the annual Boggsville Clean-Up Day. Then in May, the chapter enjoyed an overnight trek along the trail to Clayton, New Mexico, where they searched for Thomas Boggs' grave and enjoyed a wonderful dinner at the Herzstein Museum. The next morning we traveled along the trail to Faye Gaines' Point of Rocks Ranch, where Faye gave us an informative presentation on the history of the ranch and interesting stories of occupants. From there we made our way to Cimarron, where we heard a great presentation by Priscilla Gutierrez and Dennis Schneider at the historic St. James Hotel.

In June, chapter members traveled along the Granada Fort Union military freight road to the McEndree Ranch where Clyde and Carol Grier, along with Lolly Ming, spoke and took us on a tour of the ranch. The McEndree Ranch has been owned and operated by the same family for over 100 years. In July, chapter members enjoyed a presentation by John Luzader at the historic Grand Theater in Rocky Ford, Colorado. Luzader, a long-time historian, gave a very informative presentation on "Living Archaeology on the Santa Fe Trail: Rediscovering the Past through Living it Today." His presentation on historic interpretation made us realize we are all interpreters and the importance of "getting it right."

Several more great treks are planned. August will find us in Trinidad and Stonewall. In September, we will trek to Olathe for the 2017 Symposium. In October we will visit historic sites along Highway 350, and in November we will have an educational presentation on the Goodnight family. You are all invited to come along with us. See you all in Olathe in September.

Corazon de los Caminos

President Dennis Schneider
828 South Euclid Ave., Cimarron, NM 87714
575-376-2527 ♦ schneidermusic@q.com

The busy summer is going very rapidly, and most people are trying to avoid the heat as much as possible. I know that most of our group is very busy. At our May outing we had five members in attendance. At our June activity, five members and five visitors attended. We will see how the July and August meetings go. On July 14 we plan to meet at the Gateway Museum in Eagle Nest at 10:00 a.m., tour the museum, and have a PowerPoint presentation on the history of the Moreno Valley. Then we will tour the Elizabethtown museum, eat a picnic lunch, have a presentation on "E" town, and possibly tour the cemetery. Our August meeting is being arranged by the curator of the Folsom museum for a tour of Manco Burro pass. Then it's symposium time, a tour on CS ranch in October, and our annual fall business meeting in November (with speaker Steve Zimmer). We really have nothing new to report since our last report. Hope you are having a great summer!

End of the Trail

President Joy Poole
125 Lupita Road, Santa Fe, NM 87505
505-820-7828 ♦ amusejoy@msn.com

The first week of June, the chapter hosted the Rock Creek School kids (82 students and chaperones) from Kansas. The students worked on the Junior Wagon Master booklets. They visited the historic Santa Fe Plaza, the San Miguel Mission, and the Loretto Chapel, home to the "Miracle Staircase". Students also visited El Rancho de los Golondrinas and the Santuario at Chimayo, and the National Cemetery where Charles Bent is buried.

Chapter President Joy Poole was featured in the *Albuquerque Journal - Life in NM Magazine* on June 11, with an article titled "History Buffed Librarian-author works tirelessly to improve understanding of local lore." The reporter, Elaine Briseno, contacted Joy Poole after learning her book on Dr. Willard received an award from the American Association for State and Local History.

In May, several chapter members visited for the first time the Military Museum of the National Guard. Joyce Fox, a 95-year-old chapter member, especially enjoyed seeing the Willys Jeep she drove during World War II. Kermit Hill presented an interesting program on the demographics of New Mexico soldiers serving from the Civil War to the present.

Our next meeting will be July 22 with an architectural walking tour of the South Capitol Hill neighborhood starting at 10:00 a.m. from the New Mexico Tourism Office.

Santa Fe Trail Association
1046 Red Oaks NE
Albuquerque, NM 87122
www.santafetrail.org



CHANGE SERVICE REQUESTED

EVENTS

July 28: Dodge City, KS. Dodge City/Fort Dodge/Cimarron Chapter monument dedication

July 29: Dodge City, KS. Dodge City/Fort Dodge/Cimarron Chapter meeting

August 5: Lyons, KS. Quivira Chapter at Rice County Historical Festival

August 6: Larned, KS. Wet/Dry Chapter meeting

August 12: NM. Corazon de los Caminos Chapter meeting

August 12: Stonewall, CO. Bent's Fort Chapter field trip

August 21: Arrow Rock, MO. Total solar eclipse

August 24: McPherson, KS. Cottonwood Crossing meeting

September 2-3: Cleveland, NM. Cleveland Millfest 2017. www.clevelandrollermillmuseum.org

September 10: Baldwin City, KS. Douglas County Chapter meeting

September 27: Olathe, KS. SFTA board of directors meeting.

September 27-30: Olathe, KS. SFTA

Symposium "America's First Highway of International Commerce"

October 7-8: Bent's Old Fort, CO. Fur Trade Encampment

October 8: Council Grove, KS. Kaw Mission, "Archaeological Investigations of the Last Chance Store"

October 9: KS. Wagon Bed Spring Chapter meeting

October 10: *Wagon Tracks* submission deadline

October 14: CO. Bent's Fort Chapter meeting

October 15: Cimarron, KS. Dodge City/Fort Dodge/Cimarron Chapter meeting

November 11: CO. Bent's Fort Chapter meeting

November 12: Council Grove, KS. Kaw Mission, "Women Writers of the Santa Fe Trail"

April 20-21, 2018: SFTA /NPS Workshop and SFTA board meeting

September 20-22, 2018: Larned, KS. SFTA Rendezvous

September 25-28, 2019: St. Louis, MO. SFTA Symposium

September 24-26, 2020: Larned, KS. SFTA Rendezvous.

September 22-25, 2021: Bent's Old Fort, CO. SFTA Symposium

For information on Fort activities: See https://www.nps.gov/nts/nts_trails.html See also www.santafetrail.org for more details.