

Wagon Tracks

Volume 9

Issue 1 *Wagon Tracks Volume 9, Issue 1 (November 1994)*

Article 1

1995

Wagon Tracks. Volume 9, Issue 1 (November, 1994)

Santa Fe Trail Association

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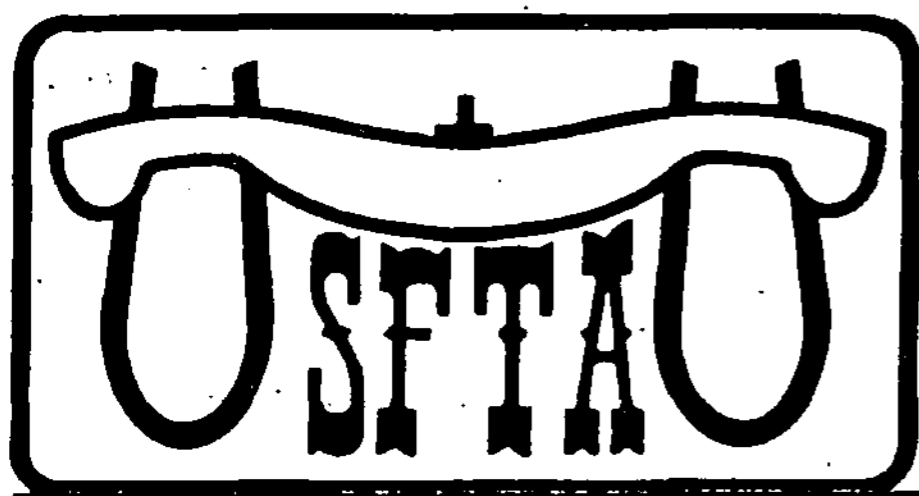


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Recommended Citation

Santa Fe Trail Association. "Wagon Tracks. Volume 9, Issue 1 (November, 1994)." *Wagon Tracks* 9, 1 (1995).
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WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 9

NOVEMBER 1994

NUMBER 1

V-P GARDNER RESIGNS

SFTA Vice-President Mark L. Gardner has resigned from that office because his schedule does not permit him the time necessary to fulfill his duties to the Association. Gardner is a charter member of SFTA and has served capably as a director and vice-president, working on important committees and contributing scholarly articles to *Wagon Tracks*.

Gardner plans to maintain his interest in and support of SFTA insofar as time permits. His research and writing ventures will continue, including planned publications on the Santa Fe Trail. He hopes his successor will be better able to devote the time required to build a stronger and better SFTA. His years of service to the Association have merited the appreciation of all members.

INDEX AVAILABLE SOON

A comprehensive index for the first eight volumes of *Wagon Tracks* is being compiled and will be available soon. Leo and Bonita Oliva are engaged in the task authorized by the board of directors. This essential tool will aid readers in finding information without searching through every issue. All members will receive a copy when it is printed, and additional copies will be available for sale. Those wishing to fill gaps in their collection of *Wagon Tracks* may order back issues from the SFTA Last Chance Store while they last.

TRAIL TOUR PLANNED BY SMITHSONIAN ASSOCIATES

A study-tour of the Santa Fe Trail is being planned by the travel department of Smithsonian Associates. Tentatively scheduled for September 9-17, 1995, from the Kansas City, MO, area to Santa Fe, NM, the tour will accommodate 30 participants.

WT Editor Leo E. Oliva will serve as the tour guide. SFTA members will be welcome to participate. Details will appear in WT as soon as the itinerary is completed. Oliva plans to lead additional tours on the Trail in 1996 and 1997 as part of the 175th anniversary celebration.

November 1994



This gray granite DAR marker, the first on the Santa Fe Trail in Oklahoma, was dedicated October 1, 1994; l to r: Mary Gamble, SFTA director from Colorado; Bill Pitts, SFTA president; Joan Kachel, chairman of the marker committee; Dan Sharp, SFNHT advisory council member; David Hutchison, SFTA director from Oklahoma; and Mrs. Ovie Holland, regent of High Plains DAR chapter. (Photo courtesy of Leo Gamble.)

FIRST OKLAHOMA DAR MARKERS SET

WHEN the Daughters of the American Revolution (DAR) erected granite markers along the route of the Santa Fe Trail in the early years of this century, none was located on the Cimarron Route in the Oklahoma Panhandle. This omission was recently corrected with the placement of two gray granite monuments in Cimarron County by the High Plains DAR Chapter of Guymon, OK. One is located beside State Highway 325, where it crosses the old Trail, on what Marc Simmons calls "one of the choicest spots on this section of the Santa Fe Trail." It is several miles east of the site of Camp Nichols. The other DAR marker was set on County Road 13-16C at the Oklahoma-New Mexico border.

The dedication of the marker on Highway 325 took place on October 1, 1994, at 2:30 p.m., during the annual tour of the Cimarron County Historical Society. Mrs. Ovie Holland, regent of the High Plains Chapter, was in charge of the ceremony and unveiled the attractive memorial. SFTA member Joan Kachel was chairman of the committee in charge of setting the markers. James R. Fletcher gave the dedicatory address. SFTA President Bill Pitts, several members of the Cimarron Cutoff Chapter, and other SFTA guests were on hand to celebrate this important addition to the historic road.

PRESIDENT'S COLUMN

With the 175th anniversary of William Becknell's party entering Santa Fe in 1821 coming up in 1996, the Santa Fe Trail Association, SFTA chapters, National Park Service, state and local tourism departments, county historical societies, and others will be cooperating on numerous programs. This is a good time for chapters to work with local chambers of commerce and state tourism offices to coordinate and advertise projects. The SFTA 175th anniversary committee chairman is Harry Myers, PO Box 7, Watrous NM 87753. Please keep him informed of all activities.

The past growth of SFTA and its fine chapters now allows us to work closely with the five state tourism offices and numerous local governments in the celebrating of the Trail's anniversary. SFTA may be compared with a legume plant. The chapters are nodules on the roots which enrich the plant and the surrounding area. The blossoms of the plant are the many activities of the organization which produce seeds for future programs and growth.

During early Trail years both the United States and Mexico looked upon Santa Fe Trail commerce as a source of economic growth. Today the states with the remains of the Trail are looking to the modern travelers following the historic route as a source of economic growth. Many of the special events the communities present in 1996 will become annual events, and the SFTA members and chapters will be involved.

SFTA, all chapters, and the anniversary committee will be working with national, state, and local organizations in 1996 to celebrate the historic splendor of the Trail, its commerce and its travelers. All of this is a prelude to the 200th anniversary in 2021. Truly the Santa Fe Trail lives on.

—Bill Pitts

BETH B. HATHAWAY

SFTA member Beth B. Hathaway, wife of SFTA Ambassador Ralph Hathaway, Chase, KS, died after a lengthy illness on September 8, 1994, at the age of 80. A native of Maryville, Missouri, she married Ralph Hathaway in 1962. Mrs. Hathaway was a member of the Jeremiah Howard Chapter of the DAR at Great Bend, the Rice County Historical Society at Lyons, and was a charter member of the Dr. Thomas Lord Chapter of the Daughters of American Colonists at Hutchinson. Condolences are extended to the Hathaway family. Memorials may be sent to the Rice County Historical Society Endowment Fund, 105 West Lyon, Lyons KS 67554.

SUGGESTIONS FOR SFTA

by Byron Christopher Shutz
(Byron Shutz, Kansas City, MO, is a semi-retired businessman and an active member of SFTA. He and his wife, Marilyn, have traveled the Trail from New Franklin to Santa Fe. They have been involved in and made significant contributions to historic preservation work at Arrow Rock, MO, and are interested in preservation of other Santa Fe Trail sites. The following was sent to the officers and directors of SFTA several weeks ago and is printed here, with Mr. Shutz's permission, for the consideration of the entire membership. He would appreciate hearing from interested members.)

THE spirit and history of the Santa Fe Trail offer an exciting, fulfilling experience. That is why each of us has, to one degree or another, become captivated by the Trail.

I believe that more can be done to preserve relics and remnants of the Trail and to provide information to those who have a great curiosity about the wagon roads and about the people who followed it to trade. I offer for your study and consideration some ways in which SFTA might play an expanded role in preserving and explaining the marvelous history of the Trail.

First, the Association has some valuable assets, including (1) the clear and inspiring writings of Marc Simmons, one of the founders of the Association, whose literature about the Trail provides examples for other contemporary scholarship, (2) *Wagon Tracks*, a vibrant, highly informative newsletter which is the primary link between the membership and SFTA, and (3) the biennial symposia, viewed by the membership as one of the benefits of being a member of the Association.

I would suggest that the Association could also do the following:

- (1) Further recognize the extraordinary value of *Wagon Tracks* by providing the money necessary to publish it in a first-class format that the quality of the material generally deserves. The editor also needs to be fully recognized for his professional work and paid accordingly for those services.
- (2) When published in a quality format, copies of WT should be widely and actively directed to libraries and other institutions, agencies, and organizations which have an interest in the history of our national historic trails.
- (3) The Trail needs to be better marked and information provided on the sites by well-designed, good quality markers and signs. We do not need to wait for the National Park Service

to do all of this. As interested citizens, we can step forward to do much of this ourselves. Members of the Wet/Dry Routes Chapter have set a fine example of initiating a project and carrying it through to completion.

Marking the Trail could be an important use of membership fees. For example, periodic contests could be held for an award granted by the Association to the most significant and deserving proposal related to marking the Trail.

- (4) There are physical structures and relics of the Trail which beg to be preserved and even possibly restored. Again, we need not wait for the National Park Service to do this. I am confident that there are individuals, corporations, historical societies, SFTA chapters, and other entities that, if encouraged, could over time provide funds for individual projects. In Osage County, KS, south of Topeka, the McGee-Harris Stage Station at 110-Mile Creek is

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Membership Categories

| | |
|---------------|------------|
| Benefactor | \$1,000 |
| Patron | \$100/year |
| Institutional | \$25/year |
| Family | \$20/year |
| Individual | \$15/year |

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an example of a surviving structure which might be preserved and appropriately marked. There are many others.

- (5) The Association could also (a) develop an aggressive marketing program for new members, (b) establish a system for acknowledging gifts from members in excess of the minimum individual and family memberships, (c) encourage memberships in excess of the minimums through various means, and (d) develop publications and other material which can be available for purchase by members as well as the general public, in order to provide supplementary income for the Association and add to the literature on the Trail.

A volunteer board of directors cannot be expected to devote all of the energy and time needed to accomplish, over a reasonable time frame, objectives such as those given above. Therefore, the Association needs a paid professional staff, together with part-time volunteers, to provide active day-to-day efforts to accomplish these goals.

In order to provide professional staff, membership fees need to be significantly increased to a level similar to other such organizations. Today's individual and family membership dues at SFTA will hardly buy an annual subscription to a good magazine. The potential of the Association is so great that its members, once they better understand how the funds are used to preserve and explain the Trail, will join in the effort. A Trail-related special gift to members could be offered, for example, when the membership fee is first increased above present levels.

To become a stronger and more viable organization, the Association could also consider office space with its own identity, where one or more professional staff persons and volunteers can be located. The office needs to have and use modern office equipment, if it does not already do so, such as a computer, printer, fax machine, postal equipment, storage for supplies and files, and fire-proof storage for archives and important records. Obtain a telephone listing for the Santa Fe Trail Association, which does not now have a listing or a telephone number in Larned, KS, where the present office is located.

The officers and directors could explore appropriate office space and facilities to be provided at city expense by the City of Larned in order to retain the offices of the Association there. In order to attract and keep organizations such as SFTA, communities today are often willing to provide such facilities at either reduced or no expense to the association. Inquiries could be made

to other communities that would have a particular interest in attracting the Santa Fe Trail Association to relocate. Such cities would include, for example, Santa Fe, NM, and Independence, MO. Ease of access, proximity to a commercial airport, and other such criteria could be considered.

The City of Independence, MO, for example, funds a budget of approximately \$250,000 a year for the facilities and staff of the National Frontier Trails Center. Independence also provides, without charge, very desirable office space and other services to the Oregon-California Trails Association in a very fine building adjacent to the National Frontier Trails Center.

Even with one or more professional staff persons and volunteers, the officers and directors of the Association need to meet perhaps twice each year to plan, monitor, and make sure that the objectives of the Association are being carried out by the staff, committees, chapters, and other volunteers. Such meetings do not necessarily have to be held in the same city each time.

The Santa Fe Trail Association has accomplished a great deal since its founding in 1986. The public interest in the historic national trails continues to grow at an astonishing pace. The SFTA needs to take a fresh look at its role and adjust its objectives and operations in order to meet the important needs for identifying and preserving the Trail and providing information for those many people who, like us, have had their imagination and interest stimulated by the lore and traditions of the Santa Fe Trail.

I would be glad to talk with any of you who would like to discuss further the ideas set forth above, and I would also greatly appreciate your sharing with me your own views and experience. My office phone is (816) 531-4500, and my address is 1001 West 58th Terrace, Kansas City, MO 64113-1159.

MORE RECOMMENDATIONS

by Harry C. Myers

(Harry Myers, superintendent of Fort Union National Monument, is chairman of the 175th anniversary committee. He sent the following suggestion to President Bill Pitts when V-P Mark L. Gardner resigned. It is printed here, edited for publication by Mr. Myers. If you agree or disagree with his suggestion, please communicate directly with President Bill Pitts, SFTA, 3824 N Oak Grove Dr #824, Midwest City, OK 73110.)

ALTHOUGH I am not a board member, I feel compelled to share my thoughts on the resignation of Mark

Gardner and his suggestions for a replacement. Given that the Santa Fe Trail Association is in a critical period, taking much criticism, and is in the middle of preparations for the 175th celebration, it seems vital not to choose the person who likely will become the next president of the Association in secrecy without the input of the membership. With Gardner's resignation coming at this crucial time, an opportunity presents itself to choose the best leader for the Association's future. A nominating committee should be appointed to determine those willing to serve as vice-president and, possibly, the next president, and those names put to a vote before the membership. This can be done by using the regular election procedures outlined in the new bylaws.

I have nothing against those recommended by the resigning Gardner, but the honorable thing to do, it seems to me, is for the board to seek the best talent from those members willing to serve SFTA, including people who may not otherwise be considered. I doubt that everyone willing and able to serve as an officer or board member has made his or her wishes known. By not giving all members an opportunity to serve or to nominate those who will serve, we run the risk of becoming stale with the same old people running things year after year.

Without going to the general membership now, the governing board runs the risk of being accused of maintaining the status quo, keeping the board and officers among only a select few, and refusing to involve in decision making the very people the board represents. Although the bylaws allow the board to choose a replacement for Gardner as vice-president, they do not exclude an election.

I urge the officers and board to break precedence and give the Santa Fe Trail Association members the opportunity to select their future leader in an open and above-board manner.

MAP ERROR CORRECTION

THE Glorieta Battlefield Map, graciously provided by Burt Schmitz as an insert in the last issue of WT, was appreciated by many members. Francis C. Kajencki, SFTA member from El Paso, TX, and author of *Poles in the 19th Century Southwest* (1990), also was concerned about the omission of Kozlowski's Ranch from the map and the misspelling of Kozlowski in the guide notes. Kajencki's letter and Schmitz's response follow.

Kajencki Letter:

I carefully read Burt Schmitz's map

sketch, with notations, of that portion of the Santa Fe Trail associated with the Battle of Glorieta Pass, March 26-28, 1862 (*WT*, August 1994). To his credit, Schmitz went out of his way to be detailed and precise. Yet he omits the Martin Kozlowski Ranch located on the Santa Fe Trail near the Pecos National Historic Park.

The Kozlowski Ranch was very much a part of the Santa Fe Trail and the Battle of Glorieta Pass. Colonel John Slough, the Union commander, made Kozlowski's Ranch his field headquarters. There Slough and Major John Chivington drew up the brilliant plan of battle. Kozlowski's Ranch served as an interrogation site for some 70 captured Confederate soldiers before they were evacuated to the rear. Kozlowski's Ranch also served as a field hospital for wounded soldiers, and it continued to play this vital role for two months after the battle.

Not only is the ranch not included on the map, it is slighted in the notes. Schmitz states that Chivington's force rejoined the main Federal troops "near Pecos." Why not state that it was Kozlowski's Ranch, the field headquarters? In one obscure reference, Schmitz mentions Kozlowski's Ranch but mislabels it the "Kowalski Ranch." All Schmitz had to do was look at Colonel Slough's published report of the battle, datelined "Kozlowski's Ranch, March 29, 1862," contained in the *Official Records*, vol. IX, p. 533.

Schmitz's Response:

The observations and criticisms of Francis Kajencki are welcome, and he has my thanks for bringing the name error to my attention. I immediately looked up the spelling of Kozlowski on the guide notes and was appalled, as he was, to find that in the rush of drawing these notes together I had introduced a serious typo in the spelling of the name. To my horror, I discovered that Pigeon's Ranch was misspelled as "Pigon's Ranch" in the same paragraph. These typographical oversights had slipped past my proofreading before mailing the copy off to *WT*.

Please run the following correction in the next issue: "With my apologies, please correct the spelling of 'Pigon's Ranch' to 'Pigeon's Ranch' and change the identification of 'Kozlowski's Ranch' from the erroneous 'Kowalski's' in the last paragraph of the guide notes accompanying the Glorieta Pass and Santa Fe Trail map insert in the August issue of *Wagon Tracks*. I regret these typographical errors. I don't know what subliminal gods were working on me that day. —Burt Schmitz." Kajencki's concerns require further reply.

As for not extending the map beyond the battle sites, that was outside the scope of intent of the maps and my accompanying text in the appendix to the Rio Grande Press reprint of William C. Whitford's *Colo-*

rado Volunteers in the Civil War, from which the insert was taken. The reference to Kozlowski's Ranch as the headquarters of the Federals is covered in Whitford's text as well as the *Official Records*. Since none of the battle occurred at Kozlowski's, I did not feel a particular need to devote space to recounting the details of headquarters, quartermastering, and the like by either side. The importance of Kozlowski's Ranch was neither denied nor omitted, it was just beyond the scope of this particular map. I hope the guide notes will lead those interested to visit Pecos National Historic Park and the site of Kozlowski's Ranch. Thanks to Kajencki, readers will know the importance of the ranch as well.

The map insert was originally prepared for the proprietors of the Santa Fe KOA in 1990, to provide a guide map for sale at their office to the visiting tourists and other enthusiasts stopping at the KOA. I prepared some additional notes for the supplement in *WT*, but the map was never intended to extend beyond the eastern part of the battle site proper.

175TH ANNIVERSARY CELEBRATION PLANS

by Harry C. Myers

(Myers is chairman of the SFTA 175th anniversary committee.)

NEWS from the chapters indicates that most have formed 175th committees and are working on plans for the celebration in 1996-1997. There are a number of good ideas to commemorate the anniversary and continue to benefit the Santa Fe Trail long after the celebration is over.

The SFTA board last June passed a number of resolutions on the 175th. Most of those actions are now in progress and the most notable ones include the following.

A new marker committee is reexamining the policies for funding markers. Once a new policy statement is formulated by the committee and approved by the board, the 175th committee will recommend marking the Santa Fe Trail both by route markers and by interpretive signs at appropriate sites.

The board has endorsed Trail tours in 1996 and 1997 to be given by Leo and Bonita Oliva. The tours, which may also be sponsored by the Smithsonian Associates who are arranging a study-tour for 1995, will be an opportunity to learn about the Trail and to see its sites first-hand. The board also encourages others to offer Trail tours on a local and regional basis.

Investigation is underway to sponsor an art show concerning the Santa Fe Trail during 1996. This will be a tough one to accomplish; however some very

good people are working on it.

Plans are being made for a historical reenactor to travel the Trail and present educational programs at schools. There is talk of at least one wagon train going the whole length of the trail and another going part way, perhaps along the Cimarron Route only. SFTA Ambassador Les Vilda is working on plans for a living-history pack train to commemorate Becknell's 1821 trip.

As these and other plans take shape my committee will continue to keep everyone informed through *Wagon Tracks*. Chapters should keep the committee apprised of plans for the commemoration. Send information to Harry Myers, PO Box 7, Watrous NM 87753. The official calendar of events will be published in *Wagon Tracks*. Also, remember that events to be publicized in tourism publications need to have dates set by early 1995.

DATABASE PROJECT PLANNING CONTINUES

by Mary Jean Cook

(Mary Jean Cook is chairman of the Camino Real-Santa Fe Trail Database Project Committee.)

THE Camino Real-Santa Fe Trail Database Committee, comprised of Mary Jean Cook, Marc Simmons, Michael Olsen, and Gabrielle Palmer, met in Santa Fe in September to consider how best to launch this important and formidable project. It was agreed that a planning grant of \$15,000 should be sought, from private sources if possible, in order to research and purchase hardware and software and to hire an assistant for the project director.

Once this is accomplished, a trial run of entering data from different source materials (some bilingual) will begin. The first step will be to create a bibliography. Then test data will be entered using a few major criteria. A trial search for data will then be conducted and evaluated by the committee. The scope of phase one of the project is limited to the Santa Fe and Chihuahua trails, but future data from the entire *Camino Real* must also be considered.

The database will benefit future generations who follow the historic trails of commerce. Most likely the project will continue well into the next century before the greater portion of material will have been entered into a computer. By then new documents and information will have been found to greater enhance our knowledge of those who traveled the routes, what they carried, and the places they stopped along the way.

The department of the interior, in

cooperation with the state of New Mexico, in 1997 will build an \$8.2 million center on the *Camino Real* at Socorro in southern New Mexico on 40 acres donated by the Bureau of Land Management. The center will depict and interpret the heroic trail saga through the centuries.

If there are any charitable foundations among the SFTA membership, we earnestly seek your financial support to initiate phase one of the CR-SFT Database Project. It will be a historic journey into the future. Please contact Mary Jean Cook, CR-SFT Database Project, PO Box 2676, Santa Fe NM 87504-2676.

TRAVELING SEMINAR ON BENTS & CHEYENNES

FROM the day in 1829 when William Bent hid two Cheyennes from sure death at the hands of their Comanche enemies, the Bent family and the Southern Cheyennes became linked in a social and economic relationship which continued until the Cheyennes were forced onto a reservation following the Battle of the Washita in 1868.

The Historical Series sponsored by Barton County Community College, Great Bend, KS, will offer a traveling seminar titled "The Bents and the Cheyennes/Tragedy and Travesty," designed to explore that relationship which lasted four decades. Included in the seminar will be visits to Bent's Old Fort, Bent's New Fort, Old Fort Lyon, New Fort Lyon, and Boggsville. Highlighting the trip will be a visit to the Sand Creek site where four of William Bent's children witnessed the destruction of Black Kettle's village by troops of the First and Third Colorado Cavalry on November 29, 1864. Robert, George, Charles, and Julia Bent were there, as was Edmond Gurrier who later married Julia Bent.

The seminar is scheduled for April 29-30, 1995, and will be repeated the following weekend on May 6-7. In both cases the seminar will originate on Saturday in Larned, KS, with an overnight stay in Las Animas, CO. The return trip to Larned will be completed by 5:30 p.m. on Sunday.

Instructors are SFTA members Alice and David Clapsaddle of Larned. Alice is coordinator of home economics at BCCC. David recently retired from Larned State Hospital and is devoting full time to research and teaching related to the Santa Fe Trail and associated subjects.

For more information, contact Elaine Simmons, coordinator of seminars, BCCC, Great Bend, KS, 1-800-748-7594.



SFTA member John J. Warner standing in the swale of the Fort Hays - Fort Dodge Road at the Sawlog Creek Crossing on his ranch northeast of Dodge City, KS.

AUTO TOUR GUIDE OF FORT HAYS - FORT DODGE ROAD

THE Wet/Dry Routes Chapter, with help from the Fort Dodge/Dodge City Chapter and the Society of Friends of Historic Old Fort Hays, recently published *A Self-Guided Auto Tour of the Fort Hays - Fort Dodge Road*, giving the location (with a brief description) of the route, remaining ruts, stream crossings, and other sites.

For a time this road comprised the eastern portion of the Santa Fe Trail, providing the link between the Union Pacific Railway Company, Eastern Division, at Hays City and the main route

of the Santa Fe Trail at Fort Dodge.

A portion of the road, including Sawlog Creek Crossing, is located on the Warner Angus Ranch of SFTA member John J. Warner, northeast of Dodge City. The Warners have preserved the ruts and placed markers on their property. Warner kindly provided photos of the trail on the ranch.

To obtain a copy of this new 8-page auto tour guide, send two 29-cent stamps to Ida Yeager, Wet/Dry Routes Chapter, 416 Wichita, Larned KS 67550.



A party of riders in the ruts of the Fort Hays - Fort Dodge Road on the Warner Ranch, and a trail marker with flag flying in the background. Among those pictured, in addition to Warner family members, are Bonita and Leo Oliva.

EAGLE SERVICE PROJECTS BENEFIT THE TRAIL

BART Winstrom, Boy Scout Troop 239, Kinsley, KS, recently completed an Eagle Service Award project, the removal of tons of debris from a giant Trail rut near Kinsley. The swale, 200 yards long and about five feet deep, is one of the most pronounced ruts along the entire Trail.

Bart's brother, Travis, recently completed an Eagle Service Award Project, also, the production of a map depicting the five separate routes of the Santa Fe Trail network in Pawnee, Edwards, and Ford counties in Kansas. This map is displayed at the Edwards County Historical Museum in Kinsley. David Clapsaddle served as adviser on both projects.

Also completing an Eagle Service Award Project was Matt Waldren, Troop 238, Lewis, KS. Matt's project was the compilation of a directory of sites marked by the Wet/Dry Routes Chapter in Pawnee, Edwards, and Ford counties. In addition to the names and addresses of the property owners on whose land each marker is placed, the legal description of each site is noted. Copies of this directory have been placed at the Santa Fe Trail Center, Fort Larned NHS, and the Kansas State Historical Society. Larry Mix assisted with this project, with Clapsaddle serving as adviser.

FORT ATKINSON MARKER

THE site of Fort Atkinson, two miles west of Dodge City, has been marked through a joint venture by the Wet/Dry Route and Fort Dodge/Dodge City chapters of SFTA. This military post was established as Camp Mackay along the Santa Fe Trail in 1850 to provide protection for travelers and traders from Indians in the region. It was later named Fort Atkinson. An important treaty was signed there with several plains tribes in 1853.

Fort Atkinson was manned from 1850 to 1853 and again during the summer of 1854 before it was abandoned. The history of this post, constructed of sod, may be found in Leo E. Oliva, "Fort Atkinson on the Santa Fe Trail, 1850-1854," *Kansas Historical Quarterly*, XL (Summer 1974): 212-233.

The site of this historic Trail fort is located on property which previously belonged to the parents of Janet Bevers, president of the Fort Dodge/Dodge City Chapter. Although nothing remains of the military post, its location is now identified for posterity.

HISTORY OF EL MORO, COLORADO

THE story of the relocation of the El Moro, Colorado, DAR Trail marker appeared in the last (August 1994) issue of *Wagon Tracks*. The final chapter of that story appears in the accompanying photograph and information sent by SFTA board member Mary Gamble. The El Moro marker was rededicated on September 28, 1994, and a special bronze plaque was attached to the base of the monument.

Mrs. James Polliard, Colorado Chapter regent, was in charge of the ceremonies. Mrs. Harvey Phelps, DAR state corresponding secretary, gave the address for Mrs. Donald G. White, state regent. Mrs. Danny Self led the patriotic ceremonies.

Some time back SFTA member Robert Musselwhite, Raton, NM, sent the following information about the history of the town which served as the eastern terminus of the Santa Fe Trail for two years. It was collected by his late brother, Bill Musselwhite, and currently belongs to Bill's sons. Thanks to the Musselwhite family for preserving and sharing this material. Both items are reprinted here as originally published.

From the *Trinidad Chronical News*, June 8, 1937:

HISTORY OF EL MORO, WRITTEN IN 1892, FOUND IN OLD BUILDING. Document Uncovered As Abandoned Church Building is Being Dismantled—Filled With Data of Pioneer Period.

Secreted in a can that had been placed between the bricks of a church building wall at El Mora more than 40 years ago, an eight-page document, detailing the early history of El Moro and of this part of Colorado, was discovered by workmen several days ago as they were engaged in dismantling the building, long since abandoned, and which was once the Presbyterian church of El Moro.

The identity of the author of the manuscript is unknown as the writings, well preserved and in an extremely legible handwriting, bore no signature. The paper used, however, were letterheads of El Moro's pioneer merchant, Thomas Cook, who passed away several years ago.

The historical sketch was dated July 13, 1892, but indications are that data was added to the writing at subsequent times and prior to the erection of the building.

Tom Mariano of El Moro, one of the workmen dismantling the building, came across the tin can between the bricks. He opened the can to find the papers which he turned over to the Community Newspaper for inspection. He plans to keep the papers as a personal souvenir.



This bronze plaque was placed on the base of the El Moro DAR marker, and the marker was rededicated on September 28, 1994. (Photo courtesy of Leo Gamble.)

The historical sketch reads as follows:

El Moro. Founded in February, 1876, the year Colorado was admitted into the Union, by Ex-Gov. A. C. Hunt. He named the town El Moro from Moro Castle, in Cuba. As Mr. Hunt came across the prairies in former years and first beheld the summit of Raton peak, its appearance reminded him of El Moro Castle as one enters the harbor at Havana, Cuba, and El Moro has existed ever since in the mind of the ex-governor until 1876 he became superintendent of construction of the Denver & Rio Grande railway company, and coming south from Pueblo had J. R. DiReimer, then assistant general engineer of the company, locate the town of El Moro.

At that time and for two years after, El Moro was the extreme southern terminus of railroad facilities and all the products of New Mexico, Arizona, western Texas and northern Mexico were brought to El Moro for shipment, north to Denver, thence, east via the Kansas Pacific. During those two years, 1876 to 1878, from 200 to 500 wagons were camped in and around El Moro, with droves of horses and mules and herds of oxen which drew the immense loads of hides, wool and pelts and other products of the southern countries into market and in exchange would return loaded with provisions and all kinds of merchandise from the east.

In 1877 there was more wool shipped from El Moro than any point in the world, except one point in Australia.

J. D. Root was the first railroad agent here. He was succeeded by Syrus Eckers. J. R. DiReimer, Sr., was his successor, then came J. W. Shryock, J. M. Overheiser was next to take charge of the company's business. He was succeeded by W. W. Whitmarsh and he by T. C. Kelley, who now holds the position.

A. P. Hunt was the first postmaster. D. R. Bradley, H. T. O'Farrell, J. P. Detamore, C. S. West, Thomas Cook, William M. Paul

and A. E. Litz, all in succession as named have held the office.

James McKeough, Sr., was the first justice of the peace. George Sumner, J. P. Detamore, James McKeough, Sr., J. P. Detamore, C. S. West, H. M. Brandenburg, N. Chavez, N. F. Davis and J. P. Detamore all succeeded each other in the order named.

Although El Moro was a frontier town, there have been but five persons killed here, and it never received a hard name as some of the new towns of that time.

El Moro never was much of a place for the newspaper business. A. W. Archibald started a paper here in 1876, the "Enterprise," but its life was short. No attempt was made to revive the business of journalism in El Moro until 1887. E. J. Curan started the "New Era." Trinidad was enjoying a "boom" at that time and he thought it could be drawn this way. It was still shorter lived than the "Enterprise." Ben Griffith and Hamilton Prope founded the "El Moro Dispatch," edited by Griffith, for a short time, then by J. P. Detamore and Robert Davis successively until March 4, 1890, when the plant was destroyed by fire.

El Moro has had two disastrous fires. One occurred on July 5, 1888, which destroyed one whole block—about \$50,000 worth of property was lost with only partial insurance. The property destroyed consisted of two general merchandise stores belonging to James Wilcox and Thomas Cook; a hotel belonging to J. R. DiReimer, Jr.; a livery stables and ice house belonging to Daul Brogan, besides saloons, restaurants, dwellings and warehouses, in all fourteen buildings. The next fire occurred March 4, 1890, and was the work of an incendiary. It destroyed the only hotel remaining, store, church hall, K. of P. hall, the Dispatch office, C. C. & I. office, butcher shop and other buildings, about \$20,000 worth of property with only \$4,600 insurance.

The Colorado Coal & Iron company has mines adjacent to the town and 250 coking ovens. The products of both mines and ovens are shipped from this point, and amounts to from 40 to 165 cars per day.

At this time El Moro has three churches, Catholic, Methodist South and this one (Presbyterian). Two stores, a postoffice, a station, roundhouse with six stalls, a 20-dump coal chute and other railroad buildings, other businesses of importance are here.

The public school of El Moro is not of the least importance. Our schoolhouse cost \$6,500 and is the best country schoolhouse in the county.

Miss Mollie Moore, now Mrs. O. T. Clark, was the first to teach a school in El Moro. John W. Douthitt, the present county superintendent of public schools, was our second teacher; then followed, in the order named,

Mr. church until 1885, when Rev. R. Van Voothers, Miss Jennie DeBusk, J. B. Harvey, Z. Taylor, J. J. Thompson, William Arnett, Mrs. Anna B. Woods, J. W. Reeder and Mrs. Elizabeth Moad. The two last named are engaged as teachers at present. All have done excellent work. Besides these who have taught in the public school we have had numerous private schools which were well patronized.

Strange to say, El Moro did not have a regularly organized church until 1885, when Rev. R. Dodd was appointed at El Moro and to him we are indebted for the first church organization. He was pastor here for four years and was succeeded by Rev. C. W. Bell, who has been pastor here for three years and has just been elected for another year.

There are at present 40 members of the First Presbyterian church. The present Sabbath school was organized in 1879 and had been well supported and attended ever since and is at present the best Sabbath school in the county outside of Trinidad. Thomas Atterberry is superintendent at present, Rev. G. W. Bell assistant superintendent, E. C. Camahan secretary, George Litz assistant secretary, Mrs. P. B. Coffelt treasurer. Jewett Detamore, Mrs. E. C. Camahan, Mrs. M. Moore, Mrs. H. L. Beck and Miss Julia Litz are teachers with scholars enrolled.

The library was destroyed by fire in 1890. Steps are being taken to raise funds to buy another library and within a short time we hope to have as good, if not better library than we lost.

We now come to the society of ladies who were prime movers in the building of this church. We mean the Ladies Mite society of El Moro. This society was organized in 1889 with Mrs. L. E. Wade as president. There are 20 members of the society. They gave sociables and all kinds of entertainments to raise funds for the church. They also started a subscription list which has been liberally signed, both by citizens of El Moro and Trinidad, and today they bring, as an offering, the "first fruits" of their toll and labor.

But there are some who were members of the society and took an active part in the work who are not with us today. They have moved away and are scattered in different parts of the country, but we feel that their hearts are with us in the work. There are others who were members of the society who have been called home, some advanced in age who had completed the Master's task and are going to claim the reward. Others young and beautiful, gems to bedeck the Master's crown.

From "El Moro," *The Leading Industries of the West*, 70-73:

Barela & Wilcox.

The largest general merchandise house in El Moro is that of Messrs. Barela &

Wilcox, who established their business here in 1882, under the direct management of Mr. H. W. Gibbons, who has had many year's experience in the wholesale line of this trade, and the entire business, book-keeping, purchasing, etc., devolves upon him. He also conducts a branch house at the coke ovens, several miles distant from El Moro. A large and varied stock of dry goods, groceries, ladies' and gent's furnishings goods and kindred articles is carried, and operations are both by wholesale and retail. Messrs. Barela & Wilcox are large purchasers of wool, hides, etc., which is a prominent feature of their present industry. Their store is located on the corner of Main and Aqua streets, and is 24x60 in size, built of stones and two stories high. The office is 24x15 and conveniently arranged for the transaction of business. A warehouse 25x50 adjoins the main building and it is at all times stocked to the utmost capacity. The basement of the main building, 24x75 feet in size, is filled with wines, liquors and cigars of the finest brands, both domestic and imported. The members of this well-known house are, Hon. Casimiro Barela, who is county judge and state senator, and is also largely interested in the cattle and wool business with the well-known firm of Hall Bros., of Kansas City, and Mr. James Wilcox, who is also largely interested in the cattle business. Both partners are highly respected in the community and are notably active practically promoting all interests that will benefit El Moro.

J. P. Detamore.

Mr. Detamore has been a resident of Colorado for the past thirteen years and came here from Virginia. He established himself in business here February 1, 1884, and he carries a select stock of drugs, toilet articles, cigars and tobacco, stationery, candies, etc. Dr. Thompson, a capable and popular gentlemen, has charge of the drug department and acts as assistant postmaster, Mr. Detamore being postmaster, which appointment he has just received. His place of business is located on Main street and is 25x75 feet in size. His stock is first-class and varied in all details.

C. S. West.

This gentleman came here six years ago and has been justice of the peace for some time, dealing out justice in a conscientious manner to those who are in need of it. He is also engaged in mercantile pursuits, carrying a complete and varied stock of groceries and fancy goods. His place of business is known as the "El Moro Grocery Store," and it was established here in January 1884. The Judge is from St. Louis, and, although his business is young, he has met with splendid success, and his store, which is located on Main street and is 18x25 feet in size, is at all times the scene of lively trade.

Daniel Brogan.

The gentleman above named represents the leading livery, feed and sale stable and ice and transfer business in El Moro. He came here and established his industry in 1876 and is located near the track of the Denver & Rio Grande railway. Mr. Brogan keeps constantly on hand the finest live stock and vehicles and in his transfer business, he is prepared to transfer passengers and freight to and from Trinidad at the lowest possible rate legitimate trade will permit. The ice house is 30x100 and is constantly supplied so as to meet any demand on short notice. The ice he offers to the public is taken from the Las Animas river. Mr. Brogan is a valuable citizen and deserves the success he is now meeting with.

There is no railroad link connecting El Moro, on the Denver & Rio Grande, with Trinidad, on the Atchinson, Topeka and Santa Fe. These prominent points, which are the Pittsburgh and the Philadelphia, respectively of Las Animas county, are only five miles apart, however, and a most pleasant horseback, carriage or stage ride over an exceedingly delightful country will in a very short time bring the visitor from El Moro to Trinidad.

OCTA OVERLAND EMIGRANT NAMES PROJECT

THE October 1994 issue of *News from the Plains*, newsletter of the Oregon-California Trails Association (OCTA), announces the establishment of the Overland Emigrant Names program to serve individuals seeking references to ancestors and others who traveled the overland trails in the 19th century and whose names were recorded in diaries, journals, and reminiscences written by emigrants who traveled the trails. The survey of documents and compilation of the database will continue for some time. There is a fee of \$10 (\$8 for OCTA members) per surname plus a shipping charge of \$2. For more information, write to Overland Emigrant Names, OCTA Headquarters, PO Box 1019, Independence MO 64051-0519.

HATHAWAY PUBLISHES MEMOIRS OF WWII

RALPH Hathaway, SFTA ambassador and proprietor of Ralph's Ruts near Chase, KS, has written *Memoirs of WWII (Daddy Flew an Underwood)*. Ralph served in the 58th Air Service Group of the Army Air Corps. His memoirs are exceptionally well written and detailed, based in part on hundreds of letters written to the girl back home, with many insights into military life. His recollections, privately printed, comprise a significant document of the era.

LONG EXPEDITION AND WILLIAM BECKNELL

by Harry C. Myers

(Myers is a frequent contributor to WT and has been perusing the Missouri Intelligencer for any information that relates to the Santa Fe Trail and trade.)

IN the last issue of *Wagon Tracks*, the editor inquired whether William Becknell could have had contact with anyone from the Major Stephen Long expedition of 1818-1820 before Becknell started his journey to Santa Fe in September of 1821. The answer is not only yes but very likely so.

The Long party ended its journey in September 1820 at Fort Smith (Belle Pointe), Arkansas. That party consisted of Major Stephen H. Long, Captain James R. Bell, W. H. Swift, Thomas Say, E. James, Titian R. Peale, and Samuel Seymour. These seven men traveled to Washington, D.C., from Fort Smith in September 1820. However, there were several members of the party who did not go to Washington and who were probably residents of the frontier. They were Stephen Julien, interpreter; H. Dougherty, hunter; David Adams, Spanish interpreter; Zachariah Wilson, baggage master; James Oakley and James Duncan, engagees; and Corporal Parish and six privates of the U.S. Army.¹

H. Dougherty was the brother of Major John Dougherty, Indian agent at Council Bluffs. Not much else is known about the others except that they (with the exception of the soldiers) were hired at Engineer Cantonment (Council Bluffs) and therefore likely residents of the area. The post office for Council Bluffs and the surrounding frontier was at Franklin, Missouri, William Becknell's place of residence. The Franklin newspaper, the *Missouri Intelligencer*, published every quarter a list of names of people who had mail at the post office which had not been claimed. Although there is no way to state with certainty they are the same persons, names of some of the Long party members appeared in the unclaimed letters list in the *Intelligencer*.²

In the issue of January 29, 1821, the list of unclaimed letters at the Franklin post office as of December 31, 1820, included a David Adams. Because he was not included in the list of March 31, it may be assumed that Adams claimed his letter before March 31, 1821. The issues of July 1821 published the list as of June 30, 1821, which included James Duncan.

Thus the likelihood exists that David Adams or James Duncan, or both,

were on the Long expedition and at Franklin, Missouri, after the conclusion of that expedition and before Becknell left for New Mexico. Therefore, either may have discussed their journey with Becknell. While this information is not proof that a member or members of the Long expedition did talk with Becknell, it demonstrates the possibility.

In addition, the following article was published in the *Missouri Intelligencer*, January 15, 1821. Even if Becknell did not talk directly to anyone from the Long expedition, this article, Zebulon Pike's account and his maps, and the knowledge of Ezekiel Williams (at whose house Becknell had one of his meetings to plan his trip) would have allowed an intelligent person to lay out a route to Santa Fe where William Becknell and five others arrived on November 16, 1821. It seems probable that Becknell knew fairly well where he was going and how to get there when he left Missouri in September of that year.

Missouri Intelligencer,
January 15, 1821

From the *National Intelligencer* [Washington, D.C.].

Of the North Western regions of the U. States.

We were yesterday gratified with a few minutes conversation with Capt. J. R. Bell, who arrived in this city on Tuesday, from Cape Girardeau, in Missouri, which place he left on the 13th October last. The information derived from him was so interesting to us, that we believe our readers will be pleased with some account of it.

Capt. Bell was second in rank of an Exploring Expedition, under the command of Maj. Long, the objects of which were topographical and scientific information respecting the vast wilderness of country which stretches from the Council Bluffs, on the Missouri, to the foot of the Rocky Mountains, of which so little is yet known. The expedition being wholly pacific in its objects, consisted of some twenty soldiers only, and the following oficers and artists, besides the two officers already mentioned: Lieutenant Graham, Id. Swift, Dr. Say, Dr. James, and Messrs. Seymour and Peale, designers and painters.

The expedition set out from the Council Bluffs on the 6th of June, directing their course first to the Pawnee villages, on a fork of the La Platte, distant about 120 miles from the Council Bluffs; and thence proceeded to the Rocky Mountains, distant about 400 miles from the Pawnee villages. The interval is a rolling prairie country, of

course destitute of hills and wood, [and] that the mountains are visible at the distance of 120 miles. Time has not yet allowed a calculation of the observations, which were made as accurately as circumstances would allow: but it is supposed the greatest height of the ridge does not exceed the elevation of four thousand feet above the base of the mountain.

The Expedition separated into two parties, near the point on the Arkansas designated on the maps as Pike's block house.

The one party, under the command of Major Long proceeded thence with a view to strike the head waters of Red river. But it appears the maps which we have are very defective, the courses of the rivers being almost wholly conjectural, and often entirely fabulous. The expedition did not attain the object sought, because it was not to be found where it is laid down in the maps and fell upon the waters of the Canadian fork of the Arkansas, which it pursued, and terminated its tour at Belle Point on the Arkansas, the post mentioned in the late Message of the President to Congress, as being the advanced post of our cordon in that direction.

The other party, under the command of Capt. Bell, proceeded down the Arkansas to Belle Point, which place they reached on the 6th September, after an absence of three months from the haunts of civilization.

Below the First Fork of the Arkansas, as it was named by Pike, they met several hunting parties of strange Indians, whose names even have rarely, if ever, been heard of before; belonging to the tribes of the Arrapahoes, the Kaskapas, the Kiawas, and the Chayennes. They are frequently, and perhaps at present, engaged in war with the Pawnees, Osages, and other tribes of whom we have some knowledge. Of the Indians met by our party, none have ever been into our settlements. They appeared to be wholly ignorant of the existence of such a people as those of the United States, or indeed of the existence of any people of a fairer complexion than the inhabitants of Mexico, or the adjacent Spanish provinces, of whom it appeared they had some knowledge. Being made to understand the existence of such a government, its power and its humane policy, as exemplified in its treatment of other Indian tribes, they expressed a great desire to be taken by the hand by the United States, and to place themselves under our protection.

The topographers, medical gentlemen, and painters attached to this expedition, have collected abundant materials for correcting some of the gross errors in the received geography of this part of our country, for making important additions to medical botany, and to the stock of our geographical knowledge of our own territory; and the painters have many interesting and valuable sketches of the prominent features of the country. Besides possessing

the government of such information as was indispensable to judicious arrangements for the support and protection of the American population penetrating into that country this expedition ought, and we hope will, form the subject of one of the most attractive works ever published in this country.

What struck us most impressively in this brief narrative was that some thousand miles on this side of our utmost Western boundary, or, in other words, about half way between Mississippi River and the Pacific Ocean an exploring party has met with several tribes of men, the aborigines and proprietors of the soil of the country, who were ignorant, not only of the existence of the People of the United States, but of the existence of a race of white people! It gives us an awful idea of the magnificent extent of the domain of the Republic.

NOTES

1. "Muster Roll of the 1820 Expedition," Richard G. Wood, *Stephen Harriman Long, 1784-1864: Army Engineer, Explorer, Inventor, Frontier Military Series*, VI (Glendale: Arthur H. Clark Co., 1966), 100; Maxine Benson, ed., *From Pittsburgh to the Rocky Mountains: Major Stephen Long's Expedition 1818-1820* (Golden, CO: Fulcrum, Inc. 1988), 149.
2. Copies of the *Missouri Intelligencer* and *Boon's Lick Advertiser* are available on microfilm from the State Historical Society of Missouri, Columbia.



HOOF PRINTS

—TRAIL TIDBITS—

Jane Mallinson sends word that the damages to the DAR Madonna Statue at Lexington, MO, reported in the last WT, have been repaired (see photo on p. 13). She especially thanks those who sent donations. Additional funds will be greatly appreciated; send to Madonna Fund, PO Box 8604, Sugar Creek, MO 64054.

The National Frontier Trails Center at Independence, MO, has acquired a second historic wagon, this time an original Conestoga built about 1850. This wagon will be used in an expansion of the Santa Fe Trail exhibit at the Center. The other wagon, purchased earlier this year, is a prairie schooner which is used in the Oregon-California Trail exhibit.

The Friends of Arrow Rock celebrated the 160th anniversary of the Huston Tavern on September 18, 1994. The tavern was built beside the Santa Fe Trail in 1834 and was recently restored by the Missouri State

Park system.

The Trail of Tears, route followed by the Cherokees in their removal from North Carolina, Georgia, and Tennessee to Oklahoma in the late 1830s, has been added to the national historic trails system. The Trail of Tears National Historic Trail will be administered by the National Park Service.

Several places along the Santa Fe Trail in Jackson County, MO, are now on the National Register of Historic Places, including Blue Mills, several houses at Independence, and Trail segments at Santa Fe Trail Park in Independence and at Minor Park in Kansas City.

Two Trail sites in Cimarron County, OK, have been added to the National Register of Historic Places. The Cold Spring and Inscription Rock Historic District includes a fresh water spring, spring house, stage station, and sandstone bluff wall containing names carved by Trail travelers. The Autograph Rock Historic District has four Trail segments and Autograph Rock, another sandstone bluff with inscriptions of Trail travelers.

The Kansas Dept. of Tourism recently sponsored a tour of the Santa Fe Trail across Kansas for travel writers, all in preparation for the celebration of the 175th anniversary in 1996. SFTA member Karla French, Ulysses, KS, compiled a superb 28-page handout for the writers when they visited Wagonbed Spring, entitled "Wagonbed Spring Along the Santa Fe Trail."

SFTA member Mary Jean Cook, Santa Fe, NM, has produced another fine issue of *Compadres*, newsletter of the Friends of the Palace of the Governors. For more information or to join, write to Friends of the Palace, PO Box 9312, Santa Fe NM 87504-9312.

SFTA membership recently stood at 1,280, about 100 fewer than one year ago. New memberships keep coming in as shown by the listing of new members in each issue of WT.

In June 1994 a cloudburst and flood at Wagonbed Spring south of Ulysses, KS, resulted in considerable erosion and damage to the site. Repairs have been made by members of the Wagonbed Spring Chapter.

Travelers following the Trail in New

Mexico have access to toll-free telephone numbers for tourist information at three communities, including where to stay and eat. The numbers are: Raton Chamber of Commerce, 800-638-6161; Las Vegas/San Miguel County Chamber of Commerce, 800-832-5947; and Santa Fe Convention & Visitor Bureau, 800-777-CITY.

The Peckerwood Club, a restaurant located on the old Santa Fe Trail west of Lexington, MO, recently reopened after being closed for seven years. Columnist James J. Fisher wrote about it in the *Kansas City Star*, August 14, 1994. It sounds like a good place for Trail travelers to eat.

SFTA member Jackie Lewin, St. Joseph, MO, is OCTA's vice-president and president-elect. She will become OCTA's first woman president in 1995. Congratulations Jackie.

SFTA board member Ross Marshall, Merriam, KS, was dedication speaker this past summer for a new historical marker placed at New Santa Fe, MO, in the New Santa Fe Cemetery. Visible wagon ruts remain in the cemetery. New Santa Fe was on the Santa Fe, Oregon, and California trails. Marshall is director of the Alexander Majors House Museum in Kansas City.

The crew members from the submarine *U.S.S. Santa Fe* who recently biked the Trail from New Franklin to Santa Fe, had a good trip and were honored on arrival in Santa Fe. SFTA board member Margaret Sears arranged for a welcome on the Santa Fe plaza, and the bikers were named honorary citizens of the city.

Approximately 100 participants from six states and one foreign country enjoyed the fifth annual Santa Fe Trail Tour conducted by the Cimarron, OK, County Historical Society on October 1. Sites visited included Flag Springs, Aubry Trail crossing, Signature Rock, Autograph Rock, Fort Nichols, and McNeese Crossing.

Over one million people participated in the second annual National Trails Day in June 1994, with more than 2,500 events scheduled nationwide. National Trails Day has become America's largest celebration of the outdoors. The third annual event is set for June 3, 1995. For more information write to National Trails Day, American Hiking Society, PO Box 20160, Washington DC 20041-2160.

HARRY TRUMAN AND THE SELECTION OF SITES FOR THE DAR MADONNA STATUES, PART I

by Jane Mallinson

(Mallinson is the Missouri DAR Trails chairman and has written about DAR markers and the Madonna statues for WT. She received an SFTA award of merit in 1993 for her work. This is first in a two-part series on Truman's letters to his wife about the selection of sites in the Trail states. His correspondence relating to New Mexico and Colorado will appear in the next issue. The letters quoted are from the Truman personal family papers located in the archives at the Truman Library, Independence, MO.)

ON September 30, 1927, Harry Truman wrote his wife, Bess, "we came on to Council Grove where the band met us at 9:30 P.M. march down the street in front of the cars and delivered us at the city hall where the D.A.R. women were in session."

The search was on to choose sites for the twelve Daughters of the American Revolution (DAR) Madonna of the Trail statues, four of which were to be in Santa Fe Trail states: Missouri, Kansas, Colorado, and New Mexico. Other states to receive the statues were Maryland, Pennsylvania, West Virginia, Ohio, Indiana, Illinois, Arizona, and California.

Earlier in the century the DAR in Missouri, Kansas, Colorado, and New Mexico had placed granite markers along the major routes of the Santa Fe Trail. The success of that project was followed by a plan to mark routes of pioneer travel from coast to coast with cast-iron signs.

In 1924 that project was changed to honor pioneer women with a special statue in the twelve states containing the National Old Trails Road, a modern highway that followed overland routes of the pioneers from the Atlantic Ocean to the Pacific coast.

Mrs. John Moss Trigg of St. Louis, MO, served as chairman of the DAR National Old Trails Committee. August Leimbach (1882-1965), a St. Louis sculptor, designed the ten-foot high monuments which became known as Madonna of the Trail statues. The expenses of the erection of these monuments, approximately \$1,000 each, was guaranteed by the National Old Trails Road Association headed by Harry S Truman.

Truman, Independence, MO, was elected presiding judge of Jackson County in 1926, when he was 43 years old. His platform was "Farm and mar-

ket roads second to none." That got out the votes. His interest in history and promotion of good roads soon led to his selection as president of the National Old Trails Road Association, founded in 1912. The object of the association was "to assist the Daughters of the American Revolution in marking Old Trails and to promote the construction of an Ocean-to-Ocean Highway of modern type worthy of its memorial character."

In 1927-1928 Judge Truman, Mrs. Moss, and Frank Davis, who served as secretary and manager, toured the twelve states to select the Madonna of the Trail sites. Only their efforts in the Santa Fe Trail states are considered here. The requirements for site selection in each state included (1) it must be located on the National Old Trails Road, (2) it must be placed where the traveling public can see it, and (3) it must be on a site which will be protected and maintained and "not become neglected or overgrown with weeds."

In Missouri, Lexington met all those requirements. The town was settled in 1820 by Virginia and Kentucky pioneers. It carried heavy river traffic and was located on the route of western travel; in fact, it was the starting point for some overland travelers. The site selected there is at the junction of the National Old Trails Road and the Old Jack's Ferry Road on the Santa Fe Trail overlooking the Missouri River. Because the committee was able to drive from Kansas City to Lexington and back in one day, Truman had no need to write home. Thus there is no correspondence by him on the selection of this site.

When the party started west, he wrote almost daily to Bess, who remained home with their 3½-year-old daughter, Margaret. These letters summarized the travels, sites considered, and those selected. Truman was impressed with the hospitality extended to the committee everywhere they visited. The following letter written to "Dear Bess" from Council Grove on September 30, 1927, covers the automobile journey to that community and the plans for the trip from that point into Colorado.

We left the Meuhlbach on time, arrived in Olathe at 9:30 looked at their site and then went home with ex-Gov. Hodges to coffee and toast served by the good looking daughters of the Hodges Bros. They each

“SOUTHWESTWARD HO!” SAM BEAN ON THE SANTA FE TRAIL

have one about eighteen. We then made a canvass of the situation and had to wait until 11:45 for the cars from Baldwin to arrive. Got to Baldwin at 1:30 where they gave us lunch and the President of Baker University told us why we should put the monument on the campus. It is a very remarkable school having been founded in the fifties and was coeducational from its founding. It is one of Kansas' three accredited Universities, has about 600 students. About four hundred couples have married from the University and there is only one divorce, happened last year. Some record I'd say.

We had supper in Burlingame where we listened to a plea for the monument by a commissioned officer in the Federal army and a man who had been over all the trails seventy years ago. He is 87 years old, had all his faculties, and made us the best speech we've heard.

We came on to Council Grove where the band met us at 9:30 P.M. march down the street in front of the cars and delivered us at the city hall where the D.A.R. women were in session. They read us the history of the town showed us the site and then I called you.

We'll be in Herington at 9:30 at Marion at 11:30 for lunch at McPherson in the afternoon and Lyons to stay all night. We are to get through all right. You should be along. I haven't spent a nickle and I can't. They won't let me even the phone call was free. Hope I see a letter at Lyons or Dodge or some where. We'll be in Dodge at noon Saturday. Saturday night at La Hunta at the Harvey house.

Kiss my baby and look at my sweetie for me in your mirror.

A following letter, dated October 2, 1927, announced that Council Grove had been selected for the Kansas monument. There the statue faces west in Madonna Park, an area formerly known as the Santa Fe Trail Campground, overlooking the Neosho River crossing. Nearby is the Council Oak where a treaty was signed on August 10, 1825, with the Osage Indians by the commissioners surveying the Santa Fe Trail. The treaty gave merchants and pioneers the right to travel through the region on the Trail.

The Madonnas in Missouri and Kansas were dedicated in September 1928, Council Grove on September 7 and Lexington on September 17. Mrs. Moss and Mr. Truman spoke to enthusiastic crowds on each occasion. Both towns held all-day celebrations and honored their pioneer settlers. The monuments still stand in those communities, commemorating the pioneer women in America's westward movement.

(Part II will appear in the next issue.)

(Harry C. Myers recommended and prepared the following reprint of the chapter titled "Southwestward Ho!" from C. L. Sonnichsen's book, Roy Bean: Law West of the Pecos, originally published in 1943 and reprinted in 1958 and 1972, which includes Sam Bean's recollections of travel on the Santa Fe Trail in the 1840s. The entire chapter is reproduced for the benefit of Trail fans who will enjoy the information and may find it useful to their study of the history of the route. Myers said he would do this if he were editor.)

IN the summer of 1847 Sam Bean came home and sat his weary bones down on the doorstep as if he never wanted to move. He was lean and hard, and his skin was a rich walnut shade where it showed through his bushy beard.

"Where you been, Sam?" they asked him.

"Fightin' the Mexicans," said Sam. "I just got my discharge at New Orleans the end of June and I ain't fixin' to fight any more wars."

In the days that followed they heard all about it—all about the great plains and the high mountains, the strange men and the lovely women, the fighting and suffering and adventure.

It would be something to hear those stories that Sam told on the shady side of the house that summer while the younger Beans' mouths hung open and their eyes popped. Well, strangely enough it is still possible to hear them. Four months before he died in 1903 Sam wrote some of his memories down and gave them to a local newspaper. This is Sam's account, touched up by the editor of the *Rio Grande Republican*, Las Cruces, New Mexico:

"I left Kentucky near Louisville in the year 1845, and came to Independence, Mo. That was a fast town in those days; the tide of emigration had set in for Oregon; the town was alive with emigrants, and being headquarters for the Santa Fe and Chihuahua traders, the teamsters also who were always there in force formed a considerable portion of the surging throng destined to cross the great American deserts. Everybody seemed imbued with the spirit of adventure. I was young then, and in for anything that was tinged with romance or wild adventure, and nothing thrilled my nerves so much as the stories the teamsters would tell us in Independence where a large number were congregated to hire their services as veterans of the plains, to steer a ten-mule wagon and team or six yoke of oxen across that desert of a thousand miles, fraught with danger at every step. There

was a regular place of meeting of the teamsters every night, and all the young bloods of the neighborhood who were anxious to make the plunge into the great wilds of the West would be there. They would tell about the buffalo hunts and bloodcurdling stories about the frequent battles with the Comanche and Arapaho Indians. The hardships of the voyage and what they suffered they knew would not be so interesting to the boys, and that phase of the trip was purposely kept in the background. To cap the climax, they would wind up with a graphic description of the dark-eyed Señoritas in the land of the Montezumas; that was a clincher, and all the wavering fell into line, determined to go to the Spanish country, as New Mexico was then called. I caught the prevailing fever, too, and without any necessity for so doing went and hired to drive a team of six yoke of oxen and a wagon to Santa Fe, in the month of May, 1845. To walk a thousand miles across a forlorn desert, in those times, that was the ultra test of manhood; and the boy or man who could do that was considered a manly man. Others had done it, why could not I do the same? One novel attraction in Independence, at times, was the merchant's return trains from Chihuahua dumping down in the streets thousands and thousands of silver Mexican dollars, then at a par with American gold all over the United States. The dollars were sewed up in green rawhide bags which when dry were as hard as boulders, that being found to be the safest way of transporting the money from Mexico. The starting and getting the wagons out on the prairies was a very perplexing business. Wild oxen and mules caught up on the prairies had to be harnessed and assigned to the wagons; for the first time they felt the manilla rope on their necks. But the Missouri boys of muscle and brawn knew how to manage the wild mules and oxen, some of them as wild and ferocious as if they had come from the jungles of Africa. Think of the poor drivers who had to pick out the mates and yoke them up every morning for the day's journey over swollen creeks and small rivers, that came up to the armpits and left the water sloshing in the shoes. Often have I slept of a night with wet feet and body wet up to my arms, but never took cold. There was a very strange infatuation about these men; they would go trip after trip across the plains, and the oftener they went and the more hardships they suffered the more intense was the desire to go again. They became veterans of the plains and veteran teamsters; robust wiry young fellows, they never were so happy in their lives as when they were popping their whips over their teams way out in the buffalo part of the desert, where the Comanche Indians were watching their every

movement. Whenever the moon shone bright, the train of two hundred wagons was traveling until the moon waned. In the stillness of the night they would ring the changes on their old Missouri songs, and when on the return voyage, homeward bound, as they left Mexico behind them they had a beautiful farewell song they would sing. I only remember the beginning: it ran thus, 'Farewell, ye green fields and meadows, adieu; ye rocks and ye mountains, I hasten from you.' There were eight of us, all young Missouri boys, who formed a party to come back to 'God's country,' as we used to call it, and we had a hard time of it, with some eventful scenes. Our provisions for the road consisted of hard bread and dried beef, and we bought mules at Santa Fe to ride home. On the Cimarron River we were overtaken by a fearful storm. One whole night, which seemed to be a month long, we sat all in a row with wet blankets frozen to us. There was not enough wood within fifty miles of the place to make a tooth-pick of; the buffalo chips were saturated with water, and we were in a fearful condition; but that long night with its horrors had an ending, and the boys shouted 'Glory to God' as the sun came out in great splendor in the morning. We had passed a fearful ordeal, and suffered intensely the whole night. The sun warmed us up, dried our clothes and blankets, and we began to feel like we would once more tread Missouri soil and see our friends. We were all young and without experience, having never been from home before and never beyond the sight of houses or beyond the pale of civilization. After getting in good shape again we resumed our travels, thinking about home and longing to see the smoke as it 'so gracefully curled' from the happy cabins in Missouri.

"Another disaster was in store for us, however, and it was unexpected. We had not noticed that our provisions were nearly exhausted, and we were yet five hundred miles from the white settlements, which meant 'Home, sweet home,' with all its endearments—among kindred and friends. We traveled on for about one hundred miles further, when, like a clap of thunder, the fact stared us in the face that our provisions were gone. We found ourselves now in a predicament; still four hundred miles from home, we were crossing what are now the great states of Colorado and Kansas, then without a solitary house or inhabitant in all that area of wild country, claimed by the Indians as their exclusive domain. To all appearances it seemed that we were doomed, and that death by starvation would be our ultimate fate; and that, as we shuffled off this mortal coil one at a time, the survivors would not have strength enough to bury the dead, and our bones would be left to bleach on the desert plains. With all this dire distress hanging over us, we still had a lingering hope that something

would turn up for our deliverance. And sure enough, after being three days and nights without food we discovered fresh wagon tracks coming into the Santa Fe road going towards Missouri. Our salvation depended on making haste to overtake that train. The train was traveling at a rapid rate for the purpose of out-traveling the Indians, and was composed of all the rich Armijo merchants of New Mexico. They had a large bulk of money in their wagons, ten of which were loaded with fresh buffalo meat they had killed, for their party to live on. After pushing on with all possible speed, we saw by the light of the moon about ten o'clock at night the sheets of the wagons far in the distance and a shout went up from our little party. On nearing the camp of the Mexicans about forty armed men came out to interview us and see who we were. We told them who we were and they invited us into their camp, and gave us an abundance of buffalo meat for the next fifteen days, until we reached Independence, all in good health and spirits. The news of our eventful trip had traveled faster than we did, and the reporters were all ready to hear the story of our sufferings and hardships on the great desert. Whilst the memory of these were yet fresh in mind I made a promise that I would never go across that fearful desert again, or beyond the confines of civilization; but it only took a few months for that feeling to wear off, and when spring opened, war with Mexico broke out, and I enlisted as a twelve-months' volunteer soldier, to traverse not only the same but other deserts, and endure more hardships in a much longer voyage. I thought all the spirit of romance and adventure had been knocked out of me by my war experience, and that I would forevermore be content to remain within the lines of peace and civilization; but as soon as I received my discharge from the army my brain was busy laying plans again for another trip across the plains. I come out with my brother, went on a trading expedition to Chihuahua, and this was my third trip across the great American desert, now covered by the rich State of Colorado.

"SAMUEL G. BEAN."

Sam's last sentence explains how brother Roy came to leave home for good—he went west as junior partner in the unincorporated firm of Bean and Bean, Santa Fe traders. They got to Independence in the spring of 1848, picked up mules and wagon, and spent what money they had (it probably wasn't much) on a stock of goods for trading. Then they joined a wagon train, snailed across the plains to Santa Fe, decided there was more money farther on, and finally pitched camp at Chihuahua, Mexico. Chihuahua was hungry for American goods and kind to strangers. In a short time the brothers had a small trading post going where they sold everything they could get hold of for which there was a demand—including whiskey. Meanwhile

they enjoyed themselves. Americans were not too common in those parts, and for the first time in his life Roy knew the satisfaction of feeling different and slightly superior. The natives translated his name and called him and Sam "Los Frijoles," to Roy's amusement. He learned a little Spanish and began to live in the Mexican way—leisurely with proper attention to his rest and his pleasures. He went to cock fights. He drank tequila. He investigated the attractions of the Mexican women who fell in his way. He learned to love chile, especially chile con carne made with liver. Kentucky, he thought, was never like this.

In Roy Bean's life, however, good things never seemed to last. Just when he was beginning to feel permanent somewhere, there would be an explosion and out he would go. The eruption in Chihuahua was the first of a long series of hasty exits and it must have been a very colorful affair for he wouldn't talk about it. All his friends in later years knew vaguely that he had got into trouble in Mexico in his youth but that was as far as their knowledge went. The only man he confided in was apparently a young California immigrant, Horace Bell, who became his friend while they both were living in the neighborhood of Los Angeles. Fortunately Horace Bell (who afterward acquired the title of Major) remembered most of what he heard when he began to write books many years later.

It seems that trouble and whiskey as usual went together. One day a big Mexican badman got lit up and took it into his head to clean out the gringos. He began on Roy and dropped dead with a bullet between his eyes after an exchange of shots. In the eyes of the Americans it was a fair fight; in the eyes of the Mexicans it was murder.

Bare feet pattered through the town. The news spread and little knots of muttering people began to clot into a mob. Somebody made a speech and worked himself up into a demand for blood. They closed in on the Bean *tienda* just after a couple of wagons slipped out of Chihuahua carrying all the American traders in town with their most valuable and portable goods. The Bean wagon was well out in the lead.

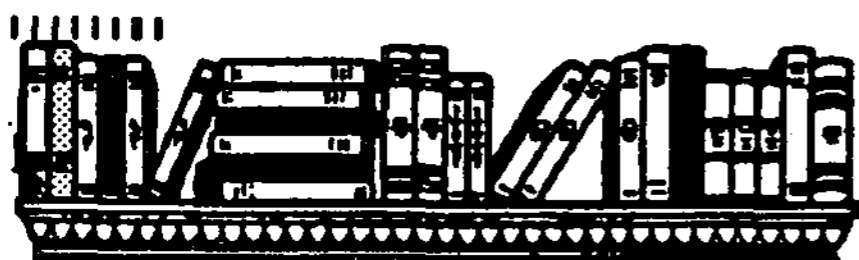
They stopped a good distance away at the mining town of Jesus Maria in northern Sonora, but news of their coming got there ahead of them and a reception committee was already being organized.

"A conflict ensued," says Major Bell, "with the final result that the Americans in Jesus Maria were driven out. Their stores were sacked and they barely escaped with their lives. They finally found refuge in California after a terrible journey.

Sam didn't go along. He was interested in a Chihuahua girl named Petra Kirker whose father had been selling Apache scalps to the Mexican government until the

government began to suspect that the similarity between Mexican and Indian hair was making Mr. Kirker too much money. Petra was sixteen years old when Sam married her in Juarez in March, 1849. There might be a story there if anybody were left to tell it.

As for Roy, he always said that he came out to California with the gold rush. As far as dates go, he was a forty-niner all right; but when he joined the rush, he was undoubtedly impelled by a metal much baser than gold.



CONVERSE OF THE PRAIRIES

—BOOK NOTICES—

Dolores A. Kilgo, *Likeness and Landscape: Thomas M. Easterly and the Art of the Daguerreotype*. St. Louis: Missouri Historical Society Press, 1994. Illustrations. \$29.95 (distributed by the University of New Mexico Press, Albuquerque NM 87131-1591).

This wonderful book includes many beautiful reproductions of daguerreotypes taken by Easterly, a St. Louis photographer. There are several Santa Fe Trail travelers, including Sterling Price, James Kirker, Meriwether Lewis Clark, and Thomas Forsyth, Jr. The real treasure, however, is a spectacular image of Santa Fe trader James M. White (wearing Mexican-style dress). The daguerreotype of White was taken in 1849, sometime before his ill-fated trip to New Mexico that same year (see Harry Myers, "Massacre on the Santa Fe Trail: Mr. Whites Company of Unfortunates," Feb. 1992 WT).

—Mark L. Gardner

Michael L. Olsen, *Las Vegas and the Santa Fe Trail*. Las Vegas: Ephemeral Press, 1993. Pp. 11 + 26. \$3.00 post-paid.

Professor Olsen, New Mexico Highlands University, Las Vegas, NM, is a leading scholar on the Trail and New Mexico. His informative pamphlet, designed to aid modern visitors to this important town founded on the Trail in 1835, includes a brief history of the town of Las Vegas, selected quotations from Trail travelers, self-guided tours of the historic community, and notes on New Mexican foods.

The self-guided tours include two walking tours: (1) the Las Vegas plaza and (2) following the Trail on Pacific and Bridge streets; and two driving

tours: (1) east to the plains and (2) west to the mountains. Everyone traveling to Las Vegas or interested in the Santa Fe Trail should obtain this booklet (available locally or from Michael Olsen, 1729 Eighth St, Las Vegas NM 87701).

Evelyn and Ted Wilkerson, *Miss Kittie Hays: Grand Lady of the Frontier*. Hillsboro, KS: Hearth Publishing, 1994. Pp. viii + 64. Illustrations. Bibliography. Paper, \$9.95 + \$2.00 shipping. Order from Hearth Publishing, PO Box L, Hillsboro KS 67063.

Kittie Hays was the adopted daughter of Seth Hays, founder of Council Grove, KS. Beyond that little was known, and many people kept raising the question, "What ever happened to Kittie Hays?" Ted and Evelyn Wilkerson of Council Grove, local historians with determination and talent, set out to answer that question, and answer it they did. The result is a solid biography which fills a void in the history of the Hays family, the community of Council Grove, the state of Kansas, and the Santa Fe Trail.

The details of the fascinating life of Kittie were pieced together from many sources, including two of Kittie's granddaughters. Orphaned soon after birth in 1861, Kittie Robbins was raised and adopted by Seth Hays, received part of her formal education at Westport and Independence, MO, and lived for a time with her brother in Las Vegas, NM. There she married A. J. Houghton. They and their children later lived near Cottonwood Falls, KS. Kittie died in California in 1941 at the age of 80.

The Wilkersons undertook this project, their first book, with some trepidation. The outcome is commendable and should boost their confidence. Now they are hooked on research and writing and engrossed in a biography of Seth Hays, one which all Trail buffs will await with anticipation.

POST OFFICE OAK

—LETTERS—

Editor:

I was present when the Madonna of the Trail statue was dedicated in Lexington, MO, in 1928, when I was five years old. What I remember most about that occasion is my impatience with all the speeches and a desire to see them pull the sheet from the statue so I could see it. It was and is an impressive monument.

Jane Mallinson's report of this statue being vandalized (August 1994 WT) made me mad enough to send a check



to help repair the damage. I hope a number of other people will do the same. (Editor's note: see item in *Hoof Prints* on p. 9)

On a recent trip to Lexington, I was happy to find the repairs have been completed. The enclosed picture (above) shows the right hand and staff to be a lighter color, but Mother Nature will soon "age" that.

John A. Mann
3612 Cottonwood Cir
Manhattan KS 66502

Editor:

We do appreciate all the work that you do and the *Wagon Tracks* quarterly is wonderful. We have all copies bound and carry them with us on our treks. Thanks so much.

Walter and Teresa Pickett
1954 41st
Los Alamos NM 87544

Editor:

After long search for records relating to Eliza St. Clair Sloan Mahoney, my great-great-great-grandmother, I recently located a copy of the marriage record of Eliza and Jeremiah Mahoney. The Pueblo, CO, Library District recently purchased the CD-ROM marriage records published by Automated Archives and distributed by Everton Publishing Company, for pre-1850 marriages in several states. One of the CD's contained a reference to the above marriage. I wrote to the Recorder of Deeds, City of St. Louis, and requested a copy of the document which reads as follows:

"State of Missouri, County of St. Louis. I, John W. Colvin, a Justice of the Peace within & for the County

aforesaid, do hereby certify that on the 14th day of September 1848, I did join in the bonds of Matrimony, Jeremiah Mahoney and Eliza St. Clair. John W. Colvin, Justice of the Peace. Filed December 22d, 1848."

When I found the information on the CD, I did a little dance around the room. Finally, after almost 25 years of searching, I have found at least one marriage for Eliza.

Noreen Stringfellow Riffe
2119 Sherwood Lane
Pueblo CO 81005

Congratulations on your success and thanks for sharing the additional information (Mrs. Riffe's story of her search for Eliza appeared in the May 1993 WT. With this new search tool, can you now locate the marriage records of Eliza and William Sloan and of William Sloan's second marriage? Keep up the search and let us know what you find.

Editor

CAMP TALES

—CHAPTER REPORTS—

Cimarron Cutoff

President Helen C. Brown
PO Box 1400
Elkhart, KS 67950
(316) 697-4597

Kay Kuhlman of Lawrence, KS, dramatist and historical reenactor, portraying Marion Sloan Russell, led her audience along the Santa Fe Trail in the 1850s at the quarterly meeting on October 28, at the Elkhart, KS, city hall.

Following the excellent program, President Helen Brown conducted the business meeting and read a new set of bylaws she had compiled for the chapter. These replaced the ones presented to SFTA on June 2, 1988, when the chapter was the first one to be organized. The new bylaws were approved by the members. Chapter dues were set at \$5.00 per person, plus the SFTA dues payable the first of the year.

Plans for the 1997 symposium along the Cimarron Route were discussed. Mike Pitel has consented to be publicity director for that event. The next quarterly meeting will be in January in Boise City, OK.

Texas Panhandle

President Kathy Revett
3505 Cinderella
Amarillo, TX 79121-1607
(806) 358-7320

Five members of the chapter attended the Cimarron Cutoff meeting in Boise City, OK, on August 27 to help plan the 1997 symposium. On September 9, twelve members met at the newly replaced Texas Historical

marker on the Tascosa road. A local landowner, Wayne Snider, pointed out the ruts of the Gregg-Marcy Fort. Smith to Santa Fe Trail. It is unclear why our national president said in the August *Wagon Tracks* that the Santa Fe Trail doesn't live on here in Texas. There are sites all across the Panhandle. Recently another landowner told about the creek crossing and deep ruts downstream from the marker.

Our first anniversary reunion roundup took place on September 18 at the Creekwood Ranch south of Amarillo. The sixteen members and several guests attending were given a wagon ride through a buffalo herd. Scott Burgan, ranch owner, Randy Whipple, and Alvin Lynn speculated that one of the trails may have gone through the ranch.

Speaker Alvin Lynn must be one of the most knowledgeable men regarding the trails of this region. He has done extensive research and travel throughout the Canadian River area. His talk touched the surface of the history of the trails. He and his wife were delightful guests.

On November 6 the chapter met at the Amarillo Central Library Board Room for a program on Marion Sloan Russell.

On January 15, 1995, the chapter will again meet at the library from 2:30 to 4:30 p.m. Fred Rathjen has agreed to give a program on other mid-19th century explorers who traveled the Canadian Route of the Santa Fe Trail. For more information about this meeting or joining the chapter contact Treasurer Ruth Mary Maples, 5211 Mountain Dr, Amarillo, TX (806) 383-2028.

Wagonbed Spring

President Edward Dowell
521 W Janice
Ulysses, KS 67880
(316) 356-4525

On October 20, at Hugoton, KS, President Edward Dowell showed his video of the flash floods at Wagonbed Spring site. Heavy rains on June 2 and October 3 cut large gullies and caused much damage. The wagonbed display floated out about ten feet from its spot. Dowell searched the washed-out area for artifacts.

After the first flood he found a remnant of campfire charcoal on the upper bank of the Cimarron River. After the second he found a few bullets and metal pieces.

The need to build a berm to prevent such erosion was again discussed.

Ed Lewis reported on the tour of journalists brought to the site by the Kansas Dept. of Tourism on September 28, when the group came to the site

in covered wagons. Karla French compiled a manuscript of primary sources about Lower Spring for the travel writers, and she shared this with the members at the meeting.

The next chapter meeting will be in Ulysses on January 12, 1995.

Heart of the Flint Hills

President Donald B. Cress
RR 1 Box 66
Council Grove, KS 66846
(316) 767-5826

Two fund raising events for the Big John Farm Limestone Barn, built by Seth Hays in 1871, have been sponsored by this chapter. The funds raised will be used for a new roof.

On September 25, a day-long program celebrated Old Stone Barn Day. Events included a church service, demonstrations of Trail activities, and interpretations by Council Grove and area residents. The chapter annual meeting followed the program.

A horse and tack auction at the 4-H Fair Grounds was held on October 1. The commissions earned will, likewise, go toward the barn fund. One item included was a wall quilt, 26x28, featuring four breeds of horses, made by member Helen Ericson of Emporia, KS.

End of the Trail

President Margaret Sears
1871 Candela
Santa Fe, NM 87505
(505) 473-3124

On July 10 Mike Olsen led a walking tour of Las Vegas, NM. On October 1 the membership met at the railroad station in Lamy, NM, for a potluck picnic. The speaker was Jack Konopak, a retired teacher from Pojoaque, NM, whose topic was "Indian Detour Couriers: A Trip to the Past." Mr. Konopak and his wife formerly operated the Indian arts shop at Santa Fe's La Fonda Hotel. The Couriers were a touring subsidiary of the Fred Harvey System.

Following the program chapter members returned to Santa Fe to welcome the group of servicemen from the Navy submarine *USS Santa Fe*, who arrived that afternoon. Chapter member Elaine Pinkerton, author of *The Santa Fe Trail by Bicycle* and *Santa Fe on Foot: Adventures in the City Different* led the welcoming committee and hosted a dinner honoring the cyclists that evening.

The October 22 meeting was held at the LaFarge Library in Santa Fe. The program consisted of a portrayal of Susan Shelby Magoffin by VanAnn Moore. Dan Murphy was the speaker for the November 19 meeting, also held at the LaFarge Library.

Alcalde Sears, aided by Mike Pitel, has been at work identifying the ten most significant Trail ruts within the Santa Fe city limits in an effort to mark these ruts. Congratulations to newsletter editor Daniel O'Connor on his recovery from open heart surgery.

Corazon de los Caminos

President LeRoy LeDoux
PO Box 94
Wagon Mound, NM 87752
(505) 666-2262

In August the chapter members and guests met at the Ocamora Foundation near Ocaté, NM, for a picnic lunch and a presentation on the Hall's Peak Presbyterian Mission. Despite a tremendous downpour, which left several 4-wheelers stranded in the mud, great fun was had by all.

The September meeting began at the historic Eklund Hotel dining room in Clayton, NM, and proceeded to McNees Crossing. There 45 members and friends enjoyed a program and tour of this famous Trail site.

October was the chapter's last meeting for the year at Santa Clara Parish Hall at Wagon Mound. Members and guests heard Sr. Erminio Martinez of New Mexico Highlands University speak on "Hispanic Genealogy." In addition Anne Swenson gave a report on the 175th anniversary coordinating activities and asked for additional ideas.

Wet/Dry Routes

President Lon R. Palmer
358 West 8
Hoisington, KS 67544
(316) 653-2827

Members of the chapter and local Larned citizens met July 4 to dedicate nine markers placed at locations in the Larned area associated with Henry Booth, the principal founder of Pawnee County and the City of Larned. Booth's connections with the Santa Fe Trail predated his 1869 appointment as the Fort Larned post trader. In 1864, he served as captain of Company L, 11th Kansas Cavalry, and Inspector General of the District of the Upper Arkansas. In fulfilling duties related to that office he visited Forts Zarah and Larned. Following the Sand Creek Massacre, he made an inspection tour of that site located some forty miles north of Fort Lyon.

The dedication services were conducted in the Sts. Mary and Martha of Bethany Episcopal Church, a congregation organized in 1884 with Booth as Senior Warden. Chapter V-P Louis Van Meter served as emcee, with Father Richard Hicks leading in a brief service to commemorate the contributions made by Captain Booth. David Clap-

saddle, program director for the chapter, delivered the dedicatory address. Following the dedication, a tour of the nine locations was conducted. Mildon Yeager was recognized for his many hours of hard work in bringing the project to fruition.

On August 8 the eighteenth marker was placed on the Fort Hays-Fort Dodge Road. It identifies ruts on the Paul Miller farm southwest of Hanston, KS. Also, on this date, the marker at Buckner Creek Crossing was replaced, the original stone being severely damaged by the weather since its installation. This was one of the stone posts newly cut from a quarry near Munjor, KS, which have been or will be replaced. Supplying the manpower were Larry Mix, Bob Rein, Mildon Yeager, and David Clapsaddle.

At the September 11 meeting at Pawnee Rock announcements were made regarding: Barton County College travel seminars to Beecher's Island on September 17-18 and to the Washita Battle Site on October 22-23; the appointment of a committee to complete the lime kiln project, consisting of Louis Van Meter, Joel Walker, and Mildon Yeager; the third annual chapter-sponsored tour of the Fort Hays-Fort Dodge Road on October 8, and distribution of the *Self-Guided Auto Tour of Fort Hays-Fort Dodge Road*.

Chapter members approved \$325.00 to pay printing costs of the *Self-Guided Auto Tour of Sites Associated with Henry Booth*. Bart and Travis Wenstron were presented Certificates of Appreciation for recently completed Eagle Service Award projects. Both Scouts are from Troop 239, Kinsley, KS. Following the business meeting Ray Schulz of Great Bend, KS, delivered a lively presentation on events at the Walnut Creek Crossing 1855-1859.

A few months ago the chapter received an inquiry from former Kinsley citizen Jon Heit concerning preservation of the ruts in the Hillside Cemetery, rural Kinsley. Subsequently David Clapsaddle met with members of the cemetery board to discuss the preservation of the ruts. Following is a copy of the board's response to Clapsaddle:

"The North Edwards County Cemetery District Board would like to extend their THANKS and appreciation to you for taking the time to visit with the Board about the part of the Santa Fe Trail that goes through the Hillside Cemetery.

"The Cemetery Board has not come to a decision yet as to the preservation

of the trail. We as a board have decided for now to try not to sell the lots that are in the direct trail. We can not do anything about the lots already sold if there are any.

"If you have any more questions please give us a call at (316) 659-2775.

"Yours truly, Emily White, Sec."

A special thanks goes to the cemetery board for their interest in preserving the ruts. Also, Mr. Heit is the newest member of the chapter.

The winter meeting will be at Offerle, KS, on January 15, 1995. The speaker will be Joel Walker on "The Pawnee Indians." Officers will be elected and the Faye Anderson Award will be presented.

Dodge City/Fort Dodge

President Janet Bevers
513 Andrew Street
Dodge City, KS 67801
(316) 227-8420

Since the dedication of the new signs at Fort Dodge on May 13, 1994, as reported in the last WT, many groups have taken the walking tour of the fort, now known as the Kansas Soldier's Home. Brochures describing a walking tour of the fort and a driving tour of the Trail in Ford County are available at the Fort Dodge Museum and from the chapter. The chapter would be pleased to assist other SFTA chapters or groups in arranging a visit to the various Trail sites in Ford county. Think of us in 1995, symposium year.

On October 15 our chapter sponsored the installation of a limestone post with inlaid bronze plaque designating the site of Fort Atkinson. The Wet/Dry Routes Chapter created and installed the marker on behalf of our chapter. The marker was dedicated at the October 28 meeting. Mr. Keith Chadd, a historian and retired educator, discussed his research of Forts Atkinson and Mann. His extensive research of these two Forts guided Chadd in creating paintings of the forts as they may have appeared in the 1850s. Chapter members enjoyed viewing his paintings.

Missouri River Outfitters

President Robert Dorian
13211 E 45th Terr
Independence, MO 64055
(816) 252-7826

The Missouri River Outfitters met October 20 for dinner and a meeting. President Dorian presented a fascinating (albeit gruesome) program on medicine and medical practices during the 18th and 19th centuries. Bob's extensive collection of medical paraphernalia and knowledge of past procedures made for a spellbinding presentation.

The chapter will gather December 11 at 2 p. m. for a holiday meeting at the home of Roger and Sandy Slusher in Lexington. For more information contact president Dorian or the Slushers.

Quivira

President Wayne Smith
RR 1 Box 44
Raymond, KS 67573
(316) 534-2821

On June 5 fifteen members toured the Custer camp site, a Butterfield Overland Despatch stage station, and the site of the first military post in the Hays area on Big Creek.

A potluck dinner at Buffalo Bill's Well at Cow Creek Crossing west of Lyons, KS, on July 17 drew 23 chapter members. President Wayne Smith recounted various tales concerning the history of the site and the various activities which occurred there. Secretary Carol Near and others also cited various documentation of the events.

July 1994 was the 130th anniversary of two Indian battles near Cow Creek. One started on July 18, 1864, and lasted at least six days. Indians attacked a military supply train west of the crossing. Few if any casualties resulted. The second battle, also involving a military supply train, occurred later in July early in the morning after leaving overnight camp east of the crossing. The train departed before the its military escort left camp, and within minutes the troops heard the Indians attack the train. When the escort reached the wagon train, there were only two survivors, and one of them died later. The other, seventeen-year-old Robert McGee, survived in spite of serious body wounds and the fact he had been scalped. McGee lived to a ripe old age.

Following the programs and business meeting, the group journeyed to Ralph's Ruts, where Ralph Hathaway related the history of the ruts and told of the Plum Buttes Massacre. The site of Plum Buttes, located approximately one-and-a-half miles west of the Hathaway farm, was also visited.

On October 9 the chapter met at Duane Embers's farm southeast of McPherson for a noon meal and a short business meeting with 44 present. Afterward Duane transported the group with a tractor and trailer to the Trail ruts on Dry Turkey Creek. These ruts are between Fuller's Ranche and Elyria. They have not been designated on any of the Trail maps yet but should be. Duane and John Conoboy of the National Park Service found some artifacts in a survey of the site last spring.

From there the group traveled east of

Canton to the Jones cemetery where Ed Miller is buried. Miller was killed by a war-party of Cheyennes in July 1869. The cemetery is on a hill to the north of the Trail between Durham Crossing and Fuller's Ranche.

The entourage then viewed an area on Running Turkey Creek on Fuller's Ranche that was a townsite when McPherson County was settled but has since become a ghost town with only a marker. A cemetery is a short distance from the site. This has been neglected by writers of the history of the Trail. The area was settled in the 1860s and any evidence of many sites has disappeared.

The January 16, 1995, annual meeting will be held at Waxy's Cafe in Ellinwood, KS, and will include a program by Robert Yarmer on military uniforms and equipment in use during the years the Santa Fe Trail was active. Yarmer will illustrate his talk with specimens from his military collection.

Cottonwood Crossing

President Dudley Donahue
RR 1 Box 9
Durham, KS 67438

The chapter had a booth about the Trail and SFTA at the annual Kansas Sampler Festival near Inman, KS, on October 1-2, 1994. Over 6,500 people attended the festival. Many of them were interested in knowing more about the Trail.

[Editor's Note: a report of Cottonwood Crossing Chapter activities apparently was misfiled during the hectic scramble to get this issue to the printer and has not surfaced again. My apologies to the chapter. Will the reporter please send another copy with the next

report?]

Bent's Fort

President Earl Casteel
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The enthusiasm continues in the early stages of the organization of the Bent's Fort Chapter which now has over 60 members. Since our last report we have had two meetings and a tour. All were well attended.

Our meeting at Boggsville on September 24, 1994, was attended by 42 members and guests. It was fitting that the meeting was held in the newly renovated Prowers House, the first meeting in that restored historic building. At the meeting the business of chapter organization continued, with several committees giving reports and other committees established. After the meeting members stayed to chat with one another and enjoy the food and fun at the "Back to Boggsville Days" event, held the same day.

The next gathering was on October 15 for a meeting and tour at the Otero Museum in La Junta, CO. Jesse Scott of Garden City, KS, presented a slide program on stage stations along Highway 350 between La Junta and Thatcher. The program and tour also included Jamie Kingsbury of the Comanche National Grassland, on the subject of the Sierra Vista and Timpas areas, and Bob Jones on the site of Hole-in-the-Rock. We are grateful for the kind assistance of Don Lowman of La Junta for allowing us to meet at the museum. After the program the group traveled to Sierra Vista, Timpas, Iron Spring, and Hole-in-the-Rock. Vice-



Restored Prowers House at Boggsville, CO, where the Bent's Fort Chapter met on September 24, 1994. (Photo courtesy of Jesse Scott.)



Leaders of the Bent's Fort Chapter in front of the restored Prowers House, September 24, 1994, l to r: Secretary Teresa Kesterson, V-P Dale Kesterson, President Earl Casteel, Treasurer Sue Petersen, and Phil Petersen, chairman of the Boggsville Restoration Committee. (Photo courtesy of Jesse Scott.)

President Dale Kesterson was the coordinator of the day's activities and was "trail boss" for the event.

The next scheduled events are an executive committee meeting to be held on January 7, 1995, at 11:00 a.m. at the Quality Inn in La Junta, and the annual membership meeting to be held at Bent's Fort Inn in Las Animas on January 28, 1995, at 10:00 a.m.

SUPPLEMENT TO WILLIAM HEAGERTY DIARY

CHARLES R. Olmstead, Junction City, KS, located the following information in the *Smoky Hill and Republican Union* of Junction City, KS, relating to the 1863 military escort described in William Heagerty's diary (August 1994 WT). Each item is reprinted as it appeared in the newspaper.

October 3, 1863:

For New Mexico—Company A of the Eleventh Kansas, past through town last Wednesday, having in escort a train, laden with Government Stores.

October 10, 1863:

We stated last week that Company A of the Eleventh Regiment passed through town escorting a train to New Mexico. They were Missouri troops. We thought they looked rather rough for the Eleventh Kansas.

October 10, 1863:

For New Mexico and Arizona.—Hon. W. F. N. Army, Secretary of New Mexico, stopped in our city a few days during the

past week, while on his way to Santa Fe. He was accompanied by the Executive officers of the Territory of Arizona, altogether forming a pleasant party for a tramp across the Great Plains. The company comprised the Governor, J. M. Goodwin, of Maine; Secretary, R. C. McCormick, of New York; Surveyor General, Gen. Bashford, of Wisconsin; Judges, Allen of Connecticut, and Howells of Michigan, District Attorney, A. Gage. The train accompanying the expedition had "on board" three thousand stand of arms, and was escorted by two companies of cavalry, under the command of Major Phillips. With the escort were Rev. H. W. Read, Chaplain, T. P. Seeley, Post Surgeon, and Mr. Hand, Public Printer. All these gentlemen were well pleased with this route, and were strongly of opinion that the mails for New Mexico and Arizona ought to connect with the one running through this Valley. They ridiculed the idea of building a railroad across the divide while a complete and perfect natural channel, like the Smoky Hill Valley, could be used.

December 5, 1863:

Heavy Snow.—From Salina to Fort Larned the whole country is covered with snow to the depth of fifteen inches. The coach left Fort Larned last Sunday morning, and the Santa Fe mail had not arrived then. The snow is worse beyond Larned, and as the team driving out of Larned runs one hundred and fifty miles without changing, it may be presumed that the passengers are in a rather undesirable fix. The coach coming in past through snow seven and eight feet deep, and all the ravines are drifted to a level. The buffalo will all die off

if it does not melt away. We hear that many hunters have suffered terribly in consequence—many having their feet so badly frozen that they may lose them, while there are others out who have not been heard from, and fears are entertained for their safety.

December 26, 1863:

Two companies of Missouri troops, who escorted the officers of Arizona through here some time ago, passed through town on their return last Wednesday.

Two companies of the Colorado Second passed through town last Friday on their way to Kansas City. They came from Fort Lyon through the whole of the recent great snowstorm.

February 20, 1864:

Hon. W. F. N. Army, Secretary of the Territory of New Mexico, passed through town last Friday, way-billed to Topeka.

April 30, 1864:

Hon. W. F. N. Army, Secretary of New Mexico, passed through town last Saturday, on his way to Santa Fe.

COUNCIL TROVE

—DOCUMENTS—

TRADE WITH NEW MEXICO, 1860

Mark L. Gardner located the following article in the *Sacramento Daily Union*, October 30, 1860, reprinted from the *St. Louis Republican*. Gardner notes that the article's introductory history of the Santa Fe trade contains many errors and should not be relied upon, but the description of the trade in 1860 is excellent. The item is reprinted here as it appeared in 1860.

THE GREAT OVERLAND TRADE WITH NEW MEXICO

From immemorial times, the vast plains of Eastern Asia have been annually traversed by numerous caravans, composed of thousands of "ships of the desert," loaded with men and the productions of human skill, enterprise and industry, for the supply of the wants of nations, whose intercourse with the commercial and industrial centers of the civilized world was rendered difficult and precarious by the intervening desolation and sandy regions hundreds of miles in width.

A similar spectacle has been enacted from year to year on the immense area of level highlands that extend in constantly increasing altitudes between the Missouri river and the base of the Rocky Mountains ever since the Anglo-American element gained a foothold in the valley of the Rio Grande del Norte. Every Spring, as soon as the stagnation of the Winter is fairly superseded by the animating influences of the warm season, "mighty fleets of prairie schooners," or, to use less figurative language, numerous freight trains, propelled

by all kinds of quadrupeds, issue from the various ports or border towns in which they harbored during the Winter months, and steer across the "grassy ocean" in their slow, steady way. The various overland routes then become fairly covered with seemingly endless caravans of men, vehicles and animals. Articles of trade of every description, representing millions of dollars in value and weighing tens of thousands of tons, are then being transported to all the settled portions of the Far West—to no other regions, however, more extensively than to the Anglo-American possessions acquired by Mexico.

Few of the readers of the *Republican* probably have a correct idea of the grand proportions the overland traffic with New Mexico has already attained, although their own city of St. Louis has been for many years enjoying the lion's share of it. Few know the vastness of the capital employed in it, and the yearly increasing extent of the imports into and exports from the distant Territory. For the information of those who are but little acquainted with that steadily flowing source of prosperity, the subjoined sketch of the gradual development of the New Mexican trade, its character, the manner and means of carrying it on, etc., is drawn:

HISTORY OF THE GRADUAL DEVELOPMENT OF THE NEW MEXICO TRADE

Shortly after the admission of the State of Missouri into the Union, several frontier traders from the vicinity of the present town of Boonville, ventured upon a sort of prospecting expedition, into the then, to Anglo-Americans, absolutely unknown regions watered by the upper Rio Grande. Among them were Nathaniel Sernes, Philip Thompson, one Monroe, the Soublottes, John McKnight, Wilson McGunnegle, Patrick M. Dillon, from St. Louis, and several others. The Great Plains were at that time a perfect *terra incognita*. No Anglo-American settlements were then either on the route to or in the foreign dependency they proposed to make the field of their trading operations. Innumerable and mostly hostile bands of the nomadic aborigines of North American, were the undisputed lords of the intervening country. No protection from their more than probable depredations upon their property and persons could be expected but their own. Their contemplated mercantile ventures involved, therefore, no mean risk. But being possessed of that bold spirit of indomitable energy, that has always characterized the western fore-runners of Anglo-American civilization, the inception of the project insured also its ready execution.

In the Spring of 1823 the parties duly set out upon their hazardous journey. It being an experimental trip, their stocks were slender, and comprising a cheap class of goods only. Their wares were transported both on wagons and pack animals. Success was

destined to crown their undertaking—the first step toward the opening of a new and profitable market for the surplus productions of the Union. Their wares were transported both on wagons and pack animals. Success was destined to crown their undertaking—the first step toward the opening of a new and profitable market for the surplus productions of the Union. Their progress could be but slow from their want of acquaintance with the topography of the traversed country, and the utter absence of regular roads. But they arrived safely, after many adventures, in the valley of the Rio Grande, and having secured the good will of the Mexican officials by the unavoidable gratuities of money and goods, soon succeeded in disposing of their goods at a handsome profit. The extreme fertility of the Rio Grande valley; the large number of towns, pueblos, haciendas and estancias, they found to extend on both banks of the river for hundreds of miles; the evident prevalence of precious metals, satisfied the trading adventurers before they returned that repeated expeditions would doubtlessly prove remunerative, and hence they bade the senoras and señoritas but a temporary farewell.

The news of their successful trip caused quite a sensation in the many trading settlements along the Missouri river, and many determined to follow their example. In the Summer of 1824 a second expedition was fitted out at Old Franklin, the then embryo of the Boonville of to-day. It proved no less profitable than the first. In 1825 the traders managed to direct the attention of the Government to the newly opened channel of commerce, and secured the surveying of a wagon road from the Missouri State line to Santa Fe. The surveying party was under the charge of Major Sibley, now of St. Charles.

Thenceforth caravans were dispatched annually to the Upper Rio Grande. They gradually increased in extent. From 1825 to 1847 the value of the exports to New Mexico ranged only from \$50,000 to \$100,000 per annum. Many drawbacks were encountered in the pursuit of the trade.

The Indian tribes, whose hunting and fighting grounds they had to cross, were always eager to swoop upon their trains, drive off their draft animals, plunder and burn their wagons, and in many instances appropriate their scalps. In those days very few of the traders started out with more than two or three wagons, and considerations of personal safety, therefore, brought about a general rendezvous of the numerous small trains at what was then and is now known as "Council Grove," a well timbered and well watered spot, about 112 miles from the Missouri river. The press of the whole Union was in the habit of noticing the yearly departures and returns of the Santa Fe caravan from and to the "Grove." It comprised, at times, hundreds of men and wag-

ons, and thousands of horses, mules and oxen. Yet, in spite of this union of forces, a trip was hardly ever made without some hostile engagement with the Indians, and the consequent loss of one or more of the party by the tomahawk and scalping knife.

Nor were Indian depredations the only source of risk. The innate lawlessness of the mixed races inhabiting the Mexican territory was often demonstrated to the Anglo-American traders in a most fatal manner. Bands of native highwaymen frequently waylaid the small trains, into which the great caravan dissolved after reaching the Rio Grande. They would rob and murder just as relentlessly as the aborigines, and that with all but equal impunity.

Then, as now, old and New Mexico was every once in awhile convulsed with internal strife. Military emeutes [uprisings], *pronunciamientos* and revolutions succeeded each other rapidly, and the constant predatory incursions of the Comanches, Navajos and other Indian tribes also placed the lives, goods and chattels of the American merchants in frequent peril.

An obstruction to their uniform and steady success, formed the already mentioned boundless rapacity of the Mexican officials. The only object from which they appeared to hold their public stations, was to enrich themselves. From the Governor down to the lowliest Alcalde, the "lust of wealth" was the only impulse of their "official acts." The advent of the American traders was most propitious to their corrupt schemes. The customs being arbitrarily arranged by the Governors, they soon made them a most effective means of filling their own private coffers as well as those of their subordinates. The most exorbitant duties were levied in order to compel the foreign traders to resort to bribery to avoid their payment. The ignorance of the officials was too great to render the imposition of specific duties possible. They were charged per wagon load, from five hundred to one thousand dollars being levied upon each one. This enormous tax forced the importers into trickery. When within a short distance of the abode of the Custom House harpies they would regularly pile the load of two wagons on one, and thus meet the *ex officio* pilferers.

In due course of time the importations of individuals traders had grown so heavy as to render protracted sojourns in the country necessary. Stationary trading posts were gradually opened in Santa Fe, Los Vegas, Albuquerque, Taos and other towns. Among the earliest of those that made permanent locations were Dr. Connelly, Dr. Ward, of Independence, J. B. Doyle, Col. McCarty, now of Kansas City, Messrs. White, Giddings, Bent, Smith, Jackson, the Soublottes, and St. Vrains, nearly all of whom hailed from Western Missouri, and St. Louis and vicinity. Although the innate indolence of the Mexicans naturally ren-

ders the mercantile vocation more congenial to them than agricultural pursuits, which forms the principal means of subsistence of the population of the valley of the Rio Grande, but few became competitors of the Americans. Of these, the well-known Ar-mego brothers were the most successful. In exchange for their merchandise the traders obtained mostly both silver and gold coin and bullion. By degrees the exportation of mules became an important feature of the trade. Many stock dealers from the Western United States commenced making regular visits for that purpose, and annually brought away hundreds of the hardy long ears that New Mexico produces.

The profits realized by the early New Mexican traders were very great, so much so that, the drawbacks enumerated in the foregoing to the contrary notwithstanding, nearly all made independent fortunes. The mass of the New Mexican people, indeed, proved as unsophisticated customers as the aborigines. The vernal arrival of trains from the East with fresh supplies of goods always resulted in the inauguration of a "high old time" among the Anglo-Americans as well as the natives. The former, just emerged from the privations and hardships incidental to the long and wearisome journey across the plains, plunged heedlessly amidst the wild amusements the Mexican towns afforded, while the latter too willingly joined in their course of reckless dissipation. Drunkenness, fandangos, fights, etc., were then indulged in without stint or remorse. Thus things went along until the long expected crisis of a war between the Mexican Republic and the United States set in. The first hostile movements on the part of the New Mexicans towards the Anglo-American residents among them occurred immediately after the news of the declaration of war had reached them the late Summer of 1846. The persecution soon became so intolerable as to drive nearly all the Anglo-Americans out of the Country, and cause all but general suspension of trading operations.

The appearance of General Kearny and his army in the Mexican possessions, and his rapid march upon and ready capture of Santa Fe, in September, furnished the necessary relief. But great was the disaster inflicted upon many traders by the counterpart of the Sicilian vesper, the New Mexicans attempted in the following month of January. Quite a number were assaulted in the most barbarous manner. The utter route, however, the insurrectionists experienced in the battle of Taos in February, quickly restored quietude and comparative security of commerce. After the conclusion of the treaty of Guadalupe and the transfer of New Mexico to the United States, the commercial relations between the two countries were at once strengthened and widened. The military occupancy of the Territory by United States troops greatly

increased the safety of both person and property, and speedily caused the multiplication of the capital and number of traders employed in the trade. In a few years, not only the imports but also the exports tripled and quadrupled. Hundreds of wagons no longer sufficed for the transportation of the merchandise sent out to meet the greatest demand, but thousands were soon required. Millions became now invested instead of tens and hundreds of thousands. The whole of New Mexico became dotted with trading houses, many of which branched out into what is now known as Arizona and the Mexican State of Chihuahua. A faithful reflection of the present magnitude of this overland traffic is attempted in the following paragraphs:

LOCATION OF THE TRADE

The pioneers in the New Mexico trade embarked, as already stated, originally from Boonville or Old Franklin. Even those residents of St. Louis, who joined in the first expeditions, came up the river with their goods in so called Mackinaw boats, and stopped at the same point. The town of Independence was, however, founded soon after the opening of the overland traffic and became the great mart and outfitting point for the great western plains. It held this commercial ascendancy from 1832 to 1848, during which period it commanded all but a small fraction of the New Mexico trade. Its merchants accumulated vast fortunes, and its commercial prosperity brought about its development into one of the most flourishing and beautiful towns in the West. But "westward is the course of empire." Independence held its own as long as it remained without rivals. As soon, however, as such commenced springing up west of it, the scepter of monopoly slipped from its hold. The birth and growth of Westport and Kansas City gradually brought about that event. As early as 1834, Messrs. Bent and St. Vrain landed a stock of goods, destined for the New Mexico market, and Francois Chouteau's log warehouse, near the island, just east of Kansas City, and from that time the removal of the trade from Independence to its two immediate western neighbors took place in annually larger proportions. Since 1850, nearly all of it has passed over to its successors so to speak. But few wagons are now being sent out from Independence to New Mexico.

Of its two successful competitors, Kansas City is at the present time enjoying the largest benefit from the transfer. Its accessibility and direct communication with the Eastern market has made it the point at which not only a large portion of the goods yearly forwarded to New Mexico is sold, but also nearly all those bought in the East are disembarked, stored and reshipped on the trains. Westport, however, has no mean share of the trade. To show this, it will be only necessary to mention that the great house of J. & W. R. Bernard & Co. (for-

merly Kearney & Bernard) have sold a little over one hundred and twenty thousand dollars worth of goods to some sixty Americans and native New Mexico traders in Westport during the last year.

Westport, from its greater vicinity to the prairies, which commence directly west of the town limits, offers greater inducements as a mere starting point than Kansas City. Most of the trains, indeed, camp within a few miles of this place, while waiting for loads, etc. But as a shipping and trading point, the preferences are decidedly in favor of Kansas City.

It has been already stated in the foregoing that considerable portion of the mercantile wants of New Mexico were supplied at Westport and Kansas City. The bulk of the annual purchases has, however, been made in this city by the traders, ever since the importation of American goods into New Mexico was first begun. The heaviest buyers, with the exception of three or four who seek more easterly markets, are the regular patrons of our wholesale dealers—welcome ones, from the extent of their ready resources, and their promptness when time-buyers.

In Kansas City and Westport, the New Mexico trade is in the hands of a relatively small number of houses. They are, in the former place: J. S. Chick & Co., wholesale grocers and dealers in provisions; J. & P. Shannon & Co., wholesale dealers in dry goods, etc.; William A. Chick & Co., commission, storage and forwarding merchants; McCarty & Barkley, commission, storage and forwarding merchants; C. E. Kearney (late of Bernard & Co., Westport), wholesale grocer and commission merchant. The trade being divided up among so few houses, they all do a very large business with New Mexico.

In Westport, the New Mexico business is transacted by the already mentioned house of Bernard & Co. The firms of Street & Baker, George D. Vogelsong, Thomas H. Rosser and Childs, Hayes & Co., are also operating to some extent in the same line.

In this city [St. Louis], the number of houses doing business with New Mexico is, of course, much larger. One of the oldest (if not the oldest) is the well known firm of R. Campbell & Co. They, as well as Voorhies, Hellmers & Co., Wise, Singer & Co., McCrow, McCrery & Co., supply most of the dry goods; Childs, Pratt & Co., the hardware; Glasgow & Bro., and Erfort & Petring, liquors and groceries, Martin Brothers, and Young Brothers, clothing; Wolff & Hoppe, notions, etc., etc.

CHARACTER OF THE TRADE

The wants of a country are always regulated by the means its people command to satisfy them. The New Mexicans, although inhabiting a region of vast agricultural, pastoral and mineral resources, cannot be said to be a wealthy people. It is true there are

men of fortune among them, but their number appears insignificant when compared with that of the people at large. The average well being that one finds among all classes in the United States does not prevail in New Mexico, where the means of the corresponding elements barely suffice to eke out a most frugal subsistence.

In the early days of the overland traffic when the wants of the natives had not yet been qualified by a frequent contact with Anglo-American civilization, the variety of the imported goods was not very great. Groceries, flash calicoes and leather were constituted the main stock. The gaudier the colors of the calicoes the better favor they found. A buff-colored kind was especially popular. As the intercourse between New Mexico and the East became livelier, and the material condition of the people improved after the establishment of the Anglo-American regime, the goods introduced and adopted in that market became from year to year more varied, and at the present time very few articles that merchants in the Western States keep on hand will not be found in the assortments taken out by the New Mexican traders.

There are, however, some peculiar wants the importers are called upon to supply. They consist of an uncommonly large demand for calicoes and bleached domestics; and hosiery, particularly for female use. The number of white stockings bought by the Mexican women is said to be astonishing. The diminutive character of their pedal extremities renders a prevalence of small sizes necessary. For the same reason dealers in shoes, that do business with New Mexico traders, have articles expressly made to meet the requirements of the *senoritas* in this respect.

Fancy dry goods are wanted to a limited extent only, people of wealth being the purchasers. What little is imported consists, however, of articles of a very costly character.

Of late large quantities of ready made clothing and furnishing goods have been sold, thereby indicating that the old national costume is giving way to the Anglo-American style of garments.

The settlement of a large number of Americans has for some years been the cause of considerable annual shipment of American flour to the Territory from the Missouri river. New Mexico, it is true produces usually an amount for breadstuffs sufficient for the home demand. The primitive mode of working up the wheat into flour, still adhered to by the natives, makes it, however, of a quality that is hardly adapted to the wants of the Anglo-American stomachs. The foreign flour is, of course, held much higher than the domestic.

Allusion has previously been made to the fact that in former years the exports from New Mexico consisted principally of silver

and gold bullion, and coin and mules. The latter branch has, however, all but dwindled away, in consequence of the extensive mule-breeding now followed in many portions of the Western States. The exportations of coin and bullion have also greatly decreased during the last few years. The cause of the diminution is the continued paralysis, from various causes, of silver mining throughout the Territory. The surplus of precious metal has been carried off by the steady draft for the purposes of commerce, and the balance remaining in the Territory is hardly adequate to the wants of the inhabitants. Eastern payments are now mostly made by the merchants in drafts obtained on the Sub-Treasury of the United States from the military and civil officers stationed in the Territory.

The falling off in the export of the aforementioned articles has been made up, to some extent, by an increase in that of others. The exportation of wool, above all, has been carried on very largely for some years. In 1859, nearly nine hundred thousand pounds arrived on the Missouri river from New Mexico, and this year over a million is expected to be brought in. The excellent natural pasturage of that Territory is likely to make sheep-breeding one of the principal pursuits, and steadily swell the yearly wool clip.

Mexican wool is worth about fourteen cents per pound on the Missouri river. Its export largely benefits the transportation houses that do freighting for New Mexican traders, inasmuch as it secures return loads to them—an advantage not enjoyed by the overland freighters to any other part of the country. The freight is from four to five cents per pound.

Goat and sheep skins also constitute an additional article of export. Some thirty thousand, worth about twenty-five cents each, were brought in last year. Also, some dry hides, tallow, and a variety of furs.

The value of the merchandise taken into New Mexico last year, was estimated by competent judges at about one million and a half of dollars. That of the exports, such as bullion, wool, skins, etc., is claimed to be about one half of a million. But this does not represent all the capital invested in importing and exporting different articles of trade, as will be shown further below in the paragraph on overland transportation.

It may be well presumed that after the deliverance of New Mexico from the blasting effect of the incessant Indian troubles upon the material pursuits of its inhabitants, it will become a much more abundant commercial tributary to the East, than it is at the present moment. The inevitable greater infusion of Anglo-American element that will then ensue, will also exercise a healthy stimulus upon its agricultural and mining interest, and vastly extend the range of its commerce.

MANNER OF CONDUCTING THE TRADE— OVERLAND TRANSPORTATION

The New Mexico merchants usually make their appearance in the Eastern markets in the early part of the Spring, so as to have their new supplies on the frontier at the time of the opening of the "prairie navigation." Our hotel keepers and wholesale dealers know exactly the time when they may expect the yearly visit of the well-dressed gentlemen, with bronzed countenances and big bags of silver dollars and gold doubloons. They return as regularly as the birds that migrate to more southerly climes during the cold season.

The old accounts being squared (New Mexican traders hardly ever ask "extension") and the new purchases made—generally comprising stocks intended to last a whole year—they repair to either Kansas City or Westport, to await the arrival and storage and reshipment of their goods.

In Kansas City, their bales, boxes and packages are usually stored in the extensive warehouses of the already mentioned firms of Wm. H. Chick & Co., and McCarty & Barkley. Their rates charged are 6 1/4 cents per 100 pounds for storage; 95 cents per 100 pounds for drayage, and 2 1/4 per cent. for advancing charges. Monthly settlements are required by them.

The outskirts of the principal starting points,—Kansas City and Westport—now become the scenes of the active and extensive preparations for the loading and departure of the countless trains that are yearly employed in the transportation of merchandise to New Mexico. Solid squares of wagons, covering whole acres, are formed. Thousands of draft animals are scattered over a "thousand adjoining hills." Blacksmiths, wagon makers and saddlers are busy day and night. The streets resound with the barbarous vociferations and the loud cracks of heavy whips, used by teamsters in urging the cattle under their charge. The rumbling noise made by the clumsy, lumbering "prairie schooners," while propelled along by patient oxen, is heard incessantly. Swarthy Mexicans, in dirty buckskin and flannel, lounge in large numbers on the sidewalks and street counters. Anglo-American prairie men in scarcely better habiliments, and likewise intended performers of the humble part of "bull-wackers," crowd the whisky shops—in short, a spectacle, similar to that our Levee presents on the re-opening of river navigation is enacted.

Many of the traders have their own trains with which to transport their wares across the Plains. A number, however, prefer to have it done by the regular overland freighting firms, located in and about Kansas City and Westport. The trains of both mostly winter in New Mexico, where the Winter pasturage is almost as good as that of the Summer. They start for the Missouri line as

soon as the new grass commences springing up, and manage to arrive on or about the first of May, and remain encamped in localities convenient as to wood, water, and grass until the time for loading has arrived.

Native Mexicans are employed as teamsters mostly by traders of the same nationality. Some American freighters, however, hire them likewise on account of the low wages they are paid. While they receive only about \$15 per month, the Anglo-American colleagues receive from \$25 to \$30.

Everything being ready, one after the other of the trains receives its load from the warehouses. The several wagons being of very large capacities, several days usually elapse in the loading of each of the trains. During the entire months of May and June, indeed, the fitting out of them is continued in Kansas City.

The wagons, after receiving their loads, severally return to the camping places until all belonging to the train are assembled. At last the "order of march" is given. A scene then ensues that baffles description. Carriages, wagons, men, horses, mules and oxen appear in chaotic confusion. Human cursing, distressing mulish out-cries, and bovine lowing, form an all but harmonious concert, above the dissonances of which the commanding tone of the wagonmaster's voice only is heard. The teamsters make a merciless use of their whips, fists and feet; the horses rear; the mules kick; the oxen balk. But gradually order is made to prevail, and each of the conflicting elements to assume its proper place. The commander finally gives the sign of readiness by mounting his mule, and soon the caravan is pursuing its slow way along the road.

Has the reader ever witnessed the interesting, nay, grand aspect, presented by a train in full motion across the Plains? If not, the following description may not be unwelcome:

The trains reveal their approach at a great distance. Long before getting within sight, especially where the wind carries the sound in the right directions, the jarring and creaking of the wagons, the "gee-ho" and "ho-haw" of the drivers, and the reverberations of the whips, announce it in most unmistakable manner. The traveler coming nearer, the train will, by degrees, rise into sight, just as ships at sea appear to emerge from below the horizon. The wagons being all in view, the train, when seen a few miles off, from the shining white of the covers and the hull-like appearance of the bodies of the wagons, truly looks like a fleet sailing with canvas all spread over a seeming sea. A further advance will bring one up with the train master who always keeps a mile or so ahead, in order to learn the condition of the road, leaving the immediate charge of the train to his assistant.

On coming up with the caravan itself, one will pass from twenty-five to seventy five high boxed, heavy wheeled wagons, covered with double sheets of canvass, loaded with from fifty to sixty-five hundred pounds of freight, and drawn by from five to six yoke of oxen, or five span of mules each. One driver for every wagon is attached to the train. From four to ten extra hands also accompany it to fill possible vacancies. One or more mess-wagons, under the superintendence of cooks, likewise form part of the cortege—the whole being under the supreme command of the wagon master and his assistant. As to cooks, the crews of the prairie fleets, after having traveled on the Plains a week or two, outshine the deck hands of our steamboats altogether.

When "under sail" the prairie schooners usually keep about thirty yards apart from each other, and as each of them, with its animate propelling power, has a length of eighty or ninety feet, a large train requires often nearly an hour to pass a given point.

The time occupied in making the transit comprises for forty to sixty days, in accordance with the good or bad luck encountered upon the trip, and the respective distances of the several points of destination. Stampedes of the cattle by Indians and otherwise, breakdowns, bad roads, scarcity of grass, etc., etc., frequently cause delays. The average time made does not, however, exceed fifty days.

Having arrived at the end of their journey and discharged their cargo, the trains start immediately on their return trip. The back freight does hardly ever amount to full loads, and hence much better time is made coming in than in going out. Most of the trains manage to reach the Missouri line in the course of the month of August. After a few days of rest the trains are made ready for the second trip. The scenes that accompanied the first outfitting and starting are, of course, re-enacted with one variation, viz.: rousing sprees on the part of the teamsters who receive their dues as soon as they land from their first journey, and like the sailors that are paid off on reaching the harbor after a long cruise, never stop until the last cent of their earnings is gone.

Having accomplished the second trip, most trains go into winter quarters in New Mexico. A few, however, return to winter in eastern Kansas or eastern Missouri.

In order to convey an idea of the annual proportions of the transportation business to New Mexico, an extract from a register kept by the house of S. M. Hays & Co., of Council Grove, is subjoined. The store of this firm is right on the great Santa Fe road, and from their acquaintance with all the freighters, who never fail to stop in front of their house, the accuracy of the enumeration may be relied on. According to the list, there were engaged in the carrying trade to New Mexico during the present season: Men, 5,984; wagons, 2,170; horses, 404;

mules, 5,933; oxen, 17,836.

The wagons were loaded with fifty-five hundred pounds of freight, on an average, thus making the aggregate weight carried no less than six thousand tons!

In 1859, the statistical figures of Hays & Co. footed up as follows: men, 5,405; wagons, 1,532; mules, 4,377; horses, 360; oxen 12,545. Thereby showing that a large increase has taken place this year.

The value of the moveable property employed this season in the transportation of the above immense total weight, appears to be: wagons, \$100 each, \$217,000; horses, \$100 each, \$46,400; mules \$100 each, \$593,300; oxen, \$65 a yoke, \$579,670; total, \$1,436,370. In addition, the cost of saddles, harness, yokes, chains, wagon covers, the provisions for the teamster, etc., must be taken into consideration in order to arrive at a proper conclusion as to the amount of capital actually invested in this carrying trade. It cannot fall very far short of two millions of dollars. The expense incurred by one train of 25 wagons is about \$3,000. Merchants that do not run their own trains, usually pay freight at the rate of ten cents per pound. It is claimed that about one-half of the freight carried out this season went out this way. Supposing it to be but twenty-five hundred tons, we find that at least \$250,000 was paid to freighters. The Government sent out three million eight hundred and forty-three pounds and four hundred thousand pounds of supplies for the troops in New Mexico, for which contractors are paid at the rate of from \$1 40 to \$1 70 per hundred pounds for every hundred miles, the rates varying according to distance and season. Presuming this average to be about \$1 50, we will find that no less than \$400,000 must have been paid for freighting by the Quartermaster's Department during the present Summer.

Would any one wish a better argument in favor of the construction of the Pacific Railroad than the above fact and figures? And yet they comprise but a fraction of the vast commerce of the great North American Plains.

ACROSS THE PLAINS, 1866

Mark L. Gardner discovered the following in the *New York Times*, March 2, 1866, and it is reprinted as it originally appeared.

ACROSS THE PLAINS

Perils of a Journey Over the Plains in Midwinter—Reminiscences of "Bent's Old Fort"—What it Costs to Keep Indians Goodnatured—Adventures of a New-York Bartender—A Ball in Santa Fe.

Special Correspondence of the New-York Times.

Santa Fe, N. M., Monday, Feb. 5, 1866.

Journeying across the Plains in midwin-

ter is a cool proceeding; ours was a frozen one. By the most direct route from the "States," and, in fact, the only Santa Fe route, it is a fifteen days' journey. A portion of this travel, too, is through a country so infested by Indians that stations cannot be built and kept.

By the route that we took it is more safe. Leaving Denver with Gen. W. R. Brewster, the Vice-President of the Overland Dispatch Company, the first hundred and fifty miles of the distance was made in excellent time, reaching "Bent's Old Fort," on the Upper Arkansas, in forty hours. Here we were forced to wait, keeping Lent involuntarily for five days.

"Bent's Old Fort," as it is now called, was built by Col. St. Vrain in 1834, and is known in the East as St. Vrain's "Trading Post." It is an adobe-built arrangement, inclosing nearly half an acre of ground. On two sides the walls are formed of the quarters, which are more like casemates than anything else I can liken them to. The rest of the inclosure is simply an adobe wall, of about ten feet in height and two of thickness.

From this place St. Vrain has sent to the States during a single year more than one hundred thousand dressed buffalo robes. Here St. Vrain, Kit Carson and Bill Bent lived a joyous life. The old fort was then well kept and comfortably furnished. Among other things of the past, an antiquated billiard table was in use, and has since gone into firewood. The jovial trio lacked one person to make up a four-handed game of euchre; so sent to St. Louis and engaged the services of a gentleman, at a handsome salary, to make one of the game. A race-track was kept in fine order near the fort, and the place was the very merriest of all the trading posts on the frontier.

Those halcyon days are past. Bent was left in possession of the fort. St. Vrain and Carson went to Laos [Taos] and made homes for themselves. Bent's first wife, the squaw, mother of his children, died about this time, which seemed to affect him considerably. Just at this time the Government, desiring to purchase the fort for a military post offered Bent \$50,000 for it. Bent asked \$80,000, which the Government did not see fit to give. Thirty thousand dollars would have been a large price for the place.

Bent soon after this took it into his head to leave the place, so he set fire to it and went—going to the present site of Fort Lyon, where he erected a trading post, which is now used as a commissary depot for the fort.

While at this place he entered into another matrimonial arrangement with a Cheyenne squaw, I think, who was too fond of fire-water to be a very congenial companion. One of her pleasant jokes while "under the influence" was to get herself into some commanding position and take shots with a rifle at her lord, and hardly master.

This could not last, so Bent got rid of her, and has since that time rather avoided female society.

Of Bent's family, two sons are with the Indians and one with him at his ranch on the Purgatory River. (This river is called by the mountaineers the Picket Wire.) A daughter is married and settled in Missouri, but at the present time is "on the Walnut" with the Indians, endeavoring to prevail upon them to live up to their terms of the last treaty, but with doubtful success.

Our stay at Bent's Fort was longer than is usual; but the bad weather, that the coach from the States met on what is known as the Long Route, (over which one team is driven nearly two hundred and fifty miles,) occasioned the delay. The coach came and we started. We were more than three hours crossing the Arkansas, on account of the ice, or as the driver phrased it, three hours, three yoke of oxen, five mules and — lucky to get across anyhow. Two miles and a half an hour, for two days brought us to the Ratoon Pass, after passing through which we had excellent weather and good roads.

The first place of interest after passing through the mountains is Maxwell's Ranch, a description of this place will serve to give an idea of the style of life that some of these old mountain men settle down to finally.

Maxwell, as he is always called, is a well-built man, with a good face, in which one can see determination and thorough self-reliance. He has an old Mexican grant, which is as yet unconfirmed, of nearly forty miles square. Of this he cultivates, by means of tenants, some thousands of acres, furnishing the land, stock and materials, and receiving one-half the product. There is, I am told, nearly fifty miles of "sike" or ditch for irrigating purposes on this vast farm.

Herding is another source of income to Mr. Maxwell—between twenty-five and thirty thousand sheep are somewhere on the farm, but Maxwell does not know exactly where. The Indians do, however, and provide themselves liberally with the mutton for food. Maxwell has also herds of mules and horses. The more choice stock he keeps at the ranch. Two-thousand-dollar Spanish merinos are too expensive to feed Indians with.

There is a tribe of the Indians, too, that look upon Maxwell as *the great man*. One would think to see his house that the Indians were the proprietors of it, for they certainly occupy just as much or little as suits their convenience. Last Summer, the Indians took advantage of Maxwell's absence, and turned the family out, taking full possession. Maxwell came back and succeeded after some difficulty in dispersing the crowd. Since that time there has never been more than fifty sleeping in the house at one time. This number is not unusual,

however.

To keep these Indians good-natured costs Maxwell from twelve to fifteen thousand dollars yearly, in goods and whisky. He keeps entirely away from them, as he says that he can manage a sober Indian but not a drunken one. Altogether Maxwell and his ranch are subjects of interest. With regard to the Indian troubles, Maxwell, Carson, St. Vrain and other experienced men agree that so long as the "Dog Soldiers" (renegade) Indians are allowed to wander about loosely so long will the troubles exist. The "Dog Soldier" is not affected by the recent treaty and does not care to be.

The next village we reached was "Rio," an adobe-built hamlet, of two or three hundred inhabitants. Then we reached Fort Union, a military post, under the command of Brevet Brig.-Gen. Kit Carson. We found this well-known individual in the sutler's store, deeply engaged in a game of high-low-jack. Seated there in his shirt-sleeves, with a dudheen in his teeth, making all the points that were to be had, he was as complete a specimen of the jovial mountaineer as I have yet seen. Gen. Brewster and Kit were old friends, and soon were deeply engaged in tracing out the most practicable route from Santa Fe to Pond Creek, a station of the Overland Dispatch Company's on the Smoky Hill route. This business arranged, we set out for "Kronig's Ranch."

Mr. Kronig thinks that New York is not much of a place for a young man. He served as "bar keep" for an underground establishment, at a salary of six dollars per month, and was finally discharged for not being willing to pass counterfeit money. After that he started for California. The Indians "cleaned him out" three different times, so he gave it up and turned his attention to farming. He has now, next to Maxwell's, the finest farm that we have visited, and a very much better fitted-up residence even than Maxwell.

One of the camels that Lieut. Bliss brought out is now owned by Mr. Kronig, who says that the animal keeps himself, but is entirely valueless so far as any useful work is concerned. From Kronig's to Santa Fe, a distance of a little more than a hundred miles, there is no noteworthy place except the "Pecos Church," which was built by the priests that came with Cortez. This church as been sold by the Bishop of Santa Fe, and is now being torn down to obtain the adobes to build stables with.

Santa Fe, or City of the Holy Faith, was built by priests that came with Hernando Cortez. At the time Cortez was driven out, these priests were murdered. From this time until St. Vrain and a few other Americans settled here, (some forty years since,) but little is known of the place. It has at present between seven and eight thousand inhabitants—Mexicans, Israelites and Americans. The Mexicans are lazy and

poor; the Jews commercial and rich; the American population is principally connected in some way with the Government, or else they have a capital knowledge of cards. Monte is the favorite.

Five Roman Catholic churches, and one Protestant, minus its roof, comprise the places of worship. Two weekly newspapers, printed in English and half in Spanish, do the necessary wrangling, with a circulation of from four to five hundred each.

Gen. Carleton has command of the district. He is a gentleman, quiet and capable, with more friends than enemies, and very generally admired.

The hotels, or *fondas*, are tolerably kept, and quite comfortable. Board may be had at three and four dollars per diem.

We arrived on Sunday morning, and went, after the very necessary ablution to remove travel stain, to the cathedral. The edifice is built of adobe or mammoth brick, made of mud, straw and gravel, then sun-dried; the roof being also of mud and timber. The ornamentation of the interior is rude and complicated—the paintings wretched, but of very brilliant color. The seats or pews make worship convenient; each person must bring a seat or take the floor, which the majority do. The congregation was composed almost entirely of Mexicans, the females being largely in the majority. Our gentle American ladies would scarcely go there to study bonnets, for they are almost unknown—the shawl doing duty in their place.

The male population wear the sombrero and the inevitable blanket or serape. They seem to be such a "let-me-alone" sort of costumes that one readily agrees to do so.

The next eve we went to a "Baile." That's the polite for fandango. The house in which the baile was held was distinguishable by a dimly-lit lantern that burned in front. Entering, we found a room of eighteen feet in width and forty in length; at one end of which, mounted on a dry-goods box, sat three musicians—violin, clarinet, and a many-stringed guitar.

At the other end of the room was an arrangement that seemed a cross between an apple-stand bar and candy-shop, while on benches ranged along the wall sat the dark damsels that were willing partners for any one. Being assured that no introduction was necessary, we sailed in and secured a partner. The General chose the female of the very grandest proportions in the room. This was fortunate for him, as he was made to do the figures *volens volens*. We were not so fortunate, and got left several times standing alone, while the mazy went on without us. The set completed each gent takes the lady to the before-mentioned variety-store at the end of the room, and she proceeds to load in cakes, candy and apples; also, a glass of wine. This is done after each dance, and it is thus that the proprietor

or giver of the baile is remunerated.

It is quite surprising to see the amount of stock the young woman can consume. This accomplished, she proceeds to fill her handkerchief (not a small one either); then her pockets. After this she gets someone to hold the apples, cakes, &c., and goes home with about as much of a load as she can carry.

The sympathies of the people are with Juarez, and all manner of rumor is rife with regard to his movement and that of the French.

The last authentic dates from El Paso are of the 26th of January. They give the information that three hundred French cavalry left Chihuahua to attack the Mexicans in force at Conception. The Mexicans retreated; the advance of the retreating column being expected to reach Paso del Norte to-morrow. It is generally believed here that Juarez will cross to the American side of the river as soon as the French troops press him.

Business in Santa Fe is extremely dull. The merchants say that it is occasioned by the fact that the Government has not made the usual purchases of corn. Money is very scarce and difficult to obtain on the best of security. Then it can be had for four or five per cent a month.

CLOQUIS

HELP YOUR EDITOR

A number of things drive editors nuts, including the submission of photographs for publication without identification of the place, people, event, etc. depicted. It only takes a few minutes to attach a note to a photo with the vital information. If people are in the picture, please provide complete names spelled correctly. Without the details many photographs are practically worthless and cannot be used in WT. Also, a photocopy of a photograph will not suffice; a clear glossy print is required. Your help is appreciated. More photographs are welcome.

HELP WANTED

Thanks for publishing such a great newsletter. It has proven to be an invaluable tool for some of us amateur researchers. I requested help in 1992 in locating information about Elizabeth Inman Mathewson, wife of William "Buffalo Bill" Mathewson. I received several enlightening responses, for which I thank each one.

Recently I stumbled onto information that Elizabeth may have married a Daniel Moffit (or Moffitt) in 1860, prior to her marriage to Mathewson. There are two men named Daniel Moffat listed on a census for Arapaho County, Colorado. If anyone has any information about a Daniel Moffitt (or

variation of that spelling), I would appreciate hearing from them.

Carol Good Near
1030 15th Road
Lyons KS 67554

We are pleased to hear that WT has been helpful. Will you consider sharing the story of Elizabeth with our readers when you complete your research? Thanks.

Editor

I am a new member of SFTA, and my particular interest is Freemasonry. I am corresponding secretary for Oregon Lodge of Research #198 AF&AM and am interested in any information about the Masonic connection with the Trail. Any material on this subject will be appreciated.

Melvyn C. Friendly
5910 SW 152nd Ave
Beaverton OR 97007-3647

NEW SFTA MEMBERS

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

INSTITUTIONAL MEMBERSHIPS

- City of Elkhart, PO Box 640, Elkhart KS 67950
- Clayton-Union County Chamber of Commerce, PO Box 476, Clayton NM 88415
- Elkhart Chamber of Commerce, PO Box 696, Elkhart KS 67950
- Union County Historical Society, PO Box 75, Clayton NM 88415

FAMILY MEMBERSHIPS

- Henry Burgwyn & Kathleen Butler, 180 Gilpin St, Denver CO 80218
- Dina Clark & Colin Deihl, 2565 Glencoe St, Denver CO 80207
- Francis & Virginia Cuppage, 4740 Black Swan Dr, Shawnee Mission KS 66216
- John & Ellen Egert, 401 Redwood, Wamego KS 66547
- Robert & Carol Gayler, HCR 3 Box 1, Boise City OK 73933
- Robert & Priscilla Greene, 610 Griffin St, Santa Fe NM 87501
- Wanda & LaVern Heller, PO Box 25, Palco KS 67657
- George & Elva Tull, 754 Grove, Las Animas CO 81054

INDIVIDUAL MEMBERSHIPS

- Mrs. Dale Baldwin, 908 Don Juan, Santa Fe NM 87501
- Les Broadie, PO Box 565, Arco ID 83213
- Margaret Freeman, RR 2 Box 191, Aurora MO 65605
- Melvyn C. Friendly, 5910 SW 152nd Ave, Beaverton OR 97007
- Hollis Heagerty, PO Box 47, Aurora MO 65605

Lola R. Herrera, 9619 Addersly Dr, San Antonio TX 78250
 Walter Kretzmann, 908 Terran, Lyons KS 67554
 Keith W. Latham, 5571 Floyd, Amarillo TX 79106
 Peter Laux, 417 Lyden St, Denver CO 80220
 Randy Lewis, PO Box 936, Elkhart KS 67950
 Dan B. Martin, 10931 E 36th Pl, Tulsa OK 74146
 Betty L. Metzler, PO Box 867, Franktown CO 80116
 Jacque Morris, PO Box 386, Valley Center KS 67147
 Barbara J. Nelson, 10020 W 114th, Overland Park KS 66210
 Howard Riedel, 312 S Wilson, Ulysses KS 67880
 Phyllis Randolph, PO Box 819, Boise City OK 73933
 Betty L. Sayre, 520 Chestnut, Clayton NM 88415
 M/M Charles Stafford, 3602 Carson, Amarillo TX 79109
 Nicholas Terpstra, 1475 Jamestown Way, Orange CA 92669
 Marilyn Thomas, HC7 Box 55 H-1, Ingram TX 78025
 Ken Timmerman, PO Box 1891, Santa Fe NM 87504

Patience E. Towle, 2267 Derby Way, St Louis MO 63131
 Ernest L. Williams, PO Box 865, Elkhart KS 67950

TRAIL CALENDAR

Everyone is invited to send notices for this section; provide location, date(s), time(s), and activity. Remember this is a quarterly. The next issue should appear in February, so send information for March and later to arrive by January 20, 1995. Thank you.

December 11, 1994: Missouri River Outfitters Chapter meeting at Lexington, MO.

January 12, 1995: Wagonbed Spring Chapter meeting at Ulysses, KS.

January 15, 1995: Texas Panhandle Chapter meeting, 2:30 p.m., Amarillo Central Library board room.

January 15, 1995: Wet/Dry Routes Chapter meeting, Offerle, KS.

January 16, 1995: Quivira Chapter annual meeting at Ellinwood, KS.

January 28, 1995: Bent's Fort Chapter annual meeting, Bent's Fort Inn, Las Animas, CO, 10:00 a.m.

Sept. 21-24, 1995: Biennial Symposium, Lamed and Great Bend, KS, Steve Linderer, Fort Lamed NHS, program coordinator.

rumor, at least not yet.

In October Bonita and I were able to travel to Missouri where we had the privilege of meeting Hollis Heagerty and his brother, Howard, at Aurora. They are great-grandsons of William Heagerty, whose diary of military escort duty on the Trail appeared in the last issue. We saw the original diary and held the revolver that Heagerty carried with him on the Trail. We also saw the razor which could have belonged to Robert E. Lee or one of his subordinates. It was a pleasure to meet the Heagerty brothers and learn more about their interesting family history. Hollis is a new member of SFTA.

I'm not telling anyone about how I planned to attend the Kansas State Historical Society annual meeting at Topeka on the way to Missouri but spent the night and much of the next day along I-70 in the camper. Ran out of gas (guage wasn't working). Missed the meeting. Read a great book. Bonita rescued me (she was coming to meet me in Topeka after she got off work, anyway, so we could go to Missouri). We had a good trip. Since we had heard that Harry Myers was taking over WT, we saw no need to hurry or worry. As I said, though, the rumor wasn't true.

The day before we planned to start putting this issue together my father had a stroke. He is progressing well. He took care of my mother, who has Alzheimer's, and Bonita assumed those duties for the last month. My parents are now together in a nursing home. Needless to say, any ideas of getting an issue out on time quickly went by the way. Oh well! There is always next time, or maybe Harry Myers could get an issue out on time. I wonder. Say, have you heard Harry Myers is the new editor?

Happy Trails!

—Leo E. Oliva

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

Leo E. Oliva
 PO Box 31
 Woodston, KS 67675
 (913) 994-6253
 Fax 994-6255

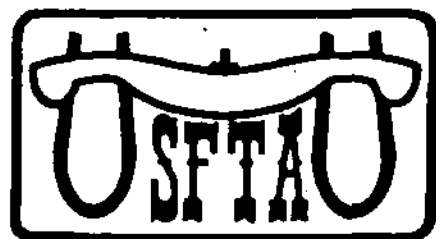
All inquiries regarding membership should be directed to the secretary-treasurer:

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

FROM THE EDITOR

Is it true? Have you heard the latest rumor? Is Harry Myers the new editor of WT? Somehow, somewhere, the rumor that Myers was assuming the duties of editor got started and spread and spread and spread. Many people have written to congratulate him on his new position, and some have even sent material to him for the next issue. A few have written to me, expressing their thanks and declaring how relieved I must be now that Harry has taken over my job. Some were genuinely happy that I was no longer editor. Almost too happy. It all sounded so good, but Harry refused. He just wouldn't do it. There is no truth to the

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