

# Wagon Tracks

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Volume 25

Issue 2 *Wagon Tracks* Volume 25, Issue 2 (February 2011)

Article 1

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2011

## Wagon Tracks. Volume 25, Issue 2 (February, 2011)

Santa Fe Trail Association

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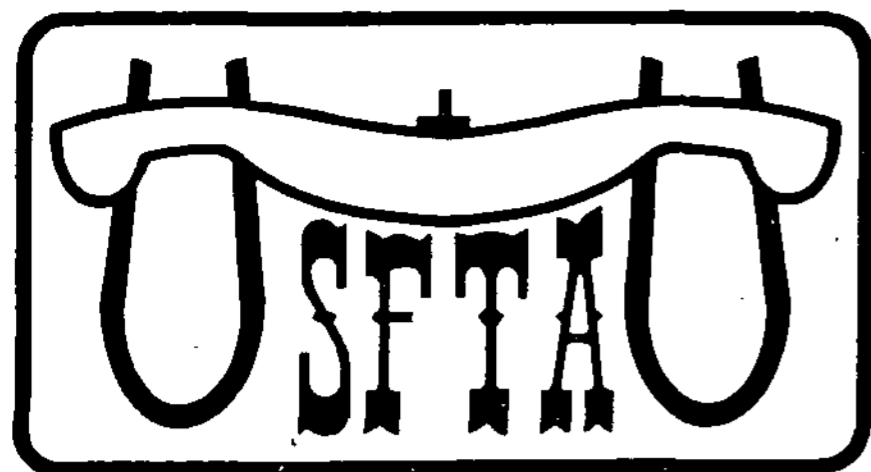
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# WAGON TRACKS

SANTA FE TRAIL ASSOCIATION QUARTERLY

VOLUME 25

FEBRUARY 2011

NUMBER 2

## 2011 SYMPOSIUM DODGE CITY, KANSAS SEPTEMBER 22-25, 2011

“FORTS MANN, ATKINSON AND DODGE:  
HALFWAY ON THE SANTA FE TRAIL”

by Jim Sherer, Coordinator

**T**HE Dodge City/Fort Dodge/Cimarron Chapter invites you to the 2011 SFTA Symposium in Dodge City. We have planned many exciting activities for the 25th anniversary of SFTA and are pleased you will be coming to Dodge City to see and experience our area sites. The military history, Indian tribes of this area, traders and freighters and the equipment they used, and women who traveled the trail are featured topics.

**THURSDAY, SEPTEMBER 22** - While the SFTA Board is meeting all day, we encourage you to tour Dodge City, visit the Kansas Heritage Center (it will be open only on Thursday and Friday during the Symposium), tour Boot Hill Museum, and explore our community. The Opening Reception will be held at Fort Dodge and will be a special evening of food (buffalo meat and side dishes served up by an authentic buffalo hunters camp) and great entertainment.

**FRIDAY, SEPTEMBER 23** - The morning sessions will be held at our new Magouirk Conference Center. Bus tours will leave around noon so you can explore our SFT sites including the Cimarron Route site, where you will meet Jedediah Smith, and Fort Dodge, or see the Wet/Dry routes to the East. Those not taking the tours will be free to visit the Kansas Heritage Center, Boot Hill Museum, and other historic sites such as the 1898 AT&SF railroad depot, the Home of Stone, or the Trail of Fame. The Friday evening event will take place at Boot Hill Museum with a fantastic dinner and great entertainment.

**SATURDAY, SEPTEMBER 24** - More speakers in the morning with bus tours in the afternoon. We are plan-

(continued on page 4)

SFTA BOARD MEETING  
LEXINGTON, MISSOURI  
APRIL 1-2, 2011  
SFTA SYMPOSIUM  
DODGE CITY, KANSAS  
SEPTEMBER 22-25, 2011

## HELP CELEBRATE 25 YEARS

### PART I

The upcoming SFTA Symposium in Dodge City (September 22-25) marks the 25th Anniversary of the Santa Fe Trail Association. Trinidad, Colorado, marked the site of the very first symposium on September 12-13, 1986. Truly, as keynote speaker Marc Simmons declared at that first symposium, “The Santa Fe Trail Lives On!”

To commemorate this anniversary at the Dodge City symposium, Mike Olsen will present a trip down the trail of memories using photos and reminiscences of people and places along the Trail over the last 25 years. He will speak at the traditional symposium banquet. He needs your photos and Trail memories! So rummage around in that shoebox at the back of the closet and dig out pictures of folks or events from bygone days. If you have a particular memory to share, write it up. Though many of our early members are now gone, this is the time to remember them and have fun!

If possible, please, please scan your photos and send them in jpeg format to <mpolsen1@comcast.net>. You can send your reminiscences to this same e-mail address. Or, if you prefer, send material to Mike at 5643 Sonnet Heights, Colorado Springs CO 80918. Please make sure that you keep the original photos and copies of everything else if you send things by mail.

### PART II

The August edition of *Wagon Tracks* will be a special 25th anniversary issue, the last scheduled under the current editor’s tenure. He is soliciting articles commemorating 25

(continued on page 6)



## OXEN ON THE SANTA FE TRAIL

by Phyllis Morgan

*[Phyllis Morgan serves on the SFTA board and is a frequent contributor to Wagon Tracks. This is the second article in a series about domesticated animals on the Santa Fe Trail. The third article by Morgan will be about dogs on the Trail. Special thanks to Phyllis for these fine articles.]*

**A**N ox is a mammal and a member of the *Bovidae* family, to which all bovines, or cattle (*Bos taurus*), belong. Cattle are comprised of cows, bulls, and steers. Oxen are not a separate or special breed of bovines; they are cattle that have been trained to work as draft animals. Kansan John Francis Riley explained this important point about oxen in his “Recollections,” in which he recounted preparations for the start of his first trip over the Santa Fe Trail in a wagon train departing from Independence, Missouri, in 1859: “In eight or ten days we received our cattle which had been purchased in southwest Missouri. Now our work commenced. We had to build a corral and branding stall and brand our three hundred and fifty head of cattle. I say cattle for a great many of them had never been broke to work and, of course, they were not oxen until they were broke to work.”<sup>1</sup>

Oxen are often thought of as a pair or yoke of two, also called a span, because they have long been paired in

(continued on page 6)

## PRESIDENT'S COLUMN

AS I told you last time, ready or not, I got off to a fast start as your president, and things continued to speed right along. After getting back from the great symposium organized by Larry Justice in Woodward OK I had a couple of weeks of meetings, programs, and personal business before leaving for Albuquerque NM Oct. 24.

At the wonderful Hotel Albuquerque near the Plaza, John Cannella, the NPS GIS Specialist from the office in Santa Fe, led representatives of eight Historic Trails and Route 66 through a very enlightening two-day Mapping and Database Workshop. After Aaron Mahr welcomed us, John gave an introduction to the subject followed by presentations by each trail and Route 66 organization on what they were doing to map and store data on their routes.

Jeff Trotman capably gave the SFTA report, and he probably got the most out of the talks, although Joanne VanCoevern and I both found them very useful. Those presentations were followed by a speaker from the Bureau of Land Management. Then John and other NPS folks discussed what they are doing to store and organize data, ending with a general discussion of what we can do to help each other be more effective. You will be hearing more outcomes from the workshop from Jeff and the NPS as time goes on.

While we were in Albuquerque, Joanne and I got to interview a very promising prospect for the position of *Wagon Tracks* editor. Sandy and the other spouses got to know the city a lot better than we did by supporting the local economy and local cultural centers. However, we all got to share in some great food.

On November 4 Joanne and I went to Oklahoma City for the Second Tribal Listening Session at the Oklahoma History Center. With Otis Halfmoon from the NPS as moderator, we met with representatives of the Pawnee, Kiowa, Kaw, and Jicarilla Apache. They discussed what their tribes are doing to preserve their histories and cultures, and we encouraged them to make suggestions about markers along the Trail to note accurately their roles in the Trail. Otis assured them that some funds would be available, and the

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VISIT SFTA ON THE INTERNET

<<http://www.santafetrail.org>>

Kaw are already moving forward on a request. The other tribes seemed interested, and Otis is going to contact tribes who couldn't attend the meeting.

Afterward Sandy and I really enjoyed touring the Center which is a wonderful museum of Oklahoma history. Unfortunately, Tim Zwink was very busy that day so we'll have to get back when he has more time so he can show us his "baby" in detail.

On Nov. 6 Hal Jackson, former President of SFTA, and a friend picked me up to spend three days touring the Boone's Lick Road again. Hal is determined to include a tour of this important feeder road to the Santa Fe Trail in the second edition of his updating of Marc Simmons's classic *Following the Santa Fe Trail*. We had a great time and I think he got a good deal of new information. We certainly discovered some new swales that we hadn't seen before, and we stirred up some more interest among the local historians for forming a group to get the Boone's Lick Road recognized.

On Nov. 17 we left for Santa Fe where Joanne, Jeff, and I met with Aaron and his great group of NPS folks for our annual meeting. We went over just about every aspect of our relationship, especially various financial arrangements which were somewhat complicated by Harry's passing. We were granted extensions where needed, and they stressed that we needed to work harder on signage since our funding for that

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### Membership Categories

Life	\$1,000
Patron	\$100/year
Business	\$50/year
Nonprofit	\$40/year
Family	\$30/year
Individual	\$25/year
Youth (18 & under)	\$15/year

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runs out in two years. Jeff will be talking to the chapters, but the NPS will also be providing more support which will be explained as we move forward.

We enjoyed staying at the Lodge at Santa Fe, and the spouses had a great time touring the city. Before leaving I met with the End of the Trail Chapter and gave my James Aull presentation. By the way, I would be happy to appear as James Aull for any chapter that needs a program.

Believe it or not, since that trip, other than dealing with a lot of calls, mail, and e-mails, plus some meetings and programs, I've been able to concentrate on celebrating the holidays, once we got our house cleaned and decorated. Now we just need to find time to undecorate and clean it again before I go off to Washington, DC for Trails Advocacy Week in February. They say busy people are happy people, and I think it's true.

As a final note, I want to encourage any member, but especially national and chapter officers, board members, and committee members, to feel free to e-mail, call, write, or even just talk to me with suggestions at any time. As I begin to get my feet on the ground as your president, I certainly need your help and guidance in making the Santa Fe Trail Association as effective as possible.

I believe that the national organization and our wonderful chapters have been doing a great job, but we can never afford to coast, especially as we struggle to increase our membership. Several new and exciting changes are in the works, but there is always room for new ideas to be considered.

—Roger Slusher

## MANAGER'S COLUMN

THE Santa Fe Trail Association now has a presence on Facebook. As reported to the membership previously by Publications Committee Chair Rod Podszus, Facebook is fast becoming the newest form of technology for keeping in touch with others. Facebook is a social networking service and according to Wikipedia, as of January 2011, there are more than 600 million active users of Facebook. Now, SFTA is one of them.

Users of Facebook can create a profile to which you can add photos,

a list of personal interests, contact information, and other personal information. Users can add other Facebook users as "friends," messages can be exchanged, and you can receive notification when friends update their profiles, plus you can "instant message" chat with other friends who are on Facebook at the same time you are on. Facebook allows anyone who declares themselves to be at least 13 years old to become a registered user of the web site and it is estimated that over 41% of the U.S. populations has a Facebook account. Do you?

To find the SFTA site on Facebook is very simple. Just go to <www.facebook.com> and if you are already a user, log-in. If you have never signed up for Facebook before, follow the instructions on the home-page to sign-up. Once you get to your profile page, you can find the SFTA page by typing Santa Fe Trail Association in the search line, or you can search for Joanne K. VanCoevern and ask to become a friend. Then you'll be able to join other Santa Fe Trail enthusiasts and share information, photos, etc.

Once you become a friend you will get notices of events of the Santa Fe Trail Association and its chapters. You will also be able to view photos of events. Check back often as we will continue to add new items and information to Facebook regularly. And most importantly, Facebook is successful if friends join in and post items regularly and take part in discussions.

—Joanne VanCoevern

## BILL CHALFANT

William Y. Chalfant, Hutchinson KS attorney, died January 7, 2011, at age 82. He graduated from the University of Kansas and earned his law degree at the University of Michigan. He served as a captain in the U.S. Marine Corps during the Korean conflict. He was a member of the Hutchinson law firm Branine, Chalfant and Hill.

As a young attorney, Chalfant led the fight in the courts on behalf of the *Hutchinson News* in the 1960s to obtain reapportionment of the Kansas Legislature. Because of his efforts the *Hutchinson News* received the Pulitzer Meritorious Public Service Award for winning the battle for reapportionment.



Bill's first career was the law and his second was writing history of Indian-white relations on the Southern Plains. He once wrote, "My career is and has been the law, writing is for me an avocation. The motivation for writing the books I have written is a sense of how little is known by the general public about how the conquest of the Southern Plains has occurred and what it did to the Indian population, the expeditions mounted against them, and the affect of the Santa Fe Trail on their lives. I hope my books will create an awareness of these things in a population that has been indifferent to the theme."

He published five books: *Cheyennes and Horse Soldiers: The 1857 Expedition and the Battle of Solomon's Fork* (University of Oklahoma Press, 1989); *Without Quarter: The Wichita Expedition and the Fight on Crooked Creek* (University of Oklahoma Press, 1991); *Dangerous Passage: The Santa Fe Trail and the Mexican War* (University of Oklahoma Press, 1995); *Cheyennes at Dark Water Creek: The Last Fight of the Red River War* (University of Oklahoma Press, 1997); and *Hancock's War: Conflict on the Southern Plains* (Arthur H. Clark, 2010). He received the SFTA's Award of Merit in 1995 for *Dangerous Passage* and the Louise Barry Writing Award for *Hancock's War* at the 2010 Rendezvous.

Chalfant was a charter member of SFTA and served several years on the board. Bill had a delightful sense of humor and always shared good stories with a rather impish twinkle

in his eye. He was a trusted friend.

Chalfant is survived by his wife of 54 years, Martha, two children (William David and Kristin) and their families, brother Steve, and many friends. Bill was a generous friend of SFTA. He is fondly remembered and sorely missed. Condolences are extended to his family and friends.

## DON ALBERTS

Tribute by Marc Simmons

Don E. Alberts, 75, afflicted with Parkinson's, died November 12, 2010. That same month, the End of the Trail Chapter report in *WT* noted that earlier in the year its member, Alberts, had led 75 other members and guests on the newly-opened NPS interpretive trail at Pigeon's Ranch, site of the Civil War Battle of Glorieta.

Recognized as one of the foremost experts on the battle, Dr. Alberts published in 1998 what became the standard account of the event, *The Battle of Glorieta, Union Victory in the West*. Earlier, he edited the volume *Rebels on the Rio Grande, The Civil War Journal of A. B. Peticolas*, an account of a Confederate soldier.

Alberts began his career as a Navy pilot on a carrier and then became a special weapons instructor. That led him to obtain advance degrees in Military History and to teach at Texas Tech University and the University of New Mexico. Afterward he held the post of chief historian for Kirkland Air Force Base, Albuquerque, until his retirement.

A longtime interest in the Southwest's Civil War history prompted Don and his wife Rosemary to found the Glorieta Battlefield Preservation Society in the 1980s. Their work resulted in the government acquisition of Peigeon's Ranch and adjacent portions of the battlefield.

The distinguished Civil War author Donald S. Frazier, speaking of Glorieta, said: "No scholar or writer has spent as much time researching this fight as Don Alberts."

I can only add that without the vigorous and dedicated preservation efforts of the Alberts, today's Trail enthusiasts would surely not have access to this important site.

## NEIL BROKY

Neil Broky, age 70, SFTA member from Lawrence KS, died of non-smoker lung cancer February 1, 2011. He grew up in Blue Rapids KS, earned a degree in fine arts at Sterling College, Sterling KS, and was a retired graphics artist.

Broky joined SFTA in 2009 and attended programs the last two years. He was looking forward to the symposium in Dodge City. Neil was a self-taught and respected military historian of the U.S.-Indian Wars era. His daughter, Carole Lovin, St. George KS, is the new president of the Heart of the Flint Hills Chapter. Sincere sympathy is extended to Neil's wife, Jeanette, and their family and friends.

## PARTNERSHIP FOR NATIONAL TRAILS SYSTEM REPORT

by Ross Marshall

[Former SFTA President and SFTA Ambassador Marshall is SFTA representative to and president of the PNTS.]

**FY11 Appropriations** - At this writing, we are still awaiting action by Congress on the long-overdue 2011 appropriations bills, if in fact there will be any action. The Continuing Resolutions may last until in the fall when 2012 appropriations bills are due. Challenge Cost Share funding is still in limbo as well.

**Advocacy Week in WDC during February** - By the time you read this we will have already been to the 2011 Trails Advocacy Week in Washington DC. You will be pleased to know that our new president Roger Slusher will be joining me in WDC. PNTS Board and Leadership Council meetings, "Hike the Hill," and meetings with congressional offices, agencies, and administration committees will fill our week.

**13th Long Distance Trails Conference** - Hosted by the Overmountain Victory Trail Association, the next conference will be in Abington VA, May 15-19. This is the biennial conference sponsored by the Partner-

**YOUR MEMORY CAN LIVE ON.  
REMEMBER THE  
SANTA FE TRAIL ASSOCIATION  
IN YOUR WILL TO JOIN THE  
JOSIAH GREGG SOCIETY**

ship for the National Trails System and all members of NTS organizations like SFTA are invited to attend. Registration information will be out very soon.

**Volunteer hours and dollar contributions** - At this writing, I am totaling the information that everyone has sent to me. It is much appreciated. These accumulated volunteer totals are terribly important as we seek to show Congress what we have been doing with the money they have appropriated for the Santa Fe National Historic Trail.

The partnerships we have with PNTS and with the National Park Service are working very well as we implement the public-private partnering vision for our trail. Thanks to each of you for what you do.

## 2011 SYMPOSIUM

(continued from page 1)

ning a rededication ceremony for the signs and informational enhancements made at the Boot Hill Museum SFT Rut site west of Dodge City after lunch. Following that event the bus tours will again take you to see the area sites to the Cimarron Route to the west and the Wet/Dry routes to the east. Those not touring will be on your own to explore our community. The evening awards dinner will be held in the Magouirk Conference Center with special activities and events taking place.

**SUNDAY, SEPTEMBER 25** - Enjoy a "Trail Fare" breakfast and a short service at the Boot Hill Museum SFT Rut Site before you begin your trip back home.

Along with the registration, hotel, and restaurant materials in this issue, please note there is a vendor table request form. Individuals, chapters, and organizations who are interested in having a booth at the Symposium are urged to send a vendor application and fee to reserve a spot as soon as possible. Information regarding ad space in our Symposium program will be sent out with the next issue of *Wagon Tracks*, so be planning ads you want to include.

With our economic conditions in mind, we have worked diligently to hold our registration costs down so they are comparable to the registration fees of the last Symposium. We have experienced a slight increase in

our meal costs but have managed to keep our bus tour costs and registration fees essentially the same as two years ago. See article in this issue about AmTrak special rates to travel to Dodge City. I encourage you to make hotel reservations soon so you get the room and price you want (please see enclosed hotel, B & B, and campground info sheet).

Be sure to mark September 21-25, 2011, on your calendar and plan to travel up or down the Trail to Dodge City to join us as we celebrate 190 years of the Santa Fe Trail, 150 years of our Kansas Statehood, and the 25th anniversary of the Santa Fe Trail Association. Happy Trails!!!

For additional information: e-mail <jim.sherer@yahoo.com> or call 620-227-7377.

## SFTA BOARD NOMINATIONS

ONCE again, it is election year in the Santa Fe Trail Association. The Nominating Committee, comprised of Margaret Sears, chair, and Faye Gaines, Tim Zwink, and Ross Marshall is calling for candidates for national officers and directors. It is time for you to look around, as well as in your own mirror, for persons who could and should lead our organization. It is time for you to place SFTA uppermost in your mind and consider those with leadership qualities. It is time to look ahead to SFTA's future. Candidates for all offices are being sought. These are: president, vice-president, secretary, treasurer, and one director each representing Missouri, Kansas, Oklahoma, Texas, New Mexico, Colorado, and one at-large.

Any SFTA member in good standing may submit the name or be a candidate for the positions stated above. The term for officers is two years, and four years for directors. None may serve more than two consecutive terms excepting the treasurer for whom there is no term limit. Former Board of Directors members are eligible for re-election following a lapse of at least one term.

Current Board members eligible and willing to run are: President Roger Slusher, Treasurer Ruth Olson Peters, and directors Rich Lawson (Missouri), Rod Podszus (Colorado), Davy Mitchell (Texas), and Vernon Lohrentz (At-Large). The

vice-president and one New Mexico director positions are open. Marcia Fox (secretary), and directors Jeff Trotman (Kansas) and Tim Zwink (Oklahoma) will complete their maximum terms this year.

Each candidate must (1) submit a one-paragraph biography to include Trail qualifications and experience, (2) submit a brief paragraph stating his/her objectives for the SFTA, (3) be an SFTA member in good standing, and (4) agree in writing to serve if elected. Send all documentation to: Margaret Sears, Nominating Committee Chair, 1871 Candela St., Santa Fe, NM 87505 no later than April 4, 2011. For more information call Margaret at 505-473-3124 or e-mail <margsears@cybermesa.com>. To insure receipt, send all documentation via regular mail. Margaret will contact you to verify receipt.

Contested elections are always encouraged. Unfortunately, such has not usually been the case in SFTA elections. SFTA Bylaws state, "if possible, there shall be at least two nominees for each office." That policy conforms to SFTA's democratic philosophy, and with which one assumes all members agree. There is not just one richly-endowed member available for any given office, but many. The Board can function best when peopled with the finest the Association can provide. To paraphrase, "SFTA needs you." SFTA is coming through an unsettling year of painful loss and change. It is a time when loyal Trail advocates are needed to pick up the mantle; follow the Trail to even greater heights, and live up to the expectations of those who have gone before.

## AWARDS NOMINATIONS DUE JULY 1, 2011

NOMINATIONS are needed for SFTA awards to be presented at the Rendezvous in September. All nominations must be postmarked by July 1, 2011. Awards are SFTA Award of Merit, Paul F. Bentrup Ambassador Award, Rittenhouse Award, Heritage Preservation Award, Educator Award, Scholarship Award, and Marc Simmons Writing Award. Nominations should include details of why the person, group, or organization should receive the award. Nominations should be sent to Leo E. Oliva, PO Box 31, Woodston KS

67675. The Marc Simmons Writing Award, given for the best article in *Wagon Tracks*, volume 24, will be selected by a special committee.

AWARD OF MERIT (maximum of 4 awards)

This award, a recognition plaque, recognizes individuals, businesses, organizations, or groups who have made a significant contribution to the purposes of the SFTA.

PAUL F. BENTRUP AMBASSADOR AWARD (1 award)

This award, a recognition plaque, is an honorary lifetime designation given to a member of the SFTA who has demonstrated exceptional promotion of the SFTA, development and dissemination of knowledge of Trail history, preservation of Trail remnants, or who has otherwise promoted an understanding of the Trail.

JACK D. RITTENHOUSE MEMORIAL STAGECOACH AWARD (1 award)

This award is presented to a SFTA member for extraordinary lifetime achievement in research and writing about the Trail. The award includes a recognition plaque, Santa Fe Trail Pendleton Blanket, and \$100 cash.

HERITAGE PRESERVATION AWARD (1 award)

This award, a recognition plaque, is presented to landowners, leaseholders, or tenants of Trail ruts, remnants, structures, or sites, who have preserved and protected significant portions of the Trail or sites associated with the Trail, and provided public access.

EDUCATOR AWARD (maximum of 2 awards)

This award, a recognition plaque and \$100, is presented for outstanding classroom teaching in two categories: elementary and secondary. Recipients are selected by the SFTA Education Committee. Each nomination packet must include a letter of nomination by someone in the SFTA who is familiar with the work of the educator, a synopsis of the teacher's work (project, unit, etc.) describing how it exemplifies creativity consistent with the Mission Statement of the SFTA, and a recommendation from the educator's immediate supervisor or administrator. Nominees need not be members of SFTA.

### **SCHOLARSHIP AWARD** (1 undergraduate and 1 graduate)

This award, a recognition plaque, \$500, and a year's membership in SFTA, is presented for research papers about the Trail written by students at an institution of higher education. Nominations are by the professor in whose class the paper was written. Maximum length of papers is 25 pages, double-spaced, including documentation. Papers selected must be submitted to *Wagon Tracks* for publication.

### **MARC SIMMONS WRITING AWARD** (1 award)

The Marc Simmons Writing Award, given for the best article in *Wagon Tracks*, vol. 24, will be selected by a special committee.

### **CELEBRATE 25 YEARS**

(continued from page 1)

years of SFTA, similar to those published in the 20th-anniversary edition in 2006. Please contact the editor with proposals and suggestions. Articles to be considered for this special issue will be welcome any time until the deadline of July 20, 2011. Special memories, photos, and historical accounts are welcome.

### **HALL OF FAME NOMINEES NEEDED NOW**

**T**HE Santa Fe Trail Hall of Fame, an ongoing project of SFTA, needs additional nominations. All members and chapters are urged to nominate important individuals from trail history for consideration. The special touch-screen computer exhibit, in memory of Harry Myers, will be formally opened at the 2012 Rendezvous in the Trail Center at Larned. People will continue to be added.

New additions to the Hall of Fame will be inducted at the symposium in Dodge City. Inductees are selected by a committee comprised of Roger Slusher, chair; Ruth Olson Peters, LaDonna Hutton, Bonita Oliva, and Clint Chambers.

Nominations, including the reasons an individual should be included and a brief summary (minimum of 100 words) of the person's contributions to the Trail are welcome any time. If illustrations are available, please let the committee know. Submit nominations to Roger Slusher at <rslusher@yahoo.com>..

### **AMTRAK OFFERS SPECIAL RATES FOR SYMPOSIUM**

**A**MTRAK offers a 10% discount off the best available rail fare to Dodge City KS between September 18-28, 2011, for the SFTA Symposium. These 62 and older qualify for a special senior discount fare of 15%, which is better than the discount for those under age 62.

The special AmTrak Convention Fare Code number for this offer is X76F-922. To book reservations, call AmTrak at 800-872-7245 or contact your local travel agent. This special offer cannot be booked via Internet. If traveling with AmTrak, be sure to check with your hotel about shuttle service.

This provides a fairly inexpensive way to travel to the symposium, if you have easy access to AmTrak.

### **OXEN ON THE TRAIL**

(continued from page 1)

in teams and are usually depicted in this manner in paintings, photographs, and other illustrations. Their physical characteristics include muscular bodies, sturdy legs, cloven (split) hooves, long tails, and usually horns situated on the sides of their heads. Horns were necessary for the Spanish horn yoke but not for the Anglo-American neck yoke. A frequently asked question is whether a team of two yoked oxen can pull more than double the combined load that two separate oxen are able to pull. The answer is "yes," with the qualification "if the conditions, training, and capability of the teamster are optimum."<sup>2</sup> Thus, the duties of the teamster, also called ox drover or bullwhacker, were very important to the wagon trains on the Trail.

Cattle trained and used in pulling wagons and other types of heavy work have generally been adult, castrated males (steers), although adult females (cows) and bulls (intact males) have also been used throughout the long history of draft animals. Steers and bulls were primarily used on the Trail for freighting, but some emigrant families used the family milk cows to pull their wagons to a new home. While almost any breed of cattle can be trained as oxen, some breeds have been favored, in particular the Red Devon, Durham, Gallopway, and Ayrshire. It was not un-

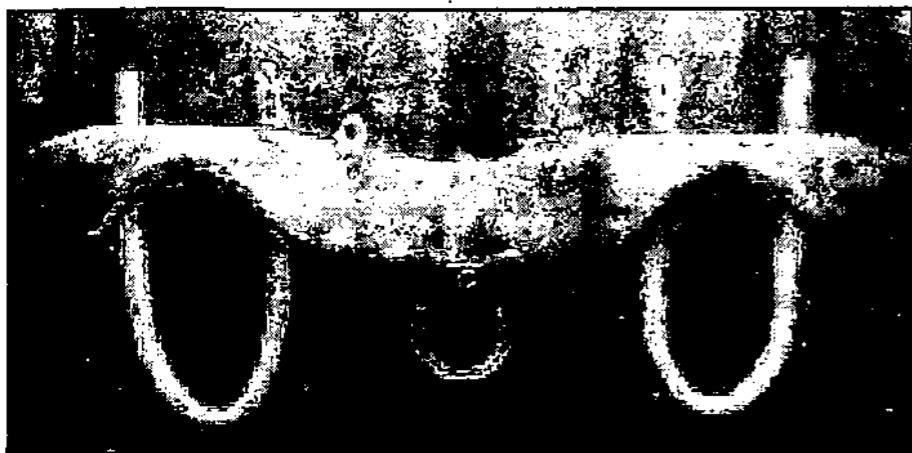
usual for teams to be comprised of wiry, wily, and wild Texas range steers.

Oxen have transported cumbersome carts and wagons, hauled logs, threshed grain, pulled plows, and performed countless other burdensome tasks, making the labor of human beings around the world much easier. Over four hundred years ago, Spaniards were the first to bring cattle to New Mexico. Oxen had been used as draft animals in Spain since the time of the Romans. Historian Marc Simmons, renowned authority on the Santa Fe Trail, has written about Juan de Oñate and colonists who brought cattle to New Mexico in 1598. Thereafter, oxen would serve on the trails and in the fields of Hispanic New Mexicans and Pueblo Indians until the twentieth century.<sup>3</sup> Oxen are still used as draft animals in some areas of Central and South America.

The wooden Spanish horn yoke was fitted across the top of the oxen's heads behind their horns and tied to the horns with rawhide straps. The Anglo-American yoke, called a neck yoke, consisted of a pair of hardwood U-shaped ox bows fitted around each ox's neck. The upper ends of the "U" fitted into holes made in the yoke. Wood pins or metal keys secured the bows in the yoke, which had an iron ring hanging from its center that was used in the hitching of the oxen to a wagon. The design of the neck yoke was more effective because it allowed oxen to pull the loads with their shoulders, rather than their heads and necks. This type of yoke is used as the logo of the Santa Fe Trail Association and appears on its letterhead and the cover page of *Wagon Tracks*.

Horses and mules were the only draft animals used by the traders during the initial years of the Trail. Starting in 1821, William Becknell and his small party of traders relied on horses, which were soon replaced by mules. It was through an experiment that oxen came to be used as draft animals on the Trail. Major Bennet Riley (later Colonel and Brevet Major General Riley) experimented with oxen when he commanded the first military escort providing protection for wagon trains crossing the prairie in 1829.

Riley purchased oxen to pull the



19 supply wagons and carts for his infantry battalion because oxen were much less expensive than mules. Oxen cost about one-third as much as mules, and they could be eaten if necessary. In fact, Riley purchased the 72 oxen for his supply and baggage train with commissary funds. This escort left Fort Leavenworth (only a cantonment, or temporary military quarters, at the time) in the spring of 1829 and joined the annual trade caravan on the Trail at Round Grove. The soldiers escorted the traders across present Kansas to the boundary line between the United States and Mexico at the upper crossing of the Arkansas River (in present Kearny County, Kansas).

After crossing the Arkansas, the caravan headed for Santa Fe on its own, while the escort, which did not have permission to enter Mexico, waited near the river for the caravan's return from Santa Fe and escorted it back to Leavenworth. Riley thought the oxen's performance was nearly equal to that of mules. Captain Philip St. George Cooke of the Dragoons, who accompanied the command, noted in his journal: "Up to this time, traders had always used horses or mules. Our oxen were an experiment, and it succeeded admirably, they even did better when water was very scarce, which is an important consideration."<sup>4</sup> The *Missouri Intelligencer*, July 17, 1829, quoted a message from an officer with the command, "it troubles the traders with their mule teams to keep up with us." Charles Bent, caravan captain, borrowed oxen from Riley's command to pull a freight wagon to Santa Fe, testing to see how oxen would perform with heavy freight wagons. The oxen were lost during the trip to Santa Fe, but Bent was satisfied with their performance. In 1830 Bent used oxen to pull some wagons. From that time, oxen quickly became accepted as draft animals on the Trail. Because they cost less than mules, oxen were especially favored by large freighting

companies that required hundreds of draft animals.

As the smaller wagons used in the early years grew into huge, heavily laden freight wagons carrying three thousand and more pounds of trade goods, oxen became the favored draft animal. Each weighing as much as 1,800 to 2,000 pounds, they had the power to pull those cumbersome loads over long distances. The customary number of yokes of oxen per wagon used on the Trail was six or eight. In many instances, such as when teams were doubled to pull wagons over obstacles, through deep sand, or out of muddy river bottoms, the number could reach twenty or more.

In 1844, Josiah Gregg, veteran trader on the Santa Fe Trail, stated in his *Commerce of the Prairies*: "Upon an average, about half of the wagons in these expeditions have been drawn by oxen."<sup>5</sup> By 1860 and throughout the last two decades of the Trail, until the railroad replaced it in 1880, oxen reigned supreme as the most preferred draft animal on the Trail. Mules were also used throughout the same period, but not in the numbers oxen reached. David K. Clapsaddle, SFTA Ambassador and author of numerous works about the Trail, has cited figures showing that "oxen outnumbered mules at the rate of more than six to one."<sup>6</sup> For example, a record from 1865 shows that 38,281 oxen were counted on the Trail, compared to 6,452 mules.<sup>7</sup>

While oxen are often thought of as slow, plodding animals, six or eight yokes of oxen pulling together in a team had a steady pace and could cover a reasonable distance in a day's travel over the Trail, averaging about 15 miles per day. With careful training and good treatment, they learned what was expected of them. Many ox drovers thought they had a better temperament than either horses or mules. They have even been described as "showing the qualities of the household pet."<sup>8</sup> Ox drovers also thought oxen were less likely to be stampeded or taken by Indians. Although Josiah Gregg and others agreed that Indians had little or no interest in cattle or oxen, they did not agree about oxen when it came to a stampede, often called "a general scamper" in the Trail's early years. Gregg stated: "oxen are decid-

edly the worst when once started."<sup>9</sup> This was because once started, oxen were very hard to stop. He told about a stampede beginning at midnight when the cattle were shut up inside the corral made by the circling of the wagons. Except for the night guard, all of the people in the caravan were asleep. The panic, caused by a dog, quickly turned into a stampede. "Although the wagons were tightly bound together, wheel to wheel, with ropes and chains and several stretched across the gaps at the corners of the corral, the oxen soon burst their way out, and though mostly yoked in pairs, they went scampering over the plains. All attempts to stop them were vain."<sup>10</sup> In the early morning, oxen were found six or seven miles away and all but half a dozen were recovered. The mules had been quickly retaken and none were lost.

Well-trained oxen respond to commands given verbally and by body language. Among frequently used verbal commands on the Trail and still used today are "gee" for a right turn and "haw" for a left turn. Oxen have been raised and trained since colonial times in eastern United States, where training has traditionally taken place over three or four years. In Trail days, there was little or no time for training of either oxen or greenhorns who were employed as bullwhackers. Thus, men and oxen had to learn along their way to Santa Fe. John Francis Riley described such a situation: "We had in our outfit eight or ten hands who had just come out from Illinois and had never driven an ox and some that had never seen an ox team until they came here. To you that may seem a small matter, but to me it was quite a problem. For it is often easier to break in a wild team than to teach a green man. . . ."<sup>11</sup>

Riley continued: ". . . after all the hard work in getting everything ready was over, then comes the hardest job of all. That job is yoking up and matching up the teams, especially for the inexperienced hands and where one has a good many unbroken cattle. It usually takes the biggest part of a day and is very hard work. After all is ready we make our start. It is mostly herding for a day or two, but the main thing is to keep in the road and it doesn't matter so



much how one does it, just so he keeps in the road. In a very short time your cattle will learn it. . . ."<sup>12</sup>

At the age of 22, Franz Huning immigrated from Germany and arrived at St. Louis in 1849. He joined a wagon train at Fort Leavenworth as a bullwhacker. He recalled in his *Memoirs* about "getting his taste of the hardships of 'bullwhacking' in midwinter." The wagons headed out in October "towards the Great Plains, where we expected 'to see the elephant' [meaning see amazing and wondrous things]."<sup>13</sup> The first day almost proved fatal to him, and one of his companions was fired as "utterly worthless" after only an hour on the road. Ten days later, after traveling in a manner Huning described as "rather irregular," they arrived at Council Grove. By that time, "green hands had learned the business of bullwhacking, could yoke up the oxen, fix their whips, make keys for the bows, etc.; and last, but not least, had learned to swear and had become quite proficient in the use of regular oaths of the profession they readily learned from the old teamsters in the train. They—the greenhorns—had found out very soon that they need not attempt to drive oxen without swearing. . . . When a team got stalled in a mud hole or in a sandbank the profanity that was considered necessary to pull it out was terrible, and it sometimes appeared to me that it scared even the oxen."<sup>14</sup>

Along the way, the wagon master turned over to Huning a team of one of the regular teamsters who had to be confined to bed in his wagon because of worsening consumption (tuberculosis). He recounted the experience: "It [the team] was in fair order and gentle. The oxen understood their duty as well as their present driver, and I got along first rate. They knew their place in the train; I yoked each pair, gave them a slap on the back and they would find their proper place; I hooked on the chains and my team was ready to start, sometimes fully a quarter of an hour before most of the others were ready. The sick man still took an interest in his team; he would sometimes raise the wagon sheet to look out and give me some direction, or other, always cautioning me not to whip the oxen, and it really was seldom necessary,

there was not a better team in the train."<sup>15</sup> Many oxen perished because of bitterly cold weather. Huning remembered the animals were "very poor" by the time they reached Las Vegas, New Mexico. When he rode into Santa Fe, his team had been reduced from six yokes to three and one-half yokes of very poor cattle. Huning would later start a mercantile business in Albuquerque and made over 40 trips on the Trail to Kansas City to purchase goods for it.

In 1866, Tom C. Cranmer published *Rules and Regulations, by Which to Conduct Wagon Trains (Drawn by Oxen on the Plains)* in Kansas City, Missouri. This publication was reissued by the Wet/Dry Routes Chapter of SFTA in 2007 (and available through the SFTA Last Chance Store), with a preface by the chapter's president, David K. Clapsaddle, in which he explains that Cranmer's document was meant for "freighters of less magnitude than Russell, Majors and Waddell," because such large freighting companies hauling government contracts, "regulated the work of their employees in an institutionalized manner . . . and issued printed instructions to their employees. . . ."<sup>16</sup> Cranmer included instructions relating to the duties of the ox drover, the yoking and unyoking of oxen, and the doubling of teams. He also suggested the makeup of a train and its personnel, stating that he considered the night herder's duties in wagon trains drawn by oxen as "the most important of all train business."<sup>17</sup> His reason for making this statement was "long experience has taught me that, if for the first few nights it should take the two regular night herders, together with the wagon master and his assistant, and half the regular teamsters to keep the cattle, it is still easier to keep them while you have them, than to hunt them when they are lost."<sup>18</sup>

Every wagon train had a loose herd of animals that followed at the very end. This herd included extra cattle, oxen, mules, and horses, some of which would replace any animals that became lame or died. Names used for these loose herds on the Trail came from the original Spanish word, *caballada*, referring to a herd of saddle horses. People on the Trail

who were not familiar with Spanish turned this word into a variety of words and spellings. The following eight terms for the loose stock were found in the research for this article: cavallard, cavayado, cavieyard, cavyard, cavvy, cavey yard, cavayard, and caviyard. Cranmer used two of these, caviyard and cavieyard, in his article, "Duty of the Cavieyard Driver."<sup>19</sup> The reason for all of these words beginning with "cav" is because a "b" in Spanish, as in *caballada*, sounds like a "v" to a non-Spanish speaker.

Cranmer included the following advice on the yoking of oxen: "A teamster should never bring his whip into a corral to drive out [the oxen]; always, if necessary, use a small stick, making as little noise as possible. No loud cursing, swearing, or fighting cattle should ever be allowed in the corral; if so, the cattle soon become gentle and quiet. . . . If men go into the corral cursing, and damning, and creating unnecessary tumult, the herd will be always in a stir, and they will have a separate hunt for every ox. A man never gentles his own team by fighting it unnecessarily, and invariably frightens others, and makes them unmanageable as well as his own. I would, therefore, most emphatically denounce the practice of beating oxen under all circumstances."<sup>20</sup>

Susan Shelby Magoffin, traveling in her carriage with her husband's wagon train in 1846, would have heartily agreed with Cranmer's admonishment concerning the treatment of oxen. She thought the swearing, profanity, and loud commotion was "disagreeable." On her first Sabbath on the Plains, she noted in her diary how quiet it was: "I have scarcely heard an oath the whole day."<sup>21</sup> Since it was Sunday, the wagon train was in camp and not moving on the Trail. It seems, however, that the majority of ox drovers and bullwhackers accepted a great deal of swearing and whipping as absolutely necessary. In writing about the profanity directed toward oxen, Simmons tells about an early-day preacher advising his flock to refrain from using profane language, saying at no time was it excusable, unless they were "whacking bulls."<sup>22</sup>

Rejected for enlistment to fight in the Civil War because of his age and

short height, 13-year-old tenderfoot from Michigan, George E. Vanderwalker, signed on for his first experience in "whacking" in 1864. He arrived at Diamond Springs, where he was employed by the Stewart Stevens Company of Council Grove. He told in his "Reminiscences" about his instruction in "the art of how to handle a wagon with a live end to it." The wagon master and his assistant taught him the proper manner of carrying an ox yoke and bow in yoking the cattle in preparation for hitching them to the wagons. He was given a whip with a lash about sixteen feet long with a "popper" (a whip cracker that made a loud sound like a pistol shot) and fastened to a whip stock eighteen inches long by a buckskin thong. He described his whip: "This instrument of torture required an almost constant every day manipulation by me during my first two hundred miles of the trip before I became proficient enough in handling it to prevent its going about my neck and hanging me."<sup>23</sup> In breaking the cattle to the yoke, "we used to take them to the river bottom where the sand was deep, yoke them to a wagon with locked wheels, and then the circus began."<sup>24</sup>

Another method of breaking the cattle to the yoke was described by Stanley Vestal: "The teamster would snare [two of the cattle] with a rope, drag them to a snubbing post, yoke the pair, and tie the tails together. Then he released them and stood laughing as they charged toward the prairie or threshed through the brush. By this method, they soon became accustomed to the yoke and to moving together. Tying their tails together prevented them from breaking their necks."<sup>25</sup>

When a wagon train was on the road, the wagon master, riding his mule, was up front in order to check their way ahead. The assistant to the wagon master was on the near side (near side is left side, on which side ox drovers walked and guided their animals—an ox on left of a yoke was thus the "near ox" and an ox on the right was the "off ox") of the train about the center, so that he could see what was happening at both ends of the train. The mounted extras, whose duty it was to carry out all orders given by the wagon master or his assistant, would generally be on

the sides. The ox drover's place was on the ground near the heads of his "wheelers," the yoke of oxen closest to the wagon, except in poor weather or road conditions when he had to be all along his team. In the middle of the team were the "swings," spans or yokes of "green" oxen placed where they could do the least damage. At the front of these spans were the leaders, well-trained oxen who were lighter than the wheelers and could set a faster pace for the team.<sup>26</sup>

"In the days of the Old West," writes Simmons, "wagon freighters often sat around the campfire arguing the merits of oxen versus mules, the way men today will argue the advantages of one brand or model of car or truck over another. . . . The oxen vs. mules debate was not easily settled. Teamsters accustomed to driving a yoke of oxen would swear by their draft animals and claim that the mule was an inferior beast. Mule skinners, on the other hand, were just as convinced that their animals were perfect for long-distance hauling and that the dumb ox could not compete. In truth, the ox and the mule each had his selling points, his special qualifications. . . . But both also had unique disadvantages that worked against them."<sup>27</sup>

Gregg was among the first to discuss the advantages and disadvantages of oxen and mules as draft animals on the Trail. He remarked on the advantages of using oxen in *Commerce of the Prairies*: "Oxen possess many advantages, such as pulling heavier loads than the same number of mules, particularly through muddy or sandy places."<sup>28</sup> In addition to other advantages mentioned in earlier paragraphs, the most important was the considerably lower cost of a team of oxen and the equipment used for them, when compared to the costs associated with mules. Oxen also cost less to feed, because they could subsist more easily on range or prairie grass, and in case of necessity, they could be used for food.<sup>29</sup>

In fact, expenses were always on the minds of the merchants, freighters, and others on the Trail. In a letter dated April 29, 1857, John M. Kingsbury told his good friend James Josiah Webb, who had been a merchant on the Trail in the 1840s, about preparations for a trip to

Santa Fe and that mules were too expensive. He told of paying \$700.00 for a carriage and mules. Corn was selling at \$5.00 a barrel and hard to find. Seventy barrels had been purchased, but when that was gone, no more would be bought. Wagons were being loaded, but they were unable to start, because spring was late and the prairie grass was not growing.<sup>30</sup> Reading Kingsbury's letter, one senses his worry and frustration over many things, including the high prices for everything—animals, wagons and carriages, equipment, and groceries.

In her memoir, *Land of Enchantment*, Marion Sloan Russell provided another advantage: "Mules draw a wagon a bit more gently than horses, but oxen are best of all. 'Tis true they walk slowly, but there is a rhythm in their walking that sways the great wagons gently."<sup>31</sup> She would know because she traveled the Trail five times, beginning at the age of seven in 1852. Her family placed their bedding in the back of a freight wagon packed with boxes and bales for Fort Union in New Mexico. The bedding made a comfortable place to rest and sleep, even though there were bumps along the way.

Among the drawbacks of using oxen was that they did not tolerate very hot weather. This stemmed from their not having sweat glands, like either mules or horses. When oxen became overheated, it was necessary to stop and rest along the Trail. Resting in a shaded area was helpful, but that was often not available, especially on the Cimarron Route. Because of this, teamsters drove the wagon trains in the early morning, stopped during midday for rest, and continued their way later in the afternoon and evening. Oxen were also more susceptible than mules to a variety of infectious diseases known by the collective term, murrain. One infectious disease, called the Spanish Fever, spread along the Trail in the 1850s, killing large numbers of oxen. Another, called the Texas Fever, struck in the 1870s. Oxen were also susceptible to alkali poisoning, especially in very dry years when the water and forage they ate had a higher alkali content.<sup>32</sup>

While oxen and mules could get along on sandy ground without

shoes, oxen more often than mules needed to be shod to protect their feet. They had sensitive, tender hooves that became very sore, especially on rough or rocky terrain, thus debilitating them. When mules had to be shod, it was relatively easy to nail a shoe on a mule anywhere by picking up and holding a foot while the mule stood still. Oxen posed a problem because they are unable to stand on three legs. Blacksmiths in such places as Council Grove generally had a set of wooden stocks, a mechanical device used to hold the ox and turn him on his side. This allowed nailing iron shoes on the oxen's hooves. Since they have split hooves, each foot requires a set of two shoes. When stocks were not available, a narrow trench was dug in the ground and the ox was turned on his side or back with the use of ropes. Shoes were also made out of rawhide, fitted around each foot, and securely tied. These "moccasins" worked, but they did not last long in bad weather or muddy conditions.

Old-time traders and freighters who crossed the plains established the Old Plainsmen's Association in 1909 and held annual reunions to 1917. Alexander Majors of Russell, Majors and Waddell, spoke at one of those reunions: "I remember once of timing my teamsters when they commenced to yoke their teams after the cattle had been driven into their corral and allowed to stand long enough to become quiet. I gave the word to the men to commence yoking, and held my watch in my hand while they did so, and in sixteen minutes from the time they commenced, each man had yoked six pairs of oxen and had them hitched to their wagons ready to move."<sup>33</sup> Majors also told the gathering that the discipline and rules by which their trains were governed were perfect. Another freighter, Charles Raber, who had settled in Westport and partnered in a freighting business in the 1860s, remembered one of their oxen made over ten thousand miles on the Trail.

The firm of Russell, Majors and Waddell required employees to sign a pledge not to swear or use profanity and gave each man a Bible to carry on the Trail. The men were known by others as the "Bible Backs" or the "B.B.s." George Vanderwalker recalled meeting the "B.B.s" in a

Russell, Majors and Waddell outfit on the rugged Raton Pass near Trinidad, Colorado: "The pass in those days was surely equal to the 'rocky road to Dublin,' and from the conversation of the 'B.B.s' and the language they were using toward their cattle, one would infer the men had lost the 'Word'"<sup>34</sup>

On the Santa Fe Trail and other overland trails, oxen provided the greatest amount of muscle power, as well as milk, meat for food, and leather. Thousands died along the way, their bleached bones scattered across the plains among those of cattle, mules, and horses that participated in and contributed to our nation's growth and development. Surely, many of the people who carried their Bibles with them, including the "Bible Backs," read Matthew 11: 28-30 in the New Testament: "Come unto me, all ye that labour and are heavy laden, and I will give you rest. Take my yoke upon you, and learn of me; for I am meek and lowly in heart; and ye shall find rest unto your souls. For my yoke is easy, and my burden is light." Quite possibly, a number of those people thought of the oxen drawing their wagons and gave thanks for them.

#### NOTES

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14. *Ibid.*, 13.
15. *Ibid.*, 17.
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30. John M. Kingsbury, *Trading in Santa Fe; John M. Kingsbury's Correspondence with James Josiah Webb, 1853-1861*, eds. Jane L. Elder and David J. Weber (Dallas: SMU Press, 1996), 55-56.
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32. Walker, *Wagonmasters*, 109-110.
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34. Vanderwalker, "Reminiscences," 94.

## MAY HAYS: MEXICAN WAR VETERAN, NEW MEXICO SETTLER

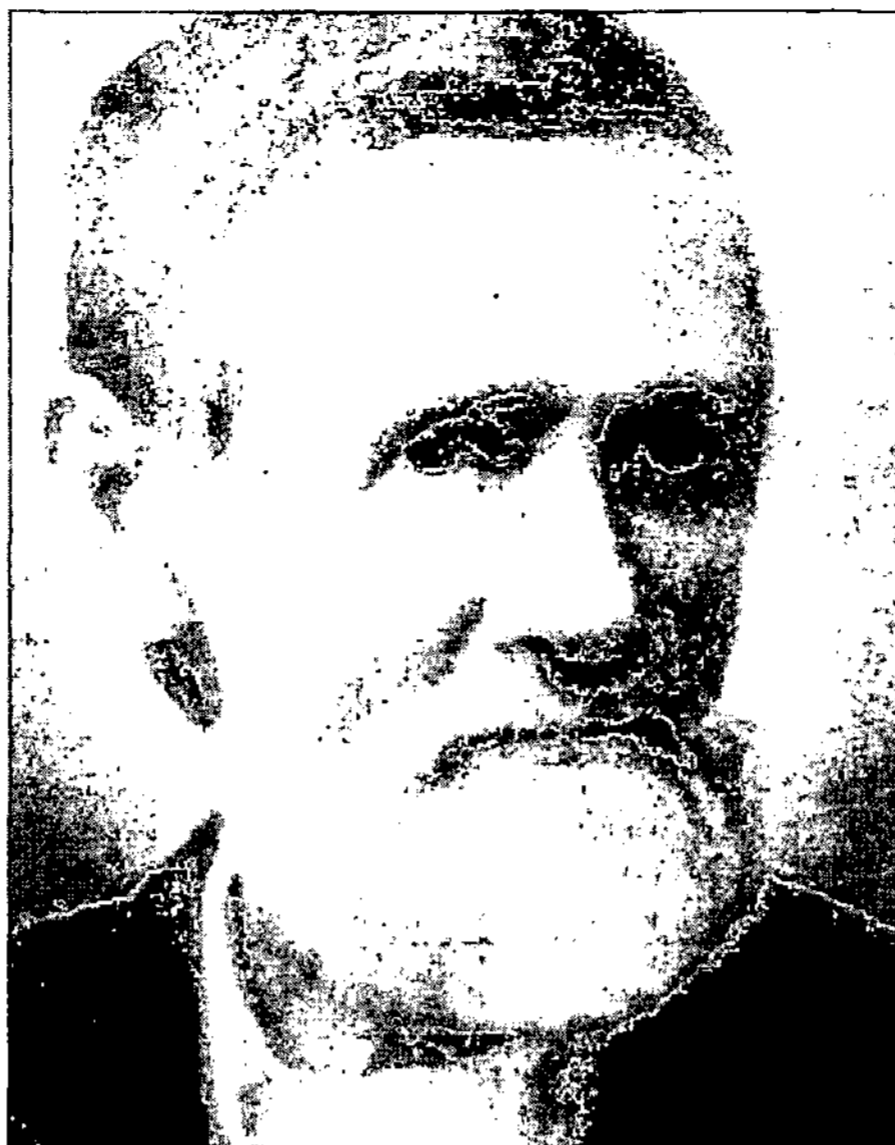
by Doyle Daves

*[Daves received a grant from SFTA to research Euro-American traders who married Hispanic women in New Mexico. This is another in the fine series of articles resulting from his investigation.]*

**MAY** Hays, a Missourian and descendant of Daniel Boone, is an enigmatic person in the historical record. Some accounts indicate that he served as a soldier in the conflict with Mexico that led to the U.S. annexation of the southwestern states; however, official records for his military service have not been located. He was an investor in newspapers, although there is evidence indicating that he could not read or write. He married a Hispanic New Mexican woman and established a family, but important details about his family remain unclear.<sup>1</sup> What is well documented is the fact that he settled permanently in Las Vegas, New Mexico, in 1858, where he established himself as a successful businessman, sheep and cattle rancher, and public servant. A final irony is that he is essentially unknown to Hays family genealogists; indeed in the rare instances in which "May Hays" is listed, it is as a female!

### Family Background - The Hays - Boone Connection

May Hays was of Irish ancestry; his great-grandfather, John Hays, arrived in Virginia from Ireland in the early 1750s, and soon relocated to (probably Rowan County) in North Carolina.<sup>2</sup> It was here that the Hays family became acquainted with Daniel Boone<sup>3</sup> and his family. In 1775, John Hays's son, William, married Daniel Boone's daughter, Susanna. In that same year, Daniel Boone opened the Wilderness Trail from North Carolina through the Cumberland Gap, then north through eastern Tennessee into what is now the state of Kentucky. William and Susanna (Boone) Hays soon followed and, as a result, they were among the pioneers who established Fort Boonesborough, on the bank of the Kentucky River in what is now Madison County, Kentucky. It was here that their children were born; May Hays's father, William Hays, Jr, was born at Fort Boonesborough in 1780. The Hays family again followed Dan-



iel Boone when, in 1799, he moved farther west, this time to a site along the Mississippi River on the eastern border of what is now St. Charles County, Missouri, just north of present Saint Louis and near the confluence of the Mississippi and Missouri Rivers.

The elder William Hays did not live long after the move to Missouri. In December 1804 he was shot and killed by James Davis, husband of his daughter, Jemima. The issue was apparently a land dispute. At the time, Daniel Boone was Commandant of the Femme Osage District where the shooting occurred and personally arrested Davis. However, William Hays, Sr. was a heavy drinker and prone to causing fights. Boone spoke on James Davis's behalf and Davis was acquitted as having acted in self-defense.<sup>4</sup>

May Hays parents, William Hays, Jr., and Phoebe Stevens were married in 1811; May was born January 3, 1822, either in St. Charles County or farther west along the Missouri River in Calloway County where the Hays family had relocated sometime after they arrived in Missouri. May grew to manhood with his many siblings and as part of a large extended family. No details have been located about this phase of his life.

### May Hays Joins the Army and Travels to Mexico

It appears likely that May Hays served as a soldier during the war with Mexico in 1846-1848, although

no official documents attesting to his service have been found. Charles Coan stated that "as a young man he [May Hays] enlisted in the United States Army, in which he served three years. He was with the troops that came to the southwest for service in the Mexican war, in which he participated in the battle of Monterey [actually Monterrey]."<sup>5</sup> This information undoubtedly came from a family informant. In a number of references, he is referred to as "Major May Hays."<sup>6</sup> If Hays was indeed an officer, it is surprising that he is not listed by William Roberts who claims a "complete roster" of Mexican War veterans.<sup>7</sup>

We are left to speculate from available information. Since Hays later chose to locate permanently in New Mexico, it seems logical that he was a member of one of the Missouri volunteer units of General Stephen Watts Kearny's Army of the West that, in the summer of 1846, marched across the Santa Fe Trail into New Mexico.<sup>8</sup> However, since Hays was reportedly at the battle of Monterrey which took place on September 21-24, 1846,<sup>9</sup> he could not have been with Kearny's forces as they were still in New Mexico at that time.<sup>10</sup> For May Hays to have participated in the Battle of Monterrey, he must somehow have been part of General Zachary Taylor's army. Following the American victories in the battles of Palo Alto and Resaca de la Palma along the southern Rio Grande near present Brownsville, Texas, Taylor's command did receive massive reinforcements of volunteer troops before proceeding on to Monterrey. May Hays may have been among these new recruits, although a history of Taylor's Mexican campaign fails to mention any units from Missouri.<sup>11</sup> It is possible Hays served in a unit not part of the Missouri volunteers. It is also possible he was not a soldier during the war between the U.S. and Mexico or that he enlisted under another name. Another possibility is that he may have been a civilian employee of the army (perhaps a teamster) and family legend converted that into military service. Given the absence to date of a military record, it is impossible to say.

After the Civil War started in 1861, New Mexico Volunteers were recruited to support the Union and to repel a Confederate invasion from Texas.<sup>12</sup> One might have expected May Hays, who was living in Las Vegas at the time, to enlist although he was almost forty. However, the Hays family in Missouri was largely, if not entirely, in sympathy with the Confederacy.<sup>13</sup> Whether May shared this family view is not known, but he did not enlist.

#### The Santa Fe Trail and May Hays Move to New Mexico

Coan states that "After his retirement from military service [May Hays] came to San Miguel County, New Mexico, and on the corner of the historic plaza at Las Vegas, he established a general store."<sup>14</sup> In fact, May Hays did not settle in Las Vegas until 1858, although his military service must have ended no later than 1848.

Where was he and what was he doing in the intervening decade? He was involved in the Santa Fe trade during at least part of this time.<sup>15</sup> This is not surprising since May's older brother, Seth Hays, had been active on the Trail for many years. Seth Hays was living at Westport, the Missouri terminus of the Santa Fe Trail, as early as 1839. In 1845, Seth Hays and Charles B. Chouteau were operating a trading post owned by Frederick Chouteau along the Santa Fe Trail west of present Topeka, Kansas. Two years later, Seth Hays had moved farther west to Council Grove where he helped establish a town and "operated a well-furnished store and kept for sale all kinds of goods needed by the constant stream of teamsters who passed through the settlement on the Santa Fe Trail."<sup>16</sup>

Because May Hays later decided to locate permanently in New Mexico, it is probable that he had traveled the trail to Santa Fe several times and had become familiar with Santa Fe and with Las Vegas where he chose to settle. He settled in Las Vegas in 1858; the 1860 census lists him as a merchant living with three other men and with real estate worth a thousand dollars and other assets worth four thousand dollars, impressive for the time and place. It is not clear whether May Hays established his store immediately upon arrival

in Las Vegas in 1858. We know that in 1860 he purchased a site on the south side of the plaza from Nasario Gallegos; by 1862 he had leased adjacent space from John Wells, as is evident by comparison of Marcus Gottschalk's maps of the Las Vegas plaza of 1853 and 1862.<sup>17</sup>

#### The Mercantile Business

May Hays's mercantile business quickly prospered. Margaret Watts Hays, wife of May's cousin Upton Hays, in a letter dated October 31, 1862, addressed to her mother in California, reported that "Cousin May is doing very well in Mexico."<sup>18</sup> About this time Hays had "constructed a two-story Territorial styled building on the south side of the plaza."<sup>19</sup> He was sufficiently well established that he was able to provide generous aid to a young Santa Fe trader who arrived in Las Vegas and found no market for his goods. Charles Raber and a friend "reached New Mexico from Missouri [and] found markets glutted with eastern products. Raber stored their merchandise in Las Vegas and worked for May Hays, a Las Vegas plaza storekeeper during the winter of 1862-1863."<sup>20</sup>

Newspaper accounts show that a significant part of Hays's mercantile business was in contracting with the U. S. Army to provide supplies to military installations. The *Santa Fe New Mexican* reported, May 2, 1873, that May Hays had been awarded a contract to supply beef to Fort Union; on April 13, 1875, the paper reported that he had received another contract from Fort Union, this time to supply beans.<sup>21</sup>

In 1864 Don Miguel Romero y Baca,<sup>22</sup> then San Miguel County Probate Judge and probably the dominant personality in Las Vegas at the time, created a major local controversy by urging the government to close the Bosque Redondo Reservation at Fort Sumner, New Mexico, and return the interned Navajos and Apaches back to their respective homelands. This caused consternation among Las Vegas plaza merchants, including May Hays, who were contractors for supplies to the reservation.<sup>23</sup>

May Hays continued to operate a successful business on the plaza until 1877 when a devastating fire de-

stroyed several buildings on the south side of the plaza, including those belonging to him. In the same year an outbreak of smallpox took at least 82 lives in Las Vegas.<sup>24</sup> These events convinced Hays to end his mercantile career; he did not rebuild or re-establish his business. Instead he left Las Vegas and moved to the ranch he had bought earlier.<sup>25</sup>

#### Newspapers, Politics and Public Service

In July 1871 May Hays put up \$245 dollars as one of several investors to begin a Spanish-English newspaper, *The Weekly Mail*, in Las Vegas. The publisher and editor was M. A. "Ash" Upton, a not very reliable itinerant printer. Simeon Harrison Newman was employed to do English to Spanish translations. After publishing eight issues, Newman bought the majority of shares including those of Ash Upton, who took his leave. May Hays retained his shares which gave him a one-quarter interest in the newspaper.

Newman proved to be a crusader who won the enmity of Thomas B. Catron and the powerful "Santa Fe Ring."<sup>26</sup> In the spring of 1872 Catron succeeded in having Newman indicted and later convicted under the "omnibus law" which covered any offense not listed in the statutes. As a result, Newman left the newspaper. A month after this occurred, May Hays and a partner, Louis Hommel, restarted publication of the newspaper under a new name, *Las Vegas Gazette*, with a new editorial policy; the *Gazette* "would be politically neutral."<sup>27</sup>

Little is known about May Hays's political career. Coan noted that "he was prominent in the local councils of the democratic party [and that] he served as sheriff of San Miguel for a term of years, and also as county commissioner."<sup>28</sup> This was an impressive accomplishment attesting to his high standing in the community as Hays was a Democrat in predominantly Republican San Miguel County, largely controlled by the politically powerful Romero Family.<sup>29</sup>

May Hays was elected to another important, though unofficial and somewhat irregular, position. In 1873, as a result of growing concern about ownership of the 400,000-acre Las Vegas Land Grant, a large group

met in the old courthouse and "elected May Hays, Juan Romero and Miguel García as a committee with authority to issue titles to tracts of forty to eighty acres each to all residents, especially to those who lacked lands."<sup>30</sup> Selection of Hays by a crowd of concerned citizens in an open meeting makes clear that he was trusted and respected.

#### Apache Springs Ranch and Other Real Estate Holdings

It has not been determined just when May Hays began to buy ranch land. In July 1869, in a curious set of transactions, John L. Taylor, as administrator of the estate of Henry Gorham, transferred to May Hays one-half interest in Gorman's Apache Springs Ranch, located near the Pecos River village of Anton Chico about 30 miles south of Las Vegas. The same day Hays sold this interest in the ranch to Taylor for one dollar. We know that Taylor retained control of the property as late as 1873 as in that year his title was questioned by the Surveyor General. The Apache Springs Ranch was, essentially, the Ojo del Apache Land Grant, which was established in 1842 under Mexican Law.

Just when Hays acquired the ranch is uncertain, but by 1877 he had moved there following the Las Vegas plaza fire which destroyed his mercantile store. The validity of the land grant remained in contention and, in 1893, May Hays sued the United States in the Court of Private Land Claims "seeking the recognition to his title to the Ojo del Apache Grant which he alleged covered eleven square leagues or 47,743 acres of land." The case was not heard until November 1896 when the court ruled against Hays as the Alcalde (municipal magistrate) who had made the original grant "had no authority under Mexican Law to make donations from the public domain." Hays appealed to the United States Supreme Court which in 1899, after the death of Hays, upheld the original finding and ruled against May Hays.<sup>31</sup> Nevertheless, the Hays family continued to live on and operate the Apache Springs Ranch well into the twentieth century, although it was much smaller than the 47,743 acres of land originally claimed.

A newspaper article of 1884 re-

porting a tour "Down the Pecos" provides useful information: "The first stop . . . was made at the ranch of May Hays who is an old timer in New Mexico. He began without any capital and has amassed a fortune. He was for many years engaged in the business of sheep raising, but now has a herd of 2,000 fine cattle grazing on the Rio Colorado. . . . Hays with much labor and skill, has caused the water to be conveyed in pipes from the springs to his 'corral' where it falls into a large lake."<sup>32</sup>

The small community of Fort Sumner, where Billy the Kid (William H. Bonney)<sup>33</sup> spent much of the last two years of his life, lies about one hundred miles southeast of Las Vegas, the nearest city. Puerto de Luna and Anton Chico were the only communities between Fort Sumner and Las Vegas. This geographical fact made Puerto de Luna and the Apache Springs Ranch of May Hays, near Anton Chico, natural stopping points for travelers which included at various times not only Billy and his associates but also Sherriff Pat Garrett and other lawmen involved in the multi-year effort to bring Billy and other outlaws of the 1870s and 1880s to justice.<sup>34</sup> However, when Sherriff Garrett did actually capture Billy and others at Stinking Springs on December 23, 1881, Garrett stopped with his prisoners at Puerto de Luna at the home of Alexander Grzelachowski for Christmas dinner and then rushed them all the way to jail in Las Vegas without another stop.<sup>35</sup>

May Hays was involved in another land dispute; this time concerning his ownership of a significant portion of the Los Trigos Grant<sup>36</sup> which is situated on both sides of the Pecos River upstream and adjoining the San Miguel del Vado Grant. Through a number of transactions, beginning in 1875, Hays claimed ownership of approximately half of the land grant (a 150/390 portion) which, based on an 1877 survey, contained approximately 9,600 acres. In this case, the validity of the old Spanish grant which dated from 1814 was not in question. The issue involved a dispute over taxes. Hays contended that in one year the San Miguel County Treasurer had incorrectly billed him for the tax owing on the entire tract,

not his smaller portion. The case escalated and the treasurer finally ordered the sheriff to sell the property for delinquent taxes. This was done and, in 1889, Hays sued the buyer, John L. Laub, the treasurer, and sheriff, claiming fraud and asking the court to return the land to him. Three years later, the court ruled in Hays's favor; however, this was appealed and in 1894 the original decision was overturned and Hays lost his interest in the Los Trigos Land Grant.<sup>37</sup>

In addition to these rural agricultural properties, May Hays acquired many lots and buildings within the City of Las Vegas. Indeed, it is interesting to note that legal notices concerning the disposition of properties Hays once owned continue to appear. The most recent found appeared in the *Las Vegas Optic*, August 24, 2004.

#### May Hays and Juliana Montoya y Sanchez and Their Family

Juliana Montoya was born January 28, 1844, in San Miguel County, the daughter of José Domingo Montoya and Maria de la Cruz Sanchez. Both parents came from old, well-established families of the Rio Arriba area north of Santa Fe and west of the Sangre de Cristo Mountains. They had moved over the mountain range to San Miguel County shortly before Juliana's birth. May Hays was married to Juliana on December 29, 1888, in Las Vegas. However, they had lived together long before this time. The census record for 1870 lists May Hays living in Las Vegas in a household including Juliana Montoya, age 23, along with Leandro Montoya, Juana Tafoya, and Domingo Chávez, age five. In 1880 May and Juliana were living at the Apache Springs Ranch and had with them Domingo, age 14, and Cruz, age 10. In this record, Juliana and both Domingo and Cruz are listed as "Hays." The boys are called "nephews" in this record; they are the putative sons of Fernando Chávez and Tomasa Sanchez. Tomasa was the sister of Juliana Montoya's mother, Maria de la Cruz Sanchez and would therefore be Juliana's first cousins. However, the family belief is that Domingo and Cruz were actually sons of May and Juliana and that their designation as "nephews" or "adopted sons" was a subterfuge to

cover the fact that May and Juliana were not formally married until long after both boys were born.

May and Juliana Hays lived on the Apache Springs Ranch until sometime in the late 1880s when they returned to Las Vegas, leaving the ranch operation to their sons, Domingo and Cruz. May died June 7, 1899, at the age of 77, following a period of declining health. Juliana lived on until 1913 when she died at age 70.

#### The Hays Boys

Domingo Silo was born December 20, 1865, in Las Vegas and José de la Cruz was born there September 16, 1867. Their early years were spent in Las Vegas until the move to the Apache Springs Ranch in 1877. At some point, Domingo was sent to Council Grove, Kansas, to attend school. At first glance, it would seem that he was sent to May Hays's brother, Seth; however, Seth died in 1873 and it is likely that Domingo arrived in Kansas after that time, so it is unclear what living arrangements were made for him. After returning to New Mexico, Domingo attended the Jesuit College in Las Vegas (now Regis University in Denver).<sup>38</sup> Details about Cruz's early life have not been found; it would seem likely that he was treated similarly.

Domingo married Filomena Lucero in 1885 and raised a family of three children, daughters Maria de los Angeles and Josefa and son Manuel. Domingo died after a long and productive life in Las Vegas in 1957, almost 92 years of age. Cruz married Petra Holguin in 1886 and the couple had seven children, six girls and a boy. Petra died in late 1897 just after the birth of her seventh child, daughter Josefa Adela. Not long afterward, Cruz, who was disconsolate following the loss of his wife, died in a tragic accident. In the 1900 census for Las Vegas, all of these children are listed as "adopted" and living with their grandmother, Juliana.

#### The Hays Girls

When Domingo's wife, Filomena, lost her parents, Pablo Lucero and Maria Gallegos, May and Juliana Hays did, in fact, adopt and raise two of Filomena's younger sisters, Carlota and Pena Lucero. These girls grew up in the Hays household but

seem not to have used the Hays name. Carlota married Francisco Lucero (unrelated) in 1897 and Pena married José Braulio Benavidez a year later.

#### Hays Relatives in New Mexico

May Hays's obituary in the *Las Vegas Optic*, June 7, 1899, reports that "two nephews, Dick and Upton Hays, reside in this city." Richard and Upton are both listed in the 1900 census records for New Mexico as "railway conductors." They apparently came to New Mexico sometime in the early 1890s. They are sons of Samuel Morgan Hays who was a first cousin to May Hays, so calling them "nephews" is not strictly accurate although it does indicate the generational difference. One additional reference to a Hays relative in New Mexico is available. The *Las Vegas Daily Gazette*, December 10, 1881, reports that "Mr. W[ade] Hays, brother of May Hays, is a late arrival from California. Mr. Hays is a large stockman, and has come to New Mexico for the purpose of examining its advantages for stock raising. He is well satisfied so far and will likely remain here permanently." Despite his positive response to the New Mexico pasture lands, later census records show that he did not stay in New Mexico but returned to California.

May Hays and Juliana Montoya de Hays were important pioneers of Las Vegas and its development during the Santa Fe Trail and railroad eras. They were one of many Anglo-Hispanic couples of the time that contributed to a heritage of cultural blending that remains to enrich northeastern New Mexico to the present time.

#### Notes

1. Interviews with Gloria Martinez.
2. Carolyn Ellison, Hays Genealogy, <<http://awf.ancestry.com/cgi-bin/igm.?op=GET&db=kin4carolyn46&id113123>>.
3. Daniel Boone, *Wikipedia*, the free encyclopedia. It is interesting to note that other New Mexico pioneers were also closely related to the Boone Family. The family of Christopher (Kit) Carson moved to Boone's Lick in Howard County, Missouri, in 1811, where his older brother, William, married, sequentially, two of Daniel Boone's granddaughters, Millie and Cassandra (see Quantrille D. McClung, *Carson-*

*Bent-Boggs Genealogy* [Denver: The Denver Public Library, 1962], 17). Also, Kit Carson's close friend, Thomas Oliver Boggs (see Priscilla Shannon Gutiérrez, "Out From the Shadow of Giants: The Life of Thomas Oliver Boggs," *Wagon Tracks*, 23 [May 2009]: 7), who raised the Carson children following the deaths of their parents, was the son of Lilburn W. Boggs and Panthea Grant Boone, granddaughter of Daniel Boone and sister to Millie and Cassandra (see McClung, *Carson-Bent-Boggs Genealogy*). Another interesting twist is that Lilburn Boggs's first wife, Juliannah Bent, was a sister to New Mexico's first Territorial Governor, Charles Bent (see McClung, *Carson-Bent-Boggs Genealogy*, 88). A personal note: my second cousin, Fess Parker, portrayed Daniel Boone in the well-known television series of the late 1960s.

4. Ellison, Hays Genealogy.
5. Charles F. Coan, *A History of New Mexico* (Chicago: American Historical Society, 1925), 283.
6. See, for example, Marcus C. Gottschalk, *Pioneer Merchants of Las Vegas* (Las Vegas: M. C. Gottschalk, 2004), 51.
7. William Hugh Robarts, *Mexican War Veterans: A Complete Roster of the Regular and Volunteer Troops in the War Between the United States and Mexico from 1846 to 1848* (Washington, DC: Brentanos, 1887).
8. Glenn D. Bradley, *Winning the Southwest, A Story of Conquest* (Chicago: A. C. McClurg and Company, 1912).
9. Battle of Monterrey, *Wikipedia*, the Free Encyclopedia. This battle occurred at the site of the present city of Monterrey in the Mexican state of Nuevo Leon. It is not to be confused with the Battle of Monterey, California, which occurred on July 7, 1846.
10. John Taylor Hughes, *Doniphan's Expedition, Containing an Account of the Conquest of New Mexico* (Cincinnati: U. P. James, 1847), 76.
11. Stephen A. Carney, *Gateway South: The Campaign for Monterrey* (U. S. Army Campaigns of the Mexican War, U. S. Army Center for Military History, Publication 73-1, 2005).
12. Leo E. Oliva, *Fort Union and the Frontier Army in the Southwest* (Santa Fe: Southwestern Cultural Resources Center, Professional Papers No. 41, National Park Service, 1993), chapter 5.
13. The Watts Hays Letters, 1861-1865: The Civil War, <<http://www.watts-haysletters.com/letters/2-letters-61-65/hist-letters61-65.html>>.

## SOMETHING NEW ON THE TRAIL

by Marc Simmons

14. Coan, *History of New Mexico*, 283.
15. Gottschalk, *Pioneer Merchants of Las Vegas*, 51.
16. Stephen Chinn, Seth Hays—Council Grove on the Santa Fe Trail, <<http://www.kansasheritage.org/families/sethhays.html>>.
17. Gottschalk, *Pioneer Merchants of Las Vegas*, 37, 44, 49.
18. Watts Hays Letters, 1861-1865: The Civil War, letter 43.
19. Gottschalk, *Pioneer Merchants of Las Vegas*, 51.
20. Michael L. Olsen, *Las Vegas and the Santa Fe Trail* (Las Vegas: New Mexico Highlands University, 1995), 9.
21. *Santa Fe New Mexican*, May 2, 1873, April 13, 1875, <<http://access.newspaperarchives.com>>.
22. Milton W. Callon, "The Sheriffs of San Miguel," *True West*, 20 (August 1973): 6-13.
23. Gottschalk, *Pioneer Merchants of Las Vegas*, 57.
24. Lynn Perrigo, *Gateway to Glorieta, A History of Las Vegas, New Mexico* (Boulder, Colorado: Pruett Publishing Company, 1982), 78.
25. Coan, *History of New Mexico*, 283.
26. The Santa Fe Ring, *Wikipedia*, the Free Encyclopedia.
27. S. H. Newman III, "The Las Vegas Weekly Mail," *New Mexico Historical Review*, 44 (April 1969): 155-163.
28. Coan, *History of New Mexico*, 283.
29. Callon, "The Sheriffs of San Miguel."
30. Perrigo, *Gateway to Glorieta*, 106.
31. J. J. Bowden, "Ojo del Apache Grant," New Mexico Office of the State Historian, <<http://www.newmexicohistory.org>>. See also 175 U.S. 248 - May Hays v. United States
32. *Las Vegas Daily Gazette*, January 7, 1884, <<http://www.genealogybank.com>>.
33. Doyle Daves, "James Bonney, Santa Fe Trail Pioneer, New Mexico Settler (Was He the Grandfather of Billy the Kid?)," *Wagon Tracks*, 23 (February 2009): 9-12.
34. Pat F. Garrett, *The Authentic Life of Billy the Kid* (Norman: University of Oklahoma Press, 1954), 108, 110; Ramon F. Adams, *A Fitting Death for Billy the Kid* (Norman: University of Oklahoma Press, 1960), 165.
35. Michael Wallis, *Billy the Kid, The Endless Ride* (New York: W. W. Norton & Company, Inc., 2007), 339-240.
36. J. J. Bowden, "Los Trigos Grant," New Mexico Office of the State Historian, <<http://www.newmexicohistory.org>>.
37. *May Hays v John L. Laub et al.*, Los Trigos Grant, 1889, District Court of San Miguel County, Civil Case 3492, New Mexico State Archives and Records Center, Santa Fe.
38. Coan, *History of New Mexico*, 283.

[Life member Marc Simmons, "Father of the Santa Fe Trail Association," was a founder and first president of SFTA. He is the preeminent historian of the Santa Fe Trail.]

ON September 4, 2010, western artist Ron Kil unveiled a 100-foot-long mural of his, depicting the history of northeastern New Mexico and the Santa Fe Trail.

The painting in a continuous series of panels runs high around the central exhibit hall of the new Frank Brownell Museum of the Southwest, located within the NRA Whittington Center outside Raton, NM, and 4.5 miles on Highway 64 to Cimarron.

Almost two years in the making, the mural at its unveiling attracted a large crowd. SFTA members on hand, besides myself, were past vice-president Mark Gardner, current director Phyllis Morgan, and owner of New Mexico's Point of Rocks ranch, Faye Gaines and her family.

On the 22 panels, 10 show scenes or incidents related to the Santa Fe Trail. A catalog showing the entire mural, in full color with text, is available at the museum.

The NRA Whittington Center, encompassing 33,000 acres of pristine plains and mountains, is strongly committed to promoting the Santa Fe Trail, as well as conservation and recreation. Trail ruts extending across the property are open to anyone who wants to tread in the path of old freight wagons. Herds of antelope can often be seen, calling to mind pictures of the country as it existed in the 19th century.

In addition to traces of the trail and the murals, SFTA'ers can visit a

pullout a short distance beyond the museum complex (ask directions to get there). In a parking area off the road are several trail-related points of interest. The most prominent is a life-size statue, "The Scout," of a man on horseback peering into the distance as he guides a wagon caravan.

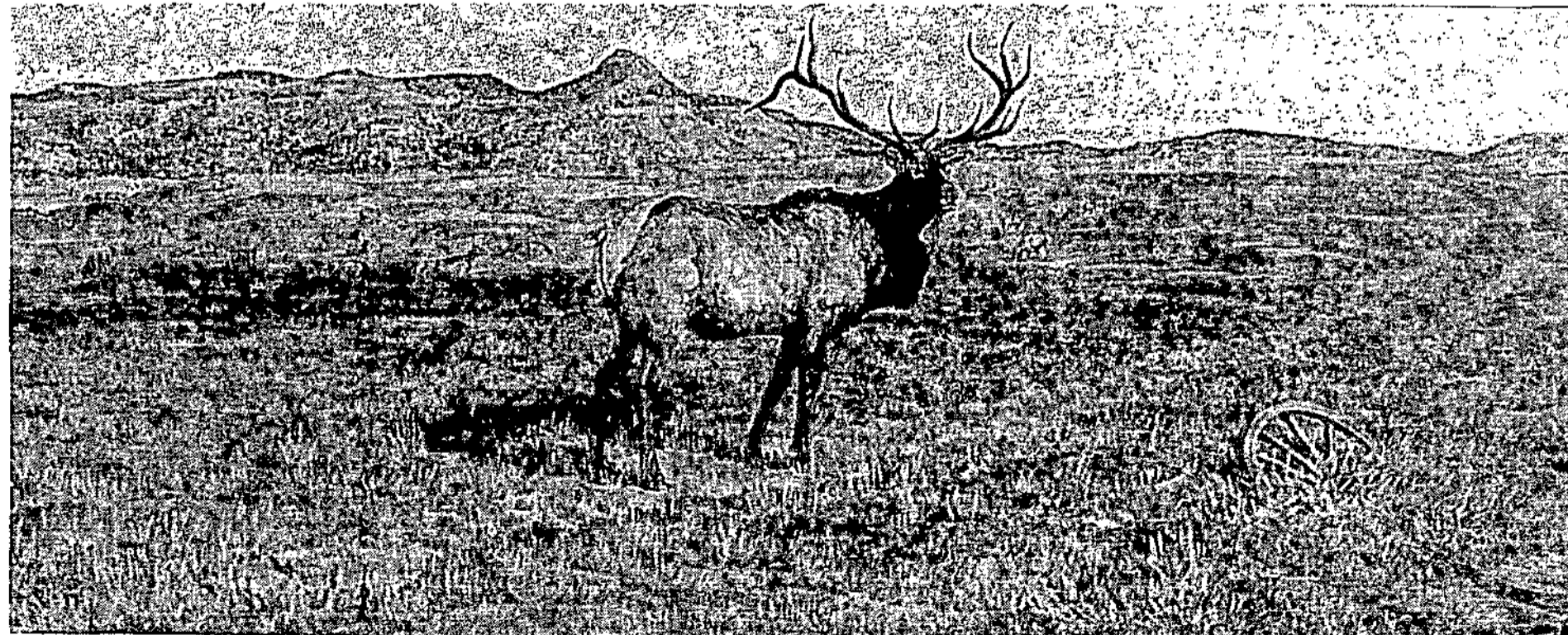
Close by is "a Santa Fe Trail boulder" surrounded by four smaller stones brought from each of the four other trail states. Some charter members of SFTA may recall seeing this feature in 1986 on a field trip from Trinidad where the Santa Fe Trail Association held its organizational meeting.

Also in the pullout is one of the large rustic New Mexico state historical markers for the Santa Fe Trail with text on both sides. From this location are seen wide, unspoiled vistas. Note the rounded knob of Red River Peak to the northeast, a major landmark for overlanders in trail days. Just beyond the pullout, small signs mark where the SFT crosses the road.

Upon entering the Whittington grounds, stop first at the handsome visitors' center and Brownell Museum. In the lobby view the 2' x 4' pictorial map of the Santa Fe Trail, also painted by Ron Kil.

Hours are 8 to 5, Monday through Friday, and 10 to 4 on weekends. There is no admission charge.

The NRA Whittington Center generously welcomes the public and actively promotes the history of the Santa Fe Trail. As Mark Gardner remarked after the unveiling ceremony, "This place is now a 'must-see-stop' for everyone following today's trail!"



Elk on the Santa Fe Trail, Whittington Center, with Red River Peak in the distance. From a mural by Ron Kil.



## TIMBER ON THE SANTA FE TRAIL

by David K. Clapsaddle

[SFTA Ambassador Clapsaddle is president of the Wet/Dry Routes Chapter and a frequent contributor to WT. Special thanks to him for his research and articles. It should be noted that the absence of timber on the Great Plains was largely due to frequent prairie fires.]

AS the Santa Fe Trail left the wooded valley of the Missouri River, it crossed over into Indian Territory less than a mile from the town of Westport, Missouri's westernmost outpost. In that area, as though nature had drawn some invisible line, the Trail forsook the woods to enter the mixed-grass prairie which dominated what we know today as eastern Kansas. That sudden change in topography was eloquently expressed by 23-year-old Francis Parkman as he began his journey through the trans-Mississippi west in the spring of 1846. Young Parkman wrote: "EMERGING FROM THE MUD-HOLES of Westport, we pursued our way for some time along the narrow track, in the checkered sunshine and shadow of the woods, till at length, issuing into the broad light, we left behind us the farthest outskirts of the great forest that once spread from the western plains to the shore of the Atlantic. Looking over an intervening belt of bushes, we saw the green, ocean-like expanse of prairie, stretching swell beyond swell to the horizon."<sup>1</sup>

Josiah Gregg confirmed Parkman's observation. West of Council Grove, deep in the heart of tall-grass country, he wrote of his 1831 trip, "Our route lay through uninterrupted prairie for about forty miles - in fact I may say, for five hundred miles, except the very narrow fringes of timber along the borders of the streams."<sup>2</sup>

More pronounced than the lesser stands of timber described by Gregg were the dense groves of hardwoods which were strung out at various intervals along the Santa Fe Trail like the big beads of a rosary: Round Grove, near the beginning of the Santa Fe Trail in present Kansas; Council Grove, 118 miles to the west; Cottonwood Grove, 51 miles more; Pit Grove, 84 miles still farther west; and Jackson's Grove, 80 miles yet

westward.

The chief source for this study is Thomas Lester Bryan's *Notes by the Wayside*, his journal compiled in the summer of 1847 as he marched from Fort Leavenworth to New Mexico during the Mexican War as a private in the First Illinois Volunteer Infantry. Although a practicing physician at the time of his enrollment in Company C of the regiment, he remained in enlisted rank until he was appointed acting assistant surgeon at Santa Fe in October 1847.<sup>3</sup>

On July 7, 1847, Bryan's battalion, consisting of Companies B, C, and E, departed Fort Leavenworth and arrived at Lone Elm on the 13th.<sup>4</sup> Lone Elm was originally known as Round Grove, so called for its circular tree growth of some 40 acres. Situated in present Johnson County, Kansas, 15 miles from the Missouri border, the popular campsite was the rendezvous point for troop and freight movements from Fort Leavenworth. Consequently, over the years, the fine stand of timber was consumed for firewood. By the time of Bryan's arrival, the grove was reduced to a single tree.<sup>5</sup> Such gives meaning to Bryan's journal entry of July 13, 1847, "Marched to Lone Elm, encamped, hauled wood from Wolf Creek."<sup>6</sup>

On the 14th, the battalion set forth on the Santa Fe Trail reaching Bull Creek, 12 miles distant. There, Bryan observed, "Springs in abundance, wood sufficient." Such is in disagreement with Susan Magoffin who had written of Bull Creek in the previous year, "Here we have no wood; there are no trees."<sup>7</sup> Such disparity is not uncommon among period writers. Neither is the disparity as to mileage figures. No attempt was made to reconcile the mileage figures of Bryan with those of other sources.

Writing of the battalion's next stop on July 15, Bryan noted, "No timber until we encamped at Hickory Grove," 15 miles from Bull Creek.

Eight miles more was Willow Spring where the battalion rested on July 16. There, he made no mention of timber; and an 1858 table of distances indicated that wood was

scarce at that location.<sup>8</sup>

Marching on eight miles, the battalion encamped at Rock Creek. Bryan made no notice of wood at that site.

Marching double time, the battalion traveled 15 miles on the 17th to 110 Mile Creek. There, Bryan recorded, "Water and wood in abundance." There, in 1854, Fry P. McGee purchased a farm from some white men married to Shawnee women. McGee brought his family to 110 Mile Creek where they occupied the log buildings built by the previous owners and constructed a toll bridge across the stream, testimony to timber at that location.<sup>9</sup>

West of 110 Mile Creek, Bryan's battalion marched eight miles on the 19th to a stream he failed to identify by name. There, he wrote, "We came to a creek with narrow skirts of timber on each side." The stream was Bridge Creek, sometimes called Switzler's Creek for the proprietor of the toll bridge built at that location, now the town of Burlingame, Kansas.<sup>10</sup>

On the 20th, the battalion marched 18 miles to Pool Creek, better known as 142 Mile Creek. There, Bryan wrote, "Pool Creek, water and wood." In 1854, Charles Withington opened a trading establishment at that location, using timber from the creek to construct log buildings and a toll bridge.<sup>11</sup>

The battalion continued its march west 18 miles to Big John Spring on the 21st. There, Bryan observed, "Prairie still rolling, rocks in great abundance - timbered creeks." The spring was named for Big John Walker, who, at the direction of George C. Sibley, scribed in large letters on a large oak tree during the 1827 resurvey of the Santa Fe Trail, "Big John's Spring."<sup>12</sup>

Only two and a half miles farther was Council Grove in present Morris County, Kansas, named for the tree growth on the Neosho River where commissioners of the Santa Fe Trail Survey party negotiated with Osage tribal leaders for right of way through their lands on August 9-10, 1825.<sup>13</sup> There, the battalion stayed July 22-24, but Bryan made no men-

tion of the timber which populated the Neosho. Regardless, the record is replete with descriptions of Council Grove in this respect. Perhaps, none is more telling than that of Josiah Gregg. "This point is nearly a hundred and fifty miles from Independence, and consists of a continuous stripe of timber nearly half a mile in width, comprising the richest varieties of trees; such as oak, walnut, ash, elm, hickory, etc., and extending all along the valleys of a small stream known as 'Council Grove creek,' the principal branch of the Neosho river. This stream is bordered by the most fertile bottoms and beautiful upland prairies, well adapted to cultivation: such indeed is the general character of the country from thence to Independence."<sup>14</sup>

Departing Council Grove on the 25th, the battalion pushed on 18 miles to Diamond Spring where Bryan observed, "timber scarce, all walnut." The spring was named Diamond Spring on June 10, 1825, during the survey of the Santa Fe Trail when George C. Sibley directed Big John Walker to carve on a stooping elm, "Diamond of the Plain."<sup>15</sup>

Continuing the march on the 26th, Bryan and his companions arrived at Lost Spring, 15 miles to the west. He recorded, "Lost Spring situated on a slough without timber, one tree 3 or 4 ms off is all the timber in sight." Such is reflected by Susan Magoffin who wrote on June 23, 1846, "I believe there is not a tree in sight."<sup>16</sup>

Pressing on, the battalion reached what Bryan called Cotton Wood Fork on the 27th. Cottonwood Grove was situated on a creek of the same name in present Marion County. Aptly so, according to Bryan who wrote, "The timber on this creek is all cottonwood, hence the name." Matt Field, a one time thespian and would-be poet, was dramatic in his praise of the place. "Between St. Louis and Santa Fé, a distance of some fifteen hundred miles, it may be imagined there are some very beautiful places, and there are, but the loveliest place to be selected in all that long travel is Cotton-Wood Grove, a magnificent oasis about one hundred and fifty or sixty miles beyond Independence."<sup>17</sup>

Eighteen miles beyond Cottonwood Grove, the battalion reached what Bryan called Turkey Creek, ac-

tually Running Turkey Creek. There on July 28, he wrote, "No timber discoverable no water until we reached Turkey Creek rather a slough than a creek . . . encamped here no wood (chips Plenty) nights very cool."

On the 29th, the battalion marched 24 long miles to the Little Arkansas River. Bryan made no mention of wood there, but later sources indicate the presence of timber on the stream. On August 7, 1858, Augustus Voorhees confided to his diary, "They are building a bridge here. The timber is cotton wood and box elder."<sup>18</sup>

From the Little Arkansas, the battalion marched 10 miles to Owl Creek. There, Bryan wrote, "No timber, or water, still in sight of Arkansas timber."

On the 31st, the battalion marched 10 miles to Cow Creek. There, Bryan made no mention of timber, but later reports indicate that indeed timber was present on the stream. The Leavenworth *Herald*, June 11, 1859, described the trading ranch established in 1858 at Cow Creek by Drs. Asahel and Abijah Beach, stating that a toll bridge was under construction; the principal timbers being transported from the Smoky Hill River, 40 miles away. Later in the month, the *Herald* reported, "On Cow Creek there is not a great deal of timber, but sufficient for fuel and all practical purposes. The principal timber is box-elder, with a good deal of ash, hackberry, and elm."

By August 2, the battalion had marched to what Bryan designated as the "Bend of the Arkansas." Commonly called the great bend or big bend, it was there that the Santa Fe Trail struck the Arkansas and followed it southwest 273 miles to Bent's Fort. Bryan made no mention of timber there, but at the great bend was Pit Grove described by George C. Sibley as "a large Island thickly timbered with Cotton Wood."<sup>19</sup> Beyond Pit Grove, Sibley wrote, "the River is distinctly marked by those trees as far as we can see."<sup>20</sup> From this point on, the Arkansas was timbered for many miles to the west, albeit by tree growth restricted to the south bank and on the many islands which populated its channel.

West of Pit Grove a brief six miles was Walnut Creek. There, Bryan

made no mention of timber as the battalion crossed the creek to camp four miles upstream on August 3. There was timber on Walnut Creek, according to Sibley, "some scattering walnuts and elms."<sup>21</sup> William Salisbury, who stopped at Walnut Creek in May 1859, noted the ranch established there by William Allison and Francis Boothe in 1855. He wrote, "It is a small trading post one house plenty timber water."<sup>22</sup> A later proprietor of the ranch, Charles Rath, constructed a toll bridge over Walnut Creek in 1863.<sup>23</sup>

The battalion pressed on 12 miles to Pawnee Rock on the 4th. There they did not pause because of the lack of water and wood. Captain Randolph B. Marcy noted in one of his many tables of distances, "Pawnee Rock - Teams sometimes camp near here, and drive their stock to the Arkansas to water; no wood."<sup>24</sup> On the same day the battalion marched six miles farther to Ash Creek. Bryan made no mention of timber there, and Sibley was in agreement. He wrote on August 30, 1825, "The water clear & good in the Creek, but no timber to be seen upon it."<sup>25</sup>

On the following morning, August 5, the battalion marched six miles to Pawnee Fork, the usual nineteenth-century designation for the Pawnee River. Bryan wrote, "This is a brisk stream with springs on its borders but little timber." He was soundly contradicted in this regard by a number of sources. Arriving at the Pawnee on August 31, 1825, George Sibley made note of the tree growth on the stream, "Timber Elm, Ash, Elder, Cotton Tree, Willow, and Grape Vines."<sup>26</sup> At the onset of the Mexican War in the summer of 1846, Colonel Stephen W. Kearny's Army of the West arrived at the Pawnee to find it flooded. The impatient Colonel Kearny "caused the trees to be felled across the deep, rapid current. This was the labor of day. On these trees the men passed over, carrying with them their sick, arms, accouterments, and baggage."<sup>27</sup> Such is the testimony to the tall trees which populated the Pawnee.

At this point, the advice of Captain Marcy is appropriate. "From Pawnee Fork to the lower crossing of the Arkansas, a distance of 98½ miles, convenient camping-places

can be found along the Arkansas; the most prominent localities are therefore only mentioned. A supply of fuel should be laid in at Pawnee Fork to last till you pass Fort Mann, though it may be obtained, but inconveniently, from the opposite side of the Arkansas. Dry Route branches off at 3½ miles (estimated). This route joins the main one again 10 miles this side of Fort Mann. It is said to be a good one, but deficient in water and without wood."

Note the information as to the Dry Route which originally ran west-southwest from the Wet Route to a point near the Caches. Bryan's battalion followed the wet or river route which pursued the north bank of the Arkansas until it converged with the Dry Route west of present Dodge City, Kansas. Later, when Captain Marcy described it, the Dry Route rejoined the "main" route east of present Dodge City. Trail routes were an evolving network.

Bryan's battalion marched 12 miles to Coon Creek on August 6. Bryan noted, "No timber whatever on it."

On the 8th, Bryan and his companions continued up the Arkansas and west into camp at 2 o'clock. In this area on September 3, 1825, Sibley had observed, "The Arkansas still keeps its width of 400 to 500 yards, and in other respects very much as where we first saw it - with the exception of it being better furnished with timber. Its course can now be traced distinctly for a great distance by the few scattering Cotton Trees (there are no other) that are Scattered along its Banks & upon its little Islands; and this is the case all the way from about 20 miles below the Walnut Creek."<sup>29</sup>

Proceeding up the Arkansas on the 9th, the battalion marched 12 miles before going into camp. Bryan's journal entry is telling, "From the time we first saw this river no timber has yet appeared on the north side but little on the south."

Bryan's notes for the 10th, 11th, 12th, and 13th are collapsed into a single entry where he stated that the battalion averaged about 12 miles a day. The third day's travel would have brought the men to Jackson's Grove about six miles east of where

Fort Dodge was established in 1865. Bryan made no mention of the grove, sometimes called an island. It was not an island; rather it was a peninsula on the south bank of the Arkansas covered in a dense growth of cottonwood.

Bryan's battalion passed Fort Mann on August 13. There, the men went into camp and laid over on the following day in preparation for the laborious crossing of the Arkansas. Fort Mann was in the same general vicinity of the Caches, so named for storage pits dug by members of the Baird-Chambers party to hide their trade goods in 1823 after spending a miserable winter on an island in the nearby Arkansas. It would appear that the unfortunate travelers, caught in an early blizzard, took refuge on the island where timber provided protection from the elements and fuel for their fires.<sup>30</sup> Regardless, Bryan made no mention of any timber.

On the following day, August 15, the battalion crossed the Arkansas and proceeded across the treeless *Jornada* some 60 miles to the Cimarron River.

So ends Bryan's journey of 40 days and some 400 miles through what Josiah Gregg characterized as "uninterrupted prairie except for the narrow fringes of timber along the borders of the streams." Hopefully, this small study will help the trail enthusiast to see the Santa Fe Trail in present Kansas, not as an artery bisecting a treeless plain, but as the road to Santa Fe along which the nineteenth-century traveler could find the occasional comfort of a dense grove or the more frequent presence of a tree-lined stream where shelter and fuel were there for the taking.

#### Notes

1. Francis Parkman, *The Oregon Trail* (1849; reprint, Washington, DC: Adventure Classics: National Geographic, 2002), 7.
2. Josiah Gregg, *Commerce of the Prairies* (1844; reprint, Norman: University of Oklahoma Press, 1958), 37.
3. Thomas B. Hall, *Medicine on the Santa Fe Trail* (Arrow Rock, MO: Friends of Arrow Rock, 1987), 15-17.
4. *Ibid.*, 28.
5. Marc Simmons, *Following the Santa Fe Trail: A Guide for Modern Travelers* (Santa Fe: Ancient City Press, 1984), 64-65.
6. Hall, *Medicine*, 28; Bryan's following

journal entries will be identified in the body of the paper by date with no citations in the notes.

7. Susan Shelby Magoffin, *Down the Santa Fe Trail and into Mexico*, ed. Stella M. Drumm (1926; reprint: Lincoln: University of Nebraska Press, 1983), 7.
8. Table of Distances, "From Kansas City to the Gold Regions of Pike's Peak," *Western Journal of Commerce*, Kansas City, MO, November 6, 1858, cited in Louise Barry, "The Ranch at Walnut Creek Crossing," *Kansas Historical Quarterly*, 37 (Summer 1971): ff. 136.
9. Simmons, *Following*, 79.
10. Barry, *Beginning of the West*, 549.
11. D. E. Schiessen, "History of Allen, Kansas," *Our Land - A History of Lyon County Kansas* (Emporia: Emporia State Press, 1976), 40-41.
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13. *Ibid.*, 57-58.
14. J. Gregg, *Commerce*, 29.
15. K. Gregg, *Road to Santa Fe*, 272.
16. Magoffin, *Down the Santa Fe Trail*, 23.
17. John E. Sunder, ed., *Matt Field on the Santa Fe Trail* (Norman: University of Oklahoma Press, 1995), 82.
18. Louise Barry, "The Ranch at Little Arkansas Crossing," *Kansas Historical Quarterly*, 38 (Autumn 1972): 287-288.
19. K. Gregg, *Road to Santa Fe*, 68.
20. *Ibid.*
21. *Ibid.*
22. Barry, "Ranch at Walnut Creek," 129.
23. *Ibid.*, 141.
24. Randolph B. Marcy, *The Prairie Traveler: A Handbook For Overland Expeditions* (1859; reprint, Williamstown, MA: Corner House Publishers, 1968), 261.
25. K. Gregg, *Road to Santa Fe*, 71.
26. *Ibid.*, 71.
27. John Taylor Hughes, *Doniphan's Expedition* (1847; reprint, College Station: Texas A & M University Press, 1997), 29.
28. Marcy, *Prairie Traveler*, 261.
29. K. Gregg, *Road to Santa Fe*, 74-75.
30. Barry, *Beginning*, 109.

## THE STAGE ROUTE FROM WEST LAS ANIMAS TO TRINIDAD

by David K. Clapsaddle

**I**N the August 2010 *Wagon Tracks*, I published an article titled "The Santa Fe Trail, 1800 Miles in Aggregate." Central to the theme of the ar-

ticle were the several side roads which in mileage equaled that of the initial Santa Fe Trail between Franklin, Missouri, and Santa Fe, New Mexico. It is my contention that these roads, sometimes called feeder roads or auxiliary roads, were legitimate sections of the Santa Fe Trail and should be recognized as such. The following information speaks to one such road, the stage route from West Las Animas, Colorado to Trinidad, Colorado. All the material for this article was derived from Morris F. Taylor, *First Mail West: Stagecoach Lines on the Santa Fe Trail* (Albuquerque: University of New Mexico Press, 1971).

As explained in the previous article, during 1870-1871, Santa Fe Trail traffic emanated from the Kansas Pacific railhead at Kit Carson, Colorado, to strike the Bent's Fort Road (Mountain Route) by way of two separate routes, the stage route running due south to Fort Lyon, the freight route running in a southwesterly orientation to Bent's Old Fort. Both mail and freight traffic crossed the Arkansas River five miles west of Bent's Old Fort and proceeded southwest along Timpas Creek 35 miles to the Iron Spring stage station established in 1861. Farther southwest was the Hole-in-the-Rock station established near the now extinct town of Thatcher in 1866 at the head of Timpas Creek. Ten miles farther was the Hole-in-the-Prairie station established in the same year, not far from the town of Model. Beyond Hole-in-the-Prairie was Gray's Ranch where a station was established in 1861 at the confluence of the Purgatoire River and Rito San Lorenzo, 47 miles from Iron Spring. Only four miles distant was Trinidad.

While the freight traffic continued to travel the 91-mile road between Bent's Old Fort and Trinidad, a new stage route was developed in 1871. Beginning at Iron Spring, the road ran eastward to strike Bent Canyon, a tributary of the Purgatoire. A station was established at the juncture of Bent Canyon and Stage Canyon. Farther southwest, a second station was located at Lockwood Canyon; still further another station was established on the W. R. Burns's ranch which came to be called Hogback Station.

The road from Iron Spring was short lived. In 1873, the Kansas Pacific built a spur line from Kit Carson to West Las Animas, a new town five miles west of the original Las Animas near Fort Lyon. While the freight traffic continued to use the Bent's Fort Road through Bent's Old Fort to Trinidad, a new stage road was developed running southwest from West Las Animas which ran parallel to the Purgatoire but far enough to the west to avoid the broken country characteristic of the Purgatoire rim. Twenty miles from West Las Animas was a new station called Alkali; eleven miles farther was the Bent Canyon Station established in 1871. Beyond were the previously mentioned stations, Lockwood Canyon at 12 miles and Hogback Station, 17 more miles. Another fifteen miles brought the road to M.G. Frost's Station, near Hoehne, and finally 13 miles distant was Trinidad.

This stage route of 103 miles remained in operation through 1876 when the Atchison, Topeka and Santa Fe Railroad arrived at Trinidad, and the Southern Overland initiated stage service from Trinidad to Santa Fe. Though the stage route, devoid of freight traffic, was of brief duration, and only accounted for 103 miles, it played a pivotal role in the ever-changing history of the Santa Fe Trail.

### A LETTER OF THANKS

Dear Friends of the Discovery Trails Program,

Some of you are trail companions, many of you are supporters and consultants for the Discovery Trails Program, and all of you are treasured companions in the adventure we've been on for 13 years, conducting teens with visual impairments along the historic western trails, including the Santa Fe Trail.

Now we've reached the end of the trail, sooner than we'd like, forced to halt because federal funds just aren't there and won't be for years to come.

Let me just say one final word of thanks on behalf of the 90 teens and 90 adults who over the past 13 years have traveled nearly 30,000 miles along one of nine western pioneer trails. Your encouragement, support and participation have significantly

changed our lives and warmed our hearts. Thank you!!

—Sister Eleanor Craig, SL

## TRAIL TROUBADOUR

—Traffic in Verse—

Sandra M. Doe, Editor

This column continues "Santa Fe, Santa Fe" by Albert Edmund Trombly. After the buffalo hunt, in Part IV, the travelers hope to rejoice, but their merriment is curtailed because Plains Indians are also hunting on the plains. Here Trombly recreates a plains dark with buffalo: "the dark of the buffaloes/[inverted the light:]The light of the plains like shadow and sun/Under a leafy tree." Uncle Peter tells a tale of being tricked by Indian hunters. The next day the travelers head out for the Arkansas River.

Reaching the crossing of the Arkansas River, the travelers struggle to get mule teams across. They find a water hole and take a dip, and one heckler almost drowns. Readers learn how The Caches got their name, and, preparing to cross the desert, the dreaded *jornada*, traveler McCabe orders every vessel to be filled with water. Tales of water-starved travelers abound. The young narrator of the poem falls asleep looking at the stars: "And the stars moved;/And I saw that they were scouts and the Milky Way/The Trail; and south southwest it swept/Far, far, farther than I could see..."

SANTA FE, SANTA FE

V

With tongues, humps and other succulent  
Cuts we could carry slung from our saddles, leaving  
The rest to wolves and buzzards, we returned to camp  
And found our fellow-hunters' luck had been  
Bountiful as ours. But the feast we planned,  
The evening merriment around the fires,  
Was not to be. Boggs and some of his party  
Riding in had sighted a band of Indians,  
A possible thirty, they thought, hunting they too.  
True they were headed east a mile-and-a-half  
Or two in advance of Boggs's men, and though  
We hardly believed they would turn from the buffaloes

To follow and harry us, we felt they  
knew  
Of our presence, and theirs we would  
not ignore.

Some of the younger bloods were  
skeptical  
Of danger, favored giving another  
day  
To buffalo hunting; but it cooled their  
ardor  
To hear the story uncle Peter told  
Of hunters, years back, tricked and  
robbed  
By Indians. Seeing what they took to  
be  
Buffaloes, they left their horses in a  
wallow  
With one of their number, cautiously  
advanced  
Screened by prairie grasses. Hardly  
started  
They heard a shot behind them, saw  
their horses  
Whisked away before them, found  
their comrade  
Killed and scalped. The buffaloes too  
had gone  
With a rush and a yell, for they were  
mounted Indians  
Disguised in buffalo skins.

I thought of how  
Jean-Pierre and I that very day  
Had left our horses behind us unsus-  
pecting  
Of danger as the men of uncle Peter's  
Story; but Jean-Pierre gave me a look  
I hardly needed and I held my  
tongue.

Long before night the fires were out;  
Wagons formed in a tight corral; the  
cattle  
Driven inside. We decided to double  
the sentries  
And relieve the watch frequently. Ex-  
cited  
More than ever Richards had a plan  
For turning any attack. We let him talk  
And stand not only his own watch  
That night, but share in most of the  
others.

No moon; and thin patchy clouds  
Shut out all but scattered stars.  
An arm's length before you, and  
scarcely that,  
Was all you could see. I remember  
how  
Time and again the sentries

I was one  
Crouched to bring the eye-line closer  
To the ground-level and throw into re-  
lief  
Against the slightly brighter sky any  
Intervening object, possible enemy.  
After the heat of day, cold the night.  
Colder perhaps because anxiety  
Hung over us; although as summer ad-  
vances  
On the plains and rain falls more  
rarely,

Grasses shrivel up, earth cracks,  
Day grows breathlessly hot, and night  
Can chill your very marrow. Colder  
too

That night for the dismal crying of  
wolves.  
The only other sounds were the  
watch's tread  
And the restless stirring of cattle inside  
the corral.

Up with dawn; under way with the  
sun.  
And while we still were watchful, sun-  
light  
And growing warmth restored our gai-  
ety.  
Some of the older plainsmen ban-  
tered Mister,  
Taunted him with having lain awake  
All night with fear. Perhaps he had;  
But so had I, and I wondered what  
others.

Hardly out of camp when we ob-  
served  
Buffaloes all about us; and more and  
more  
As we progressed, until by noon the  
plains  
Were tremulous with them far as the  
eye could see.

The air was hazy with the dust they  
raised  
As they milled about in feeding or  
moved away  
From before us; and their hooves on  
the sun-baked earth  
Rang like far-away thunder.  
I've seen cows driven up from Texas,  
Herds of a thousand, a thousand-five-  
hundred;

Mere patch in the mighty pattern  
stretched  
Before us now; the dark of the buffa-  
loes  
The light of the plains like shadow and  
sun

Under a leafy tree. Not easy  
With buffaloes so numerous that  
even  
The most experienced hunter had  
never seen  
The like and thought he never  
would again;  
And each of us eager to fire, and  
again  
And again seeing an almost irresisti-  
ble  
Shot  
to refrain from shooting; yet we  
must.

We still might meet with Indians to the  
westward  
Of the herds and every man must  
hold his fire,  
Be prepared, alert. Toward evening  
We were leaving the herds behind;  
only stragglers  
A cow with a calf, an aging bull or  
one  
Drunk with water and grass

dotted the plains;  
And reckoning danger past, we de-  
tailed hunters  
To bring us fresh meat.

Barren, sandy,  
Without a stone, without a tiny pebble  
Was the river-bank; and to graze the  
cattle  
On what grass the buffaloes had left  
We pitched camp a half-mile up  
Against a setting-sun broad as the  
head  
Of a buffalo bull and red as the blood  
he spouts  
When a bullet tears his lungs. After the  
heat,  
Anxiety, twenty miles of day,  
It was good to halt, breathe freely  
and rest.  
Buffalo meat a plenty; and how we  
ate!  
And bent on making up for what we'd  
planned  
And missed the night before, we fid-  
dled, sang,  
Matched tale against tall tale  
Until the last of the fires burnt out.  
Tomorrow west, southwest again.  
The Trail...tomorrow...and all going  
well  
Tomorrow night, camp across the Ar-  
kansas.

## VI

Just beyond the Caches where the  
river  
Slants down a notch from the north-  
west  
Before it starts the northeast sweep  
Of its great bow, we crossed. Ford-  
able there;  
No faster than a horse's walking gait,  
Knee-deep, with no perceptible  
banks  
And hardly more than half-a-mile  
across.  
Sandy bed, treacherous in spots  
As we discovered when the first teams  
Faltered, bogged down, and would-  
n't be budged.  
Too late to double the teams; the  
sands  
Were quick, the mules sinking. We un-  
hitched and led them  
Singly across and pulled the wagons  
by hand.  
On our guard then; and the drivers  
plying  
Whips and oaths spared us further  
trouble.  
Never a mule-driver but knows that  
lashes,  
Kicks, tail-twisting are half-measures  
That must be rounded out with  
goddamning.  
And what a ringing gamut! The  
mules know it  
In all its changes, know its domi-  
nant,  
Its harmless rumble and the bolt  
which follows

Its sudden thunder; respond accordingly  
 With flicking lazily their tails and ears  
 Or throwing all their strength into  
 the collars.  
 Past noon by two or three hours.  
 Remaining day and the following  
 morning we gave  
 To rest and preparations. Ahead of us  
 lay  
 Forty or fifty miles of trackless desert.  
 We smoked meat; gathered firewood,  
 For there was a two-day bread supply  
 To bake, and this wants proper fuel.  
 Leaving the river we were leaving  
 wood behind  
 As well as water. Chips there would always be;  
 But chips make a smoldering fire,  
 enough  
 For boiling coffee, not for real cooking.  
 Where first we met the Arkansas, its  
 waters  
 Were palatable, though white as milk  
 With alkali; here they were sweeter,  
 clearer,  
 And large our welcome of them. Soul  
 and body  
 And clothes we washed; and not  
 since home  
 Had we caught such fish.  
 A stone's throw  
 Up from the ford was a pool gouged  
 in the bank  
 When the river ran high, and now it lay  
 Back from the current, deep, still, inviting,  
 A perfect swimming-hole. Mister was  
 there;  
 And much were we surprised to see  
 him swim!  
 With only his shock of wet black hair  
 Showing above the surface he looked  
 like a beaver  
 And swam like one. And now a thing  
 happened  
 That showed how men can be unjust  
 and quite as ready  
 To right the wrong. One of the wagon-  
 drivers  
 Reckon I knew his name but I've  
 forgotten;  
 Down from Kansas with the men  
 we met  
 At Council Grove; large powerful  
 fellow,  
 Nearing forty, something of a bully,  
 I thought, and one of the first to ridicule  
 Mister;  
 Though recently he seemed to  
 have forgotten  
 Or set him down too low for his  
 contempt  
 Never let on he couldn't swim;  
 And no one noticed he was left behind  
 And quite alone, until a cry warned us  
 He was drowning. Before the rest of us  
 Were alive to the danger, Mister was

there,  
 Had caught his man by the hair and  
 towed him in.  
 Likely he'd gone down a time or two  
 Before help came; and judging from  
 the water  
 He fetched with retching, he must  
 have drunk a tubful.  
 Seems he was wading, maybe elbow-  
 deep,  
 When, before he knew what had hap-  
 pened,  
 The bottom went out from under him  
 and he  
 Was gasping for breath.  
 But before we got his story  
 First thing he did soon as he could  
 move  
 Was to shake Mister's hand; and so did  
 we.  
 No taunting of Mister after that.  
 We still called him Mister; but there's a  
 way  
 To say a word and make it mean an-  
 other;  
 And there's a way to say it when it  
 means  
 What it says. We still smiled at his  
 gloves;  
 But truth is we came to like him; found  
 a man  
 Could be a man without resembling  
 us.  
 Argument that night about the  
 Caches,  
 What they were, why the name. And  
 Collins  
 Who had known some of the men  
 concerned  
 Told us the story.  
 Still there those caches;  
 Easy to find, see what they were like  
 Jug-shaped holes you lined and  
 roofed  
 With sticks, grass, hides, anything  
 That kept the moisture out, the  
 contents dry.  
 You had to cover them carefully,  
 sod  
 The surface so it left no trace;  
 Or else the Indians would find them  
 out,  
 Strip them clean.  
 Ten years ago  
 It was when Beard and his friend  
 Chambers  
 Back from a Mexican prison where  
 they spent  
 Years and years for having had the  
 luck  
 To appear in Santa Fe with mer-  
 chandize  
 Every shred of which was confis-  
 cated,  
 When the Mexican government  
 was about as friendly  
 To Americans and goods they were  
 bringing in  
 As a grizzly bear will be to the man

who wounds him  
 Started from St. Louis with a party  
 Late in the year, so late that here at  
 the ford  
 Snows overtook them, drove them for  
 shelter  
 To an island in mid-river where they  
 spent  
 The winter which they themselves sur-  
 vived,  
 But not their mules; all but a few per-  
 ished.  
 So north of the river at a spot they  
 were sure  
 Was safe from rising waters they  
 cached their goods.  
 They bought a fresh supply, returned  
 for their wares  
 And finally got them through to Santa  
 Fe.  
 "Collins's story brings to mind another"  
 Put in McCabe  
 and I have often thought  
 He told it with a purpose. We had  
 orders  
 To fill the water-kegs  
 every wagon  
 Carried one  
 but he, full of experience,  
 Knew that where they found abun-  
 dance, men  
 Could hardly be expected to envis-  
 age want,  
 But must be goaded; and he  
 would do the goading,  
 And more effectively, if covertly.  
 True it is that on the following day  
 He could have spared himself the  
 inspection  
 Usual before the columns started.  
 Not only every keg, but everything  
 That could contain water was brim-  
 ming with it.  
 "The very year of the Beard and  
 Chambers venture,  
 I believe, but earlier, in spring and  
 summer,  
 Another party got as far as this  
 With little trouble; but the next few  
 days  
 Gave them enough to make up for  
 the shortage.  
 The route was new to them, at least  
 the part  
 We're starting on now. By taking it  
 They hoped to cut the journey down,  
 arrive  
 In Santa Fe a couple days sooner.  
 Maybe they had a compass, maybe  
 not,  
 Or only the skies to guide them; but  
 this is certain,  
 For all supply of water, full canteens.  
 After a single day, men and beasts  
 Were frantic with thirst. Men drank the  
 blood  
 Of dogs they killed; cut the ears of  
 mules  
 To suck their blood; and bad grew

worse.  
 Desperate they scattered in small  
 groups  
 In search of water, but never a drop  
 they found  
 Though again and again a false pond  
 Would raise their hopes, lure them on  
 for miles  
 And miles only to mock them in the  
 end.  
 Too weak to get back to the Arkansas  
 They would have died to a man, but  
 some of them  
 Happened upon a buffalo plump  
 With water, killed it, drank from its filthy  
 paunch  
 'Never in all my life,' one of them  
 told  
 'Afterwards, 'have I drunk a sweeter  
 drink'  
 Followed its tracks back to the Cimarron,  
 Which was closer at hand than they  
 suspected,  
 Brought water back and saved their  
 comrades."  
 As I lay waiting for sleep  
 my favorite bed  
 A blanket in a corner of Jean-  
 Pierre's wagon  
 I saw between the wagon seat and  
 top  
 A patch of sky; part of the Milky Way  
 And isolated stars. And the stars  
 moved;  
 And I saw that they were scouts and  
 the Milky Way  
 The Trail; and south southwest it swept  
 Far, far, farther than I could see...  
 Then Jean-Pierre was shaking me, say-  
 ing:  
 "Time to be up, boy; we're under  
 way..."

## THE CACHES -MUSEUM NEWS-

Paula Manini, Editor

This column lists events and news from Trail sites, museums, and related organizations. Please send information following the format below. Be sure to include your address, phone number, and e-mail. The next column will list hours and activities scheduled for June through August. To be included, send information to <paula.manini@chs.state.co.us> by April 15, 2011. Also, please send news and changes regarding e-mail addresses, contact information, and open hours.

**A. R. Mitchell Museum of Western Art**  
 150 East Main St  
 Trinidad CO 81082  
 Telephone: 719-846-4224

E-mail: mitchellmuseum@qwest.net

- Western art by Trinidad native A. R. Mitchell and his friend Harvey

Dunn, plus Hispanic folk art, Indian artifacts, and cowboy gear.

- May 1: Museum opens for the season.
- May 5: "A Celebration of Hispanic Art, Cinco de Mayo Show."
- May 13: Plein Air Poetry Readings.
- May 19: Music by Trinidad musician Sam Bachicha.

### Arrow Rock State Historic Site

Friends of Arrow Rock

PO Box 124

Arrow Rock MO 65320

Telephone: 660-837-3231 or 3330

E-mail: kborgman@iland.net

Websites: www.arrowrock.org;

www.mostateparks.com/arrowrock.htm

- Contact for information.

### Barton County Museum & Village

PO Box 1091

Great Bend KS 67530

Telephone: 620-793-5125

Website: www.bartoncountymuseum.org

- October-April: Tuesday-Friday, 10 a.m.-5 p.m. Call for visiting on weekends and Mondays. Group tours by reservation.
- The site is a Santa Fe National Trail Interpretive Center.

### Bent's Old Fort National Historic Site

35110 Highway 194 East

La Junta CO 81050

Telephone: 719-383-5010

E-mail: rick\_wallner@nps.gov

Website: www.nps.gov/beol

- Hours: 9 a.m.-4:00 p.m. daily. Orientation film and self-guided tours.
- Visit the trade room & bookstore.

### Boggsville Historic Site

PO Box 68

Las Animas CO 81054

Telephone: 719-456-1358

E-mail: boggsville67@yahoo.com

Website: www.bentcounty.org/sitesandcelebrations/historic/htm

- Contact for information.

### Boot Hill Museum

Front Street

Dodge City KS 67801

Telephone: 620-227-8188

E-mail: frontst@pld.com

Website: www.bothill.org

- Boot Hill Cemetery, Boot Hill, & Front Street: Open Monday-Saturday 9:00-5:00 and Sun. 1:00-5:00.
- Santa Fe Trail Ruts nine miles west of Dodge City on US Hwy 400; markers and observation point. Open during daylight hours.

### Cimarron Heritage Center Museum

1300 N Cimarron

PO Box 214

Boise City OK 73933

Telephone: 580-544-3479

E-mail: museum@ptsi.net

Website: www.ptsi.net/users/museum

- Open Monday-Saturday, 10 a.m.-12 p.m. and 1-4 p.m., except major holidays.
- A chapel is available for meetings; special programs, and rental events.

### Cimarron Recreation Area

Cimarron National Grassland

PO Box 300

242 E Highway 56

Elkhart KS 67950

Telephone: 620-697-4621

E-mail: sharilbutler@fs.fed.us

Website: www.fs.fed.us/r2/psicc/cim

- Call or visit the web site.

### Citizens Committee for Historic Preservation

127 Bridge Street

PO Box 728

Las Vegas NM 87701

Telephone: 505-425-8803

E-mail: historic@cybermesa.com

Website: www.lasvegasnmcchp.com

- Call for information.

### Cleveland Roller Mill Historical Museum

PO Box 287

Cleveland NM 87712

Telephone: 575-447-2646

E-mail: dancas@nmmmt.net

Website: angelfire.com/folk/rollermill

- Call for information.

### Coronado Quivira Museum

Rice County Historical Society

105 West Lyon

Lyons KS 67554

Telephone: 620-257-3941

E-mail: cqmuseum@hotmail.com

- Call for information.

### Fort Larned National Historic Site

1767 K-156 Hwy

Larned KS 67550

Telephone: 620-285-6911

Website: www.nps.gov/fols

- Open daily, except major holidays.

### Fort Union National Monument

PO Box 127

Watrous NM 87753

Telephone: 505-425-8025

E-mail: Claudette\_Norman@nps.gov

Website: www.nps.gov/foun

- Open daily except major holidays. Located 8 miles north of Interstate 25 on NM Highway 161.
- Self-guided interpretive trails (1.6 mile and .5 mile) through the ruins. Guided tours by request; groups of ten or more people need advance reservations.

### Friends of Arrow Rock

309 Main

Arrow Rock MO 65320

Telephone: 660-837-3231

E-mail: kborgman@iland.net

Websites: www.friendsar.org; www.arrowrock.org

- Call for information.

### Gas and Historical Museum

**Stevens County Historical Society**

PO Box 87

Hugoton KS 67951

Telephone: 620-544-8751

E-mail: svcomus@pld.com

- Call for information.

**Herzstein Memorial Museum**

**Union County Historical Society**

PO Box 75 (2nd & Walnut Sts.)

Clayton NM 88415

Telephone: 575-374-2977

- Call for information.

**Highway of Legends Scenic & Historic Byway**

PO Box 377

Trinidad CO 81082

Telephone: 719-846-7217

Website: www.sangres.com

- Enjoy spectacular scenery, historic towns, and museums along Highway 12. Stop at Marion and Richard Russell's beloved Stone-wall and the cemetery.

- From Cordova Pass trailhead, hike in the Spanish Peaks Wilderness Area and experience Trail landmarks up close.

**Historic Adobe Museum**

PO Box 909 (300 E Oklahoma)

Ulysses, KS 67880

Telephone: 620-356-3009

E-mail: ulyksmus@pld.com

- Call for information.

**Historic Trinidad**

**City of Trinidad Tourism Board**

PO Box 880

Trinidad, CO 81082

Website: www.historictrinidad.com

- Trinidad's Main Street, on the Santa Fe National Historic Trail Auto Route, offers self-guided walking tours, shopping and dining in an acclaimed national historic district near the Purgatoire River Walk.

- Visit the Loudon-Henritze Archaeology Museum at Trinidad State Junior College. Open 10 a.m.-2 p.m., Monday-Thursday, from January-November.

- Santa Fe Trail Festival, June 10-12

**Jefferson Nat. Expansion Memorial**

11 N Fourth Street

St. Louis, MO 63102

Telephone: 314-655-1631

E-mail: tom\_dewey@partner.nps.gov

Website: www.nps.gov/jeff

- Visit the Gateway Arch, Museum of Westward Expansion, and Old Courthouse. This National Park Service site commemorates St. Louis's role in westward expansion during the 1800s and honors individuals such as Dred and Harriet Scott who sued for their freedom in the Old Courthouse.

- Free ranger-led and special museum programs. Fees charged for the tram ride to the top of the

Gateway Arch and films in the visitor center.

**Kearny County Museum**

111 S Buffalo St

Lakin, KS 67860

Telephone: 620-355-7448

E-mail: kchs@pld.com

- Open Tuesday-Friday, 9 a.m.-12 p.m. and 1-4 p.m., and Sunday 1-4 p.m. Closed major holidays.

- The museum features a Conestoga wagon and attractions from 1872 to the future. The complex also has Lakin's oldest house, a one-room schoolhouse, train depot, 12-sided barn, and a machinery building.

- West of Lakin is Chouteau's Island, Indian Mound, and Bluff Station. Approximately 3 miles east, wagon ruts can be seen at "Charlie's Ruts" site.

**Koshare Museum**

**Otero State Junior College**

115 West 18th Street

La Junta, CO 81050

Telephone: 719-384-4411

Website: www.koshare.org

- Call for information.
- Trading Post: online at website.

**Las Vegas Museum**

727 Grand Ave

Las Vegas NM 87701

Telephone: 505-454-1401, ext. 248

E-mail: lgegick@desertgate.com

- Call for information.

**Morton County Hist. Society Museum**

370 E Highway 56 (PO Box 1248)

Elkhart KS 67950

Telephone: 620-697-2833 or 4390

E-mail: mtcomuseum@elkhart.com

Website: www.mtcoks.com/museum

- Visit this Santa Fe National Historic Trail official interpretive facility, Tuesday-Friday, 1-5 p.m., and weekends by appointment.

**National Frontier Trails Museum**

318 W Pacific St

Independence MO 64050

Telephone: 816-325-7575

E-mail: rwedwards@indepmo.org

Website: frontiertrailsmuseum.org

- Contact museum for information.
- "Tombstone Talks" lectures by John Mark Lambertson, 7 p.m., March 10, April 14, and May 12; \$6 per person per lecture, advance reservations requested.

**Otero Museum**

706 W. Third St.

La Junta, CO 81050

Telephone: 719-384-7500

Cell phone: 719-980-3193

E-mail: oteromuseum@centurytel.net

- Call for information.

**Santa Fe Trail Center Museum & Library**

1349 K-156 Hwy

Larned, KS 67550

Telephone: 620-285-2054

E-mail: museum@santafetrailcenter.org

Website: www.santafetrailcenter.org

- Open Tuesday-Saturday, 9 a.m.-5 p.m.

**Santa Fe Trail Scenic & Historic Byway**

PO Box 118

Trinidad CO 81082

Telephone: 719-846-2396

E-mail: Wyvonne@hughes.net

Website: www.santafetrailco.com

- Follow the Mountain Route from Lamar to Raton Pass to enjoy a variety of historic sites, museums, communities, and special events.

**South Platte Valley Historical Society**

PO Box 633

Fort Lupton CO 80621

Telephone: 303-857-2123

Website: www.spvhs.org

- Call ahead to visit the Donelson Homestead House, 1875 Independence School, and the Fort Lupton Museum. Call for addresses and hours.

**Trinidad History Museum**

(History Colorado)

312 E Main (PO Box 377)

Trinidad CO 81082

Telephone: 719-846-7217

E-mail: paula.manini@chs.state.co.us

Website: www.coloradohistory.org

- Through April 30, the bookstore is open Thursday-Saturday, 10 AM-4 PM.

- May 1-September 30: Baca House, Bloom Mansion, Santa Fe Trail Museum, and Heritage Gardens will be open Monday-Saturday, 10 AM-4 PM; closed state holidays.

- Tourist Information Center and Museum Shop, which features local history books and gifts made in Colorado, have the same hours.

- Groups of 12 or more people by appointment year-round.

**CAMP TALES**

**—CHAPTER REPORTS—**

**Cimarron Cutoff**

President Leon Ellis

PO Box 668

Elkhart KS 67950

(620) 697-2517 (home), -4321 (work)

<mtcomuseum@elkhart.com>

Spring meeting at museum in Elkhart, April 9 at noon; program by Mark Berry, "On the Trail with California Joe." Meal \$10, advance reservations required.

**Wagon Bed Spring**

President Jeff Trotman

PO Box 1005

Ulysses KS 67880

(620) 356-1854

<swpb@pld.com>

No report.

**Heart of the Flint Hills**

President Carole Lovin

7360 Flush Rd



St. George KS 66535  
785-770-0180

No report.

### End of the Trail

La Alcaldesa Pam Najdowski  
1810 Paseo de la Conquistadora  
Santa Fe NM 87501  
(505) 982-1172  
<pamnajdowski@yahoo.net>

On November 20 SFTA President Roger Slusher portrayed James Aull, Lexington, Missouri, trail merchant, for the chapter. It was fascinating to get an idea of the role of the eastern-end merchants as well as hearing of Aull's exciting, but tragic demise when he joined the Trader's Battalion in Mexico during the Mexican War. We recommend that all chapters take the opportunity to hear from James Aull. Manager Joanne VanCoevern also spoke about the Association's plans begun with Harry Myers and herself when she was the SFTA President.

The annual meeting program on January 15 was presented by Mac Watson, architectural conservator. He was instrumental in the restoration of Pigeon's Ranch at the Civil War Glorieta Battlefield site, but for us presented slides of historic and recent photos illustrating the development of the Santa Fe River's water resource.

The spring meeting on March 15 will concentrate on Las Vegas, with local historian Marcus Gottschalk speaking about Hispanic merchants of Las Vegas. We will have a guided tour of the Las Vegas Plaza and the Rough Riders Museum on May 21. The Corazon Chapter invited us to join their "Roundup on the Trail," an all day event at Faye Gaines's Point of Rocks Ranch on Sunday, July 17. That is an event not to be missed!

### Corazón de los Caminos

Paula Steves  
PO Box 2064  
Angel Fire, NM 87710  
575-377-6726  
<elkrun2700@yahoo.com>

It was with great sadness we said "goodbye" to our President Harry Meyers. We are happy, however, to welcome Paula Steves, vice-president to assume those duties.

A schedule of chapter programs follows:

**March 19:** 1 p.m., K-Bobs Steakhouse, Raton, business meeting, speaker Dr. David Sandoval, Colo-

rado State University, "Defending the Empire."

**April 17:** Elida's Restaurant, Springer, program by Doyle Foreman, "XIT Ranch," followed by tour of the Santa Fe Trail Museum in the old Colfax County Courthouse.

**May 21:** Tour of Pecos National Historical Park

**June 25:** Fort Union's Cultural Encounters.

**July 17:** Roundup at Point of Rocks Ranch, with cookout, tour, and program featuring an Apache Indian speaker and musket demonstration.

### Wet/Dry Routes

President David Clapsaddle  
215 Mann  
Larned KS 67550  
(620) 285-3295  
<adsaddle@cox.net>

The chapter winter meeting was held in Kinsley on January 23, with 70 members and guests in attendance. Following a covered dish dinner, the business meeting was conducted. The Faye Anderson Award was presented to Steve Schmidt, President of the Cottonwood Crossing Chapter, by Joan Forrest, daughter of Faye Anderson.

Officers for 2011 were elected as follows: President David Clapsaddle, Vice-President Rosetta Graff; Secretary/Treasurer Merlene Baird; Program Director David Clapsaddle. Reports were given with regard to the chapter's Christmas project at Sibley's Camp and the Little Red House.

The program was presented by Ron Parks, Council Grove. He spoke about the influence of the liquor trade on the Kanza tribe whose reservation was in the Council Grove area.

The Spring meeting is scheduled for April 10, 1:15 p.m. at the Episcopal Church in Larned.

### Dodge City/Fort Dodge/Cimarron

President Jim Sherer  
1908 La Mesa Dr  
Dodge City KS 67801  
(620) 227-7377  
<jim.sherer@yahoo.com>

The chapter met January 23 at the Occident at Boot Hill Museum, with 19 members and guests present. President Sherer introduced Jeff Trotman, Kansas representative on the SFTA board, who extended "hellos" from Association Manager

JoAnn VanCoevern and President Roger Slusher. Jeff reported that updates to the kiosk at the Boot Hill Museum Rut Site are underway. He also informed the chapter he has a PowerPoint presentation about the function of the SFTA Mapping and Marking Committee which he can present as a program at chapter meetings. He reported that Joanne and Greg VanCoevern would like to set up a camp at Fort Dodge during the symposium in September, and they have a number of programs they can do regarding the fort. Also, Jeff has a number of programs he can present at the symposium.

The chapter received the second \$500 (for a total of \$1,000) education grant from SFTA and NPS for brochures that the chapter and Boot Hill Museum completed for the rut site west of Dodge City. Boot Hill Museum paid the remaining costs for the brochures which are now available

The chapter received a \$500 grant from Kansas Travel and Tourism for symposium expenses. Committees for the symposium were announced. Planning for tours to trail sites in the area is underway. Nancy Sherer is working on the quilt to be raffled at the symposium. She is sewing blocks representing each state along the Trail.

Officers were elected for the year: President Jim Sherer, Vice-President Don Wiles, Secretary Kathie Bell, and Treasurer Mike Bell.

Everyone is invited to attend the Dodge City symposium in September.

### Missouri River Outfitters

President Roger Slusher  
1421 South St  
Lexington MO 64067  
(660) 259-2900  
<rslusher@yahoo.com>

The chapter had a good year in 2010 and continues to participate in a variety of Trail-related activities. We are continuing to place limestone posts along our section of the Trail, to work on the Gardner Junction Park, and to get out two brochures this year to guide the public through our area.

On October 14 Roger and Sandy Slusher went to the semi-monthly meeting of the Freedom's Frontier National Heritage Area which was at Butler, MO; this is an effort to

bring attention to and coordinate activities of the area between Lexington, MO, and Lawrence, KS. Emphasis has been on the Civil War, especially with the 150th anniversary commencing, but the group will promote all regional history, including the trails.

The MRO program on the 24th took place at the farm of Jim Noel, a close friend of Brian and Sharon Snyder of Independence who are restoring the Owens-McCoy House there. Jim's grandfather bought their farm from Alexander Majors, and he's convinced that Majors used it as one of his sites for raising and training oxen as well as supplying some of his other needs. One of the most intriguing stories that Jim told was of a man who said he saw ox yokes stacked to the ceiling in an old jack barn that is now gone. Unfortunately, U. S. 50 now runs right through the farm, but there are still foundations and swales that Jim thinks connected to the Shawnee and Santa Fe trails.

On November 12 and January 11, the Old Trails Regional Tourism Partnership held two more leadership training sessions with Roger and Sandy attending. Soon all of the Santa Fe Trail in Missouri, except for the urban areas around Kansas City, will be a state scenic byway with progress continuing on it becoming a National Scenic Byway.

On December 12 the chapter met at the home of Roger and Sandy for a holiday potluck dinner, meeting, and entertainment by Anne Mallinson on the autoharp.

The new year began with a membership meeting and program at the National Frontier Trails Museum. Craig Crease described the life of Independence merchant and trader Samuel Owens. The talk was well attended and well received; Craig hopes to publish it in *Wagon Tracks* soon.

#### Quivira

President Linda Colle  
PO Box 1105  
McPherson KS 67460  
(620) 241-3800  
<blkcolle@swbell.net>

The chapter is in the process of planning the activities for the year. We hope to have the first meeting in February in Little River but the plan is still under construction. As a re-

minder, it is time once again to pay dues which are \$10. Several members have already paid so we appreciate that.

On January 17, President Linda Colle gave a presentation to the Starlight Club in Marquette, Kansas, about "Three Women on the Santa Fe Trail." The talk centered around Mary Donoho, Susan Shelby Magoffin, and Marion Sloan Russell, and for Magoffin and Russell, their impressions of central Kansas as they traveled the Trail. In addition, the group was given information on the Quivira Chapter and the Santa Fe Trail Association and membership information.

The Chapter needs volunteers to help keep the brochure locations stocked, especially at Pawnee Rock and the roadside park east of Great Bend. The information boxes hold about 50 brochures and the Pawnee Rock location was going through this quantity about every two weeks last fall. If anyone is interested in helping, contact Linda Colle.

#### Cottonwood Crossing

President Steve Schmidt  
1120 Cobblestone Ct  
McPherson KS 67460  
(620) 245-0715  
<wfordok@yahoo.com>

No report.

#### Bent's Fort

President Pat Palmer  
PO Box 628  
Lamar CO 81052  
(719) 931-4323  
<gpatpalmer@cminet.net>

On January 19, 43 members met in Las Animas for the chapter's annual meeting. Following a business meeting and catered dinner, members heard two presentations. The first was from Jeff Trotman, chair of the SFTA's Mapping Committee. Trotman demonstrated how mapping programs from Google Earth and the Government Land Office are being used to precisely identify Trail remains and related historic sites. The second program was given by Luella Marlman. Mrs. Marlman spoke about the Santa Fe Trail markers placed along the Trail in the early 1900s by the Daughters of the American Revolution. A total of 36 of these granite markers were placed in Colorado between 1906-1917, and they are still there today to mark the Trail's route.

#### Douglas County

President Roger Boyd  
PO Box 379  
Baldwin City KS 66006  
(785) 594-3172  
<rboyd@bakeru.edu>

No report.

#### JULIUS FROEBEL'S WESTERN TRAVELS, PART V

*[Froebel's narrative of a trip over the Trail in 1852 continues. At this point he is writing about buffalo and other animals along the Trail.]*

I do not know whether the buffalo-wolf is a distinct species; those we saw were white and very large. On the 6th, whilst moving along between Pawnee Fork and Coon Creek, the buffalo herds formed a close line at least eight miles long upon the northern heights. Doubtless this herd, which surrounded up for a week whilst travelling, consisted of millions of animals, and formed one body, journeying along in company. I must, with my own eyes, have seen hundreds of thousands. Further on, after passing through this herd, we found the grass of the prairie cropped closely off, to the great inconvenience of our draught animals. The buffaloes had journeyed along, grazing as they went, and for hundreds of miles farther south the carcasses of these beasts lay scattered about on the plain in such abundance that not a spot was free from the traces of their bones.

During our journey through this buffalo-herd we were of course never in want of fresh meat. In half an hour, or less, an animal could always be procured; and even after having left that part of the prairie where the buffaloes were grazing, our store of fresh meat held out for another week, as in these high and dry regions, especially at that season, fresh meat keeps good for a long time and is at last dried up by the air without being corrupted. Before our buffal-meat was exhausted we fell in with herds of antelopes. Further west, immense flocks of ducks covered every pool in the prairie; and on the Rio Grande we found, in addition, geese, cranes, hares, quails, and other small game, so that our table was always well supplied. During the greatest abundance the flesh of calves and young cows was alone deemed good enough, and of

many slain animals we ate only the tongues and marrowbones. The liver also of young animals is delicious, and the marrow from the leg-bones is one of the greatest delicacies. If the reader desires a characteristic picture of good living in the prairie, let him imagine a troop of travellers seated round a fire of buffalo-dung, upon which a buffalo marrowbone is being roasted. When it is believed to be sufficiently done, the bone is split open with a hatchet and the marrow taken out in a solid lump. In contrast to these delicacies of the wilderness must be placed the flesh of an old bull, which is almost uneatable, and obstinately resists all attempts of cookery to convert it into anything more digestible than a hank of cord. The scene of a tribe of Indians hunting a herd of buffaloes is exciting and wild enough; many travellers have described this, but I had never an opportunity of witnessing one. Buffalo-hunting was pursued on a small scale by our party—I might say, “in detail.” If meat was wanted, a man rode forth into the midst of the herd, with a six-barrelled revolver. The great mass of buffaloes is divided into herds, and these again into bands, each under the guidance of a single bull. The connection of this immense mass is never quite broken up, though the single bands rove about always following their leader independently in a straight line. The hunter selects one of the animals from a troop, and pursues it. Now this part of the herd is set in commotion. All the different troops near immediately begin running in all directions over the plain, always following their leader in a straight line, and leaving their beaten tracks only when compelled to do so; the latter cross each other continually, quite like ordinary footpaths. The issue of the chase depends on the horse and the skill of the rider. The horse is kept on the left side of the buffalo, and the huntsman may approach the animal so closely before firing as almost to touch its shoulder with his pistol. None but a very unskilful huntsman ever expends his six charges without bringing down the animal. I have never seen resistance on the part of the buffalo, nor any combined defence of an attacked troop. I also observed that the whole herd never took other

notice of an enemy in the midst of them than that the nearest bands moved aside. The numerous burrows of the prairie marmot render this chase dangerous, and only a horse accustomed to the ground, especially to buffalo hunting, is recommended to a novice. As I had no such horse, I was prevented taking an active part in the sport. A young man belonging to our caravan, who one day wished to try his luck, rode over a buffalo-calf, and was thrown from his horse, but without incurring any serious injury.

Amongst our muleteers was a Mexican, who had been for about eight years a slave among the Comanches, and went by the name of “Comanche” in the caravan. This man was very skilful in flinging the laso, and caught with it not only several buffalo-calves, but one day a full-grown cow, when, unaided, he threw down the animal and bound its legs. When he announced this feat at the camp I rode back with him to see where the cow lay. After the lad had thrown the laso round the creature’s neck, whilst it stood still resisting its efforts, he rode, continuing to hold the cord tightly, several times round it, and in this manner gradually wound the cord around its legs tighter and tighter, till at last he overthrew the animal with a jerk. He then jumped quickly off his horse, and tied the four legs together with the end of the cord. We killed the animal by a single shot, and “Comanche” immediately began to cut as much flesh from the carcass as we thought needed in the camp, without stopping to skin or clean the beast. As the lad was performing his task with incredible agility, cutting off at every incision several pounds of flesh, he presented a most barbaric appearance: man looked like a wild beast in the spectacle before me. The chief part of the carcass was left to the wolves and vultures, which, as soon as we had left, immediately took possession of their booty.

The place where the buffalo-cow was caught and killed was a large burrow of the sociable prairie marmots, which have very incorrectly been called the prairie dogs. On a level spot of ground where all the vegetation is destroyed, and whose clayey surface is as hard as a barn-floor, rise innumerable heaps of

earth, each with an opening at the top similar to the crater of a volcano: this is the entrance to the dwelling of a marmot-family. A certain number of such families dig their holes near together, and form what is called a prairie-dog village. In many places these villages occur in such numbers (sometimes with a small space between them, at others nearly touching each other) that they spread over hundreds of square miles. The little creatures allow but scanty vegetation to spring up near them, which often exposes the draught cattle of passing caravans to a dangerous want of fodder. This I met with afterwards further south, upon the road from San Antonio to El Paso, where in many places the grass is scanty enough without this additional cause.

The prairie-marmot has often been described by travellers. The idea that these gnawing animals share their dwellings with owls and rattlesnakes had always appeared to me fabulous, until I saw the fact with my own eyes. Not only is it true, but it invariably is the case, without exception. On approaching a marmot-village, the real possessors and builders of the dwellings are everywhere seen popping their heads with curiosity but cautiously out of their holes, or sitting on the heaps of earth near the opening, and those who are away from their burrows immediately run home. Suddenly a whistling call is heard around, and the animals have all at once disappeared: at the same time little owlets, grey-brown, sprinkled with yellowish-white, with soft noiseless plumage, are seen fluttering about from one hole to another. Many fly in to their four-footed companions, while others alight at the entrance and sit with a demure look as if keeping watch over the dwellings. The little bird, whose body is not larger than a turtle-dove’s (its full plumage makes it look much larger), can see perfectly well in broad daylight. It was not till afterwards that I convinced myself of the presence of the third fellow-tenant, nor do I know for a fact whether the rattlesnake is as regular an inhabitant of these marmot-holes as the little owl. I have frequently seen rattlesnakes basking in the sun before the entrances, and coming out of or going into the holes.

The manner in which the snake rewards the hospitality shown to it interested me particularly: it takes upon itself the task of freeing its kind host from a too numerous progeny—a fact of which I was convinced by actually finding a young marmot in the stomach of a rattlesnake, inhabiting a marmot-burrow. Whether it does the same with the owlets, or whether these turn their especial attention to the young rattlesnakes, I cannot say.

It is a remarkable fact that the ground-squirrel, which in a part of the State of California lays waste fields and meadows, also shares its subterranean dwellings with owls and rattlesnakes. There I have much oftener remarked the presence of rattlesnakes than among marmots. The owlet is either the same or a nearly-related species of that which lives with the marmots.

During the last three days of August a hot south wind was blowing. In the night of the 1st of September signs of a change in the wind were perceptible: it lightened in the north under a cloudless sky. Towards morning there were broken clouds, and by noon the north wind set in: from that time we had several very cold nights. No dew had fallen during the south wind; but as soon as the north wind set in, the grass was quite wet in the morning, and my feet became dreadfully benumbed with cold during my night-watch: the howling of the wolves also increased. Later on we were repeatedly exposed anew to a hot south wind, which caused illness among our people. I shall have occasion to notice the sudden change from this American sirocco to an icy north wind.

The 3rd of September brought us to the bank of the Arkansas, at the spot where it reaches the extreme point of its northern bend. In the evening we encamped a few hundred yards from the river on a green sward of buffalo-grass. The shores of the river are composed of clay, as on the Missouri, the Ohio, and the Mississippi: the surface of the water was at that time from four to six feet below the level of the prairie. The shores are undermined by the water and gradually fall away, whilst on the opposite shore of the river sandbanks are formed. The water is clayey, and the bed is composed of

dangerous quicksands, upon which no one can safely stand still long when bathing. At this season the river was fordable at any place. At the foot of the vertical embankments poplars and willows grow here and there. But the prairie extends everywhere to the edge of the embankments, in the sides of which were several wolves' dens very near to us, from out of which we heard a continual howling and whining of the young cubs. At night the noise and howling of the old and young wolves produced a music quite indescribable: wolves and buffaloes were continually crossing the river in our neighbourhood. As long as the plain is covered with buffaloes, the wolves are in no want of food, and some generally accompany the herd in their wanderings. We and our animals had nothing to fear from them; but our stock of meat had to be nightly defended by our dog. Enticed by meat, the wolves, as well as the smaller species, called by the Mexicans the Coyote, approached so near us, that, if the shooting without necessity at night had not been against the rules of travelling, I could every moonlight night have shot one of these animals of prey without rising from my couch. I was told that in Nicaragua the coyotes, when in great numbers, have actually ventured to attack men; but in the prairies I never heard of such an occurrence. Although our mules were in no actual danger from the wolves and coyotes, they were continually disturbed by these nocturnal invaders stealing around us, whose visits may easily be attended by serious consequences.

One night, when encamped on the Arkansas, I was on guard at about a thousand paces from our camp. Near me was a white mule, which always used to graze with its head turned away from the others, and invariably outside the drove of mules, as if it were their sentinel. As I happened to be looking at the animal it suddenly left off grazing, and looked into the darkness in a watchful and wary manner. On a sudden it snorted loudly and made a tremendous bound backwards: the whole drove, consisting of two hundred animals, was simultaneously seized with a like panic, and rushed off at full speed. All this happened so

instantaneously, that before I had recovered from my surprise the sound of their wild flight over the plain was heard receding further and further into the far distance, and I found myself alone in the dark solitude of the prairie. The fires in the camp were extinguished, so that for the moment I knew not whither to turn nor what course to pursue. I soon, however, heard steps close to me, and stumbled upon one of my comrades on guard, then upon a second and third, until I had rejoined the whole body of sentinels, with the exception of a Mexican lad, whose duty it was to lead a bell-mare. In a short time he also was discovered. He had nearly paid the forfeit of his life for a neglect of duty: in order to be able to sleep whilst on guard, he had tied the cord of the bell-mare round his leg, so that when the drove of mules suddenly ran away, he was dragged along with them for some distance. Fortunately the cord got loose and the lad was left lying on the prairie, the only damage done being tattered clothes and some bruises. Meanwhile the camp was astir; the noise made by the mules running away had been heard by our men—some threw themselves on the saddle-horses, which were always tied up to the waggons, and the pursuit of the runaway animals was commenced: fortunately they had stopped at no great distance, and their flight was easily tracked, from the nature of the soil on the banks of the river. In the course of half an hour they were all safely lodged again in the corrals.

What Greek herdsmen used to term "panic terrors" is called by the American waggoners a "stampede," and next to a surprise by the Indians, and a fire in the prairie, this is one of the greatest dangers incurred on a caravan journey through a North-American wilderness. Besides the fear, in such an occurrence, of a man's being run over and trampled to death by the whole drove of animals (comparatively a trifling misfortune), should there be Indians in the neighbourhood the whole drove may be lost; and for this reason predatory Indians seek to occasion a "stampede." The loss of the animals generally includes that of the waggons and property and the ruin of the proprietors, not unfrequently at-

tended by the death of some of the party.

The next day, in passing Jackson's Grove, a few poplars and willows growing on the bank of the Arkansas, we perceived on both sides of the river numerous bands of Indians riding toward us. We were here only a day's journey distant from Fort Atkinson, and had hardly cause to fear any attack from the Indians, whose appearance, moreover, was pacific. We found that these people were Comanches, on their journey east to hunt buffaloes. They inquired eagerly after the direction where the buffaloes were to be found, and about their enemies, the Pawnees, of whom they seemed to be in great dread, and on whose hunting-ground they did not venture to enter.

During the summer there had been in the neighbourhood of the Fort an assembly of Indian tribes, numbering altogether several thousand men, for the purpose of receiving the presents of the Government, which are due to them according to treaty. The Government agent for these tribes had not made his appearance as soon as he was expected, and the Indians had threatened to attack the next caravans if the presents did not arrive soon. The young warriors had been clamouring for the immediate commencement of hostilities, and the interference of the older and more sensible chief alone prevented an outbreak. Under these circumstances it was fortunate for us that a short time before our passing this way the presents had arrived, and had given the greatest satisfaction to

the Indians; having, according to the expressions of the chiefs who visited us, exceeded their expectations. The distribution of these gifts is a wise stroke of policy in the Indian department of the government of Washington, as the savages by these means become gradually dependent on the wants of civilized life.

*(to be continued)*

### NEW SFTA MEMBERS

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

#### LIFE MEMBERSHIP

Nick Cirincione, Keller TX, upgrade to Life Membership

#### INSTITUTIONAL MEMBERSHIP

Arkansas River Coalition, PO Box 3056, Wichita KS 67201

#### PATRON MEMBERSHIP

Mike Rogers, 2121 Rustic Creek Ter, Edmond OK 73013

#### FAMILY MEMBERSHIPS

Robert & Marie Grubb, 4427 Grubb Rd, Odessa MO 64076

Kyle & McKenzie Russell, 10951 W 106 Pl, Westminster CO 80021

Travis & Maggie Russell, 6543 St Vrain Ranch Blvd, Firestone CO 80504

Tyson & Amber Russell, 203 McConnell Ct, Lyons CO 80540

#### INDIVIDUAL MEMBERSHIPS

Richard Heter, 85 NW 2100 Rd, Holden MO 64040

Jean I. Lantis, 2801 Ave A #B, Dodge City KS 67801

Wil Larkin, 293 Mill Stream Way, Williamsburg VA 23085

Elaine Pohlman, 213 E Mulberry,

Dodge City KS 67801  
Alexa Roberts, 35110 Hwy 194 E, La Junta CO 81050  
Michael Romero Taylor, 52 Sunset Rd, Santa Fe NM 87507  
Gus Wegner, 1212 Oxford Terr, Lawrence KS 66049

### TRAIL CALENDAR

Everyone is invited to send notices for this section; provide location, date, time, and activity. This is a quarterly. The next issue should appear in May, so send information for June and later to arrive by April 20, 2011. Other events are listed in chapter reports and The Caches.

**April 1-2, 2011:** SFTA Board meetings, Lexington MO

**Sept. 22-25, 2011:** SFTA Symposium, Dodge City KS.

### FROM THE EDITOR

We enjoyed December in the Florida Keys and appreciate everyone's patience with reduced services from the Last Chance Store during that time. Remember the store is your business, so keep checking at <[www.lastchancestore.org](http://www.lastchancestore.org)>.

Please note request elsewhere in this issue for material for the 25th anniversary edition to come out in August. It will be my last issue as your editor.

Make plans now to be in Dodge City for the 25th-anniversary symposium. The chapter is lining up a great program, and we hope to announce a special surprise in the next issue.

Happy Trails!

—Leo E. Oliva

**Santa Fe Trail Association**  
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**Woodston, KS 67675**

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