James Lass was the clerk in the Post Sutler Store at Fort Larned. In 1865 he wrote in his diary:

Sunday Jan 1, 1865, “Happy New Year”—Very pleasant weather—Tom Fields with [wagon] train came from the west—six men badly wounded by Indians.

Jan 3, 1865, weather is very warm pleasant & Beautiful—have some buffalo robes at home.

Jan 21, 1865, A very cold hard snow storm all day—winds N.E. very hard.

Jan 22, A very cold day—cold north wind—eve, some of the soldiers of Streeter’s escort came in wounded—were attacked by Indians of Friday p.m.—one man killed and scalped—two badly wounded.

Jan 23, 1865, Streeter’s train came back—had to burn one wagon to keep from freezing—Weichselbaum’s teams started for Ogdon—Very cold weather.

Jan 24, Jesse began filling his ice house with very nice ice from Pawnee Fork.

Jan 28, 1865, Plenty of buffalo close to the post this A.M. which looked tall like as trees—effect of mirage.

James Brice, who worked in the mail station wrote:

“In the winter the prairie would be burned for hundreds of miles and looked as black as if an artist had use his brush. When snow covered the ground the prairie and trail looked alike: we would point our wagon tongue in the direction we were going to guide us on the right trail.”

---provided by George Elmore
Chief Ranger, Fort Larned

See more letters “Winter on the Plains” on page 26–27.

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

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

SFTA Board of Directors

President
Larry Justice, President@santafetrail.org, Derby, KS

Vice-President
Larry Short, VP@santafetrail.org, Independence, MO

Secretary
Shirley Couplai, info@santafetrail.org

Treasurer
Ruth Olson Peters, info@santafetrail.org

DIRECTORS
contact at info@santafetrail.org
Linda Colle
Chris Day
Marcia Fox
Karla French
Faye Gaines
LaDonna Hutton
Rich Lawson
Kevin Lindahl
Anne Mallinson
Brian Martin
Davey Mitchell
Linda Peters
Mike Rogers
Sandra Snusher

Publicity Chair
Deb Goodrich

PNTS Representative
Marcia Will-Clifton, PNTS@santafetrail.org

Association Manager
Joanne VanCoevern
785-825-8349 (h), 785-643-7515 (c)
manager@santafetrail.org

Headquarters of the Santa Fe Trail Association is located at the Santa Fe Trail Center, 1349 K-156 Hwy, Larned, KS 67550

Office Manager, Linda Revello
620-285-2054, info@santafetrail.org

Wagon Tracks Editor
Ruth Friesen, 505-681-3026
editor@santafetrail.org

WAGON TRACKS (ISSN 1547-7703) is the official publication of the Santa Fe Trail Association, a nonprofit organization incorporated under the laws of the State of Colorado.

Wagon Tracks, the official publication of the Santa Fe Trail Association (SFTA), publishes well-researched and documented peer-reviewed articles relating to the Santa Fe Trail. Wagon Tracks is published in February, May, August, and November. Deadlines are the 10th of the month prior to publication. Queries are welcome. Complete submission guidelines are posted at www.santafetrail.org. Although the entire issue of Wagon Tracks is copyrighted in the name of the Santa Fe Trail Association, copyright to each article remains in the author’s name. Articles may be edited or abridged at the editor’s discretion.
The Boy Scouts stare down cows on the "Old Santa Fe Trail – Historic Boy Scout Trail." This historic Boy Scout trail, which basically followed the Santa Fe Trail on county roads between Burlingame and Council Grove, Kansas, was used by the Boy Scouts in the 1960s-70s. Read more in Joanne VanCoevern's column on page 5.

Contents

2 On the Cover: Winter at Fort Larned
4 President: As I See It
5 Manager: Joanne's Jottings
6-8 Symposium 2019
9, 11, 12 Trail News
10 DAR Legislation Names Fines

19 Taking the Leap Forward
Rich Lawson

26-27 Winter on the Plains

27 Books: The Chisholm Trail: Joseph McCoy's Great Gamble, Reviewed by Margaret Kraisinger

28-31 Chapter Reports

29 Membership Form

30 Calendar

13-15 SFTA 2018 Hall of Fame Inductees

16-18 Dedication of Marker at Dry Route Crossing of Pawnee Fork and Boyd's Ranch
by Dr. Leo Oliva

20-26 Las Vegas Transformed: Under Military Occupation 1846-1851
by Doyle Daves
As I See It  by Larry Justice, President of SFTA

The Art of Buying In

I always try to get people a different outlook. When you do that, people take ownership of the information. They don’t ever have to reference me because, I’d like to believe as an educator, I’m empowering them to have those thoughts themselves. Neil deGrasse Tyson

A couple of months ago, I lost a good friend. In the same thought, the Santa Fe Trail Association and the Cottonwood Crossing Chapter lost a friend of history and preservation. That friend was Vernon Lohrentz, retired minister and passionate historian. I will cherish the times I drove to North Newton, Kansas, to meet Vernon, and the two of us would drive to Hillsboro for our Cottonwood Crossing board meetings or to Goessel for chapter presentations.

But one encounter takes precedence. Many years ago at the Dodge City Symposium, while staying at the Dodge House Hotel, I sat down with Vernon for breakfast. Being relatively new to SFTA life, I asked Vernon, “How do you define the Santa Fe Trail?” Without hesitation, Vernon responded, “It is like a loosely braided rope. The wagons followed the best route. In wet conditions, the wagons would follow high ground. When it was dry, wagons would be driven closer to water sources like rivers and streams.” I’ve never forgotten that analogy, because it makes sense.

Vernon was a historian. Vernon was a preservationist. But, a more descriptive moniker for Vernon was one who “bought in” to the importance of the Santa Fe Trail for now and the future. The Santa Fe Trail was not just a passing thought. We need more SFTA members like Vernon who “buy in” to preserving, promoting, and protecting the Santa Fe National Historic Trail by investing in educating novices and “experts” about this loosely braided rope.

Under development now is Rock Creek Crossing (RCC). RCC would not be possible without Della Orton, who has “bought in” to the preservation, promotion, and protection of the Santa Fe Trail. Early in the process, Della shared her dream for bringing “busloads of children” to see and experience where the SFT impacted the land and Rock Creek area that has been in her family for decades – places she remembers from when she was a little girl. As a result of that “buy in,” Rock Creek Crossing of the Santa Fe Trail is being developed as a significant jewel. Because of her passion, on June 8 of this year we will dedicate the Rock Creek Crossing where people can walk, see beautiful displays depicting the crossing, and visualize what 19th-century traders saw while traveling the Flint Hills. Therefore, without hesitancy, I say “thank you” to Della for carrying on the vision of preserving, promoting, and protecting the SFNHT.

We need more Vernons and Dellas. In a few months, I will hand the gavel of leadership to the next president of the Santa Fe Trail Association. I encourage each of you to “buy in” to develop, plan, and promote knowledge of the Trail through symposia and conferences and in partnership with Rendezvous. We work to educate children. We are discovering the value of working with colleges and universities. We continue to seek ways to financially impact the life and longevity of the SFTA. And the list goes on.

We continue to travel that “loosely braided rope” by discovering the plethora of varied ways and resources in the ongoing life of the SFTA. Continue to take ownership of the education opportunities available through the SFTA. That is called “buying in.”

From left: SFTA President Larry Justice, landowner Della Orton, and NPS-NTIR Superintendent Aaron Mahr express delight at the April 20, 2018, groundbreaking of the Rock Creek project.

Photo: Joanne VanCouver
Rock Creek Trail Project

In July of 2016, Della Orton, owner of property in Morris County along Rock Creek and the Santa Fe National Historic Trail, attended a meeting held by the Santa Fe Trail Association and the National Park Service – National Trails Intermountain Region (NPS-NTIR) in Council Grove, Kansas. The purpose of that meeting was to discuss the possibility of trying to invigorate the usage of what was known as the “Old Santa Fe Trail – Historic Boy Scout Trail.” This historic Boy Scout trail, which basically followed the Santa Fe Trail on county roads between Burlingame and Council Grove, was used by the Boy Scouts in the 1960s-70s to qualify for the 50-Miler or the Historic Trails Award. In more recent years, the trail has not been used much, and currently there is an initiative to determine if it can be revived to serve once again as a way for Scouts to earn these awards.

During that 2016 meeting, Della approached SFTA and the Heart of the Flint Hills Chapter leaders and said she would like to discuss allowing access to her property located east of Council Grove. Della stated that she would like to allow visitors to experience the prairie first-hand and enjoy the area that the Santa Fe National Historic Trail corridor goes through. She wanted children to be able to run in the prairie and see the wildflowers that, she described, “look just like a painting.” That desire to allow public access to nearly 10 acres of tall grass prairie had only one obstacle—funding to make it happen.

In 2018, SFTA was informed that the National Park Foundation was accepting applications for trail-related projects as part of their celebration of the 50th anniversary of the National Trails System Act. With the help of NPS-NTIR, SFTA applied for funding for a project on the Della Orton property that involved three key components: access (which included the creation of an off-road parking area and a fence to separate livestock from pedestrians); creation of a natural surface pedestrian trail; and interpretation for the site and the area of the Santa Fe National Historic Trail.

SFTA was notified in April 2018 that we were awarded funding for the project, and as a bonus SFTA was offered a chance to apply for an additional “mini-grant” under a new pilot program being offered by the National Park Foundation called “Love Your Park.” After applying for and receiving the additional grant, SFTA and the Heart of the Flint Hills Chapter had the opportunity to add a key fourth component to the project: promotion.

The “Love Your Park” portion of the project provides funding for the Heart of the Flint Hills Chapter to develop a “Traveling Trail Troupe” that will feature a cast of characters from the era of the Santa Fe Trail, 1821-1880. The cast of characters can provide additional interpretation at the Rock Creek Trail site, or they can travel to additional venues to help spread the word about the Rock Creek Trail area and the Santa Fe National Historic Trail. The primary goals of the Traveling Trail Troupe are to: increase awareness of the Rock Creek Trail and the Santa Fe National Historic Trail; engage new users on the trail; educate the public about the historical people associated with the trail and the significance of this trail area; and to help expose the public to information about the tall grass prairie.

The cast of characters will debut at a special opening event at the Rock Creek Trail on June 8, 2019. Plans are still being developed for that special program and “grand opening” of the Rock Creek Trail east of Council Grove. Full details will be available in the next issue of Wagon Tracks, as well as through our e-Blast and Facebook page.
SFTA 2019 Symposium - St. Louis
St. Louis: Gateway to Santa Fe
September 25-28, 2019

Registration will open at 8:00 a.m. every day at Missouri History Museum (MHM), 5700 Lindell Blvd, St. Louis, Missouri

- **Wednesday, Sept. 25: MHM**
  - 9 a.m. – 3 p.m.  SFTA Board of Directors Meeting
  - 5:30 – 7:00 p.m. Kick-back reception at the Drury Hotel at the Arch, if staying there
- **Thursday, Sept. 26: MHM**
  - 9:00-9:30 – Welcome/Introductions
  - 9:30-10:15 – KEYNOTE Speaker Dr. Frances Levine: *St. Louis and Santa Fe Connections through the Eyes of Women*
  - 10:15-10:45 – Break
  - 10:45-11:30 – Speaker Christopher Gordon: *St. Louis 1821-1855 and the Santa Fe Trail*
  - 11:30-12:15 – Lunch: tours, pick up box; or on your own at the MHM restaurant
  - 12:15-12:45 – Load buses
    - Tour to Daniel Boone Home, Ken Kamper will speak at the pavilion
    - Tour to St. Charles, Dorris Keeven-Franke, German/French heritage program
    - Gateway Arch (shuttle service available or walk from your downtown hotel)
  - 6:00 p.m. – Buses return to MHM
- **Thursday, Sept. 26: MHM**
  - noon - 5:00 p.m. – Optional on your own events – Eugenie Webb Maine on the Webb Collection (MHM), Missouri Historical Society Library (show and tell)
  - 6:00-8:00 p.m. – Evening at the Museum (welcome reception, cash bar). MHM
- **Friday, Sept. 27: MHM**
  - 9:00-9:15 – Announcements
  - 9:15-10:00 – Speaker Craig Crease: *French Interest in Developing Trade with Santa Fe, including Bourgmont*
  - 10:00-10:30 – Break
  - 10:30-11:15 – Speaker David Sapp: *The Boone’s Lick Road*
  - 11:30-12:15 – Lunch: tours, pick up box; or on your own at the MHM restaurant
  - 12:15-12:45 – Load buses
    - Tour to Daniel Boone Home, Ken Kamper will speak at the pavilion
    - Tour to St. Charles, Dorris Keeven-Franke, German/French heritage program
    - Gateway Arch (shuttle service available or walk from your downtown hotel)
  - 6:00 p.m. – Buses return to MHM
  - 7:00-10:00 p.m. – Optional river dinner cruise, limit 100, or free evening
- **Saturday, Sept. 28 : MHM**
  - 8:30-10:00 – SFTA General Membership Meeting
  - 10:00-10:15 – Break
  - 10:15-11:00 – Speaker Ruth Friesen: *Views and News of the Santa Fe Trail in Newspapers from St. Louis and Beyond*
  - 11:00-11:45 – Speaker David Sneed: *Wagons of the Santa Fe Trail Manufactured in St. Louis*
  - 11:45-12:45 – Lunch: tours pick up box; or on your own at the MHM restaurant
  - 12:15-12:45 – Load buses
    - Tour Bellefontaine & Calvary Cemeteries, Daniel Fuller will provide narration
    - Gateway Arch (shuttle service available or walk from your downtown hotel)
  - 5:00 p.m. – Buses return to MHM
  - 7:00-10:00 p.m. – Banquet, Awards, and Hall of Fame at the Drury at the Arch. Banquet room overlooks the Arch.
- **Sunday, Sept. 29: – Optional Day for activities on your own: Jefferson Barracks, military museum, river cruise, zoo, Soldiers Memorial Museum, old courthouse**

Hotel Reservations must be made before August 23, 2019, to obtain group rate

- Drury Plaza Hotel St. Louis at the Arch, $179/night, call 800-378-7946, or book online at www.druryhotels.com/bookandstay/newreservation/?groupno=2284548
- Drury Inn & Suites St. Louis Convention, $179/night, call 800-378-7946, or book online at www.druryhotels.com/bookandstay/newreservation/?groupno=2277230
- Drury Inn & Suites St. Louis Forest Park, $179/night, call 800-378-7946, or book online at www.druryhotels.com/bookandstay/newreservation/?groupno=2313010
**REGISTRATION FORM**

25-28 September 2019 – St. Louis, Missouri

(Please Print)

NAME & ADDRESS _________________________________________________________________________________________

Phone # __________________________ E-mail Address ____________________________________________________________

(if we need to verify anything on your registration)

**Registration will open at 8:00 a.m. every day at Missouri History Museum (MHM), 5700 Lindell Blvd, St. Louis, MO**

Wednesday, Sept. 25, MHM, 9 a.m.-3 p.m, SFTA Board of Directors Meeting, contact Joanne VanCoeveren if attending

**FULL Registration** -

<table>
<thead>
<tr>
<th>Person</th>
<th>Member</th>
<th>Non-Member</th>
<th>$100</th>
</tr>
</thead>
<tbody>
<tr>
<td>______</td>
<td>______</td>
<td>______</td>
<td>______</td>
</tr>
</tbody>
</table>

**OR SINGLE DAY** Registration for those unable to attend the full program

<table>
<thead>
<tr>
<th>Day</th>
<th>Person</th>
<th>$50</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thursday</td>
<td>______</td>
<td>______</td>
</tr>
<tr>
<td>Friday</td>
<td>______</td>
<td>______</td>
</tr>
<tr>
<td>Saturday</td>
<td>______</td>
<td>______</td>
</tr>
</tbody>
</table>

**OPTIONAL EVENTS** (no charge):

**Thursday**, noon-5 p.m. – Eugenie Webb Maine – Webb Collection (MHM); Missouri Historical Society Library (show & tell);

6:30-8:00 p.m. – Evening at the Museum (welcome reception), cash bar (MHM)

**SYMPOSIUM EVENTS:**

**Thursday** – 9 a.m.-12:45 p.m. – speakers, pick up lunch, load buses

1-6 p.m. – tours include lunch

- **Daniel Boone Home**
  - ______ persons @$70.00 ea. $ _______
- **St. Charles**
  - ______ persons @$70.00 ea. $ _______
- **Gateway Arch**
  - ______ persons @$40.00 ea.  $ _______

**Friday** – 9 a.m.-12:45 p.m. – speakers, pick up lunch, load buses

1-6 p.m. – tours include lunch

- **Daniel Boone Home**
  - ______ persons @$70.00 ea.  $ _______
- **St. Charles**
  - ______ persons @$70.00 ea.  $ _______
- **Gateway Arch**
  - ______ persons @$40.00 ea.  $ _______

7-10 p.m. – **Skyline Dinner Cruise**, Max. 100 Attendees, First Come

<table>
<thead>
<tr>
<th>Person</th>
<th>$75.00 ea.</th>
</tr>
</thead>
<tbody>
<tr>
<td>______</td>
<td>______</td>
</tr>
</tbody>
</table>

**Saturday** – 8:30-10 a.m. – SFTA General Membership Meeting, MHM

10 a.m.-12:45 p.m. – speakers, pick up lunch, load buses

1-6 p.m. tours include lunch

- **Bellefontaine & Calvary Cemeteries**
  - ______ persons @$40.00 ea.  $ _______
- **Gateway Arch**
  - ______ persons @$40.00 ea.  $ _______

7-10 p.m. – **Banquet & Awards & Hall of Fame Banquet at the Drury at the Arch**, overlooks the Arch

<table>
<thead>
<tr>
<th>Person</th>
<th>$50.00 ea.</th>
</tr>
</thead>
<tbody>
<tr>
<td>______</td>
<td>______</td>
</tr>
</tbody>
</table>

**Lunch choices:**

all days – gluten free wraps ______ vegetable salads ______

Thursday – **sandwiches** ______ turkey ______ ham ______ beef

Friday – **sandwiches** ______ turkey ______ ham ______ beef

Saturday – **sandwiches** ______ turkey ______ ham ______ beef

**Dinner choices:**

Saturday ___ Tenderloin Tips Modega ___ Chicken Spedini

**Grand Total** $ _______

*No refunds for cancellations after 9-1-19*

Mail registration form and check payable to:
Santa Fe Trail Association
1349 K-156 HWY
Larned, KS 67550

To register online and pay by Credit Card (*Deadline 9-10-19*)

Go to: www.santafetrail.org

Then click on: Last Chance Store icon

Electronic registration form available there
**St. Louis History Explored**

*By Deb Goodrich*

In October, I returned to St. Louis to speak before the Civil War Roundtable. It had been several years since my last visit to this august group of scholars. Father Vince Heier (well-known in the history community and especially to those interested in George Armstrong Custer or his fateful last stand) invited me and was my host. Seated next to me at dinner was a lovely woman who quickly became a good friend, Paula Zalar. She took over babysitting me the rest of the trip. As a living history presenter, she is involved with many historic sites in the city and generously shared them with me. It is always more meaningful to have someone who knows the sites well, who can share the stories that bring them to life.

We visited the Chatillon-Demenil Mansion where she has portrayed Marie Antoinette. We discussed the beginnings of St. Louis, those French founders who were trappers and dealers in furs.

Not far away was the Lemp Mansion, haunted they say, by the members of the brewing family who committed suicide there. It is a restaurant and inn now, but hints of its grandeur remain along with its tragic stories and its place in St. Louis history.

We visited the Campbell House downtown. It is simply one of the finest restored mansions I have ever seen. On that particular night, Paula was one of the living historians presenting in the home as Victorian mourning customs were featured. From the coffin in the parlor, to the leeches in an upstairs bedroom, to the local beer served in the carriage house, it was a most memorable evening.

I learned much and met many interesting people.

Among the presenters at the Campbell House was Daniel Fuller from Bellefontaine Cemetery, who talked about the Campbell Family plot and those who rest there. It was a fitting introduction to the incredible cemetery. Before my flight back home, Paula and I spent Saturday morning exploring among the graves. William Clark, Thomas Hart Benton, William Sublette—each marker represented a page of American history.

SFTA secretary Shirley Coupal has been putting together an incredible itinerary for this fall’s conference in St. Louis. I can hardly wait to return. My October trip only served to whet my appetite to dive into the historic feast that is St. Louis. In years past, I have researched there, visited the Arch and the home of Julia Dent Grant’s family, as well as the home of Daniel Boone. Any one of these sites is worth the trip.

As Paula and I toured the homes, strolled the old sidewalks, and searched for grave markers, I was reminded of the interconnectedness of our history—especially that of the trails to the gateway city. St. Louis was the “jumping off place” for so many expeditions and the home of many who financed the treks westward.

It also reminded me that as we look forward to our 2021 events, let’s think outside the box, or rather, off the trail. We tend to see the trail and the related events as having happened on that singular route and forget the side trails that brought goods to points along the trail or the cities to the east awaiting those goods or the profit from the sale of others.

The 200th anniversary is a unique opportunity to share the story of the Santa Fe Trail. We hope to partner with many events already occurring throughout the year, and thus reach new audiences while not competing for audience with other events. Let’s explore the ways we can connect even more locales to the story of the Trail. Let’s find ways to demonstrate that even for towns not physically located on the trail, there is a connection, perhaps a profound one, as is the case with St. Louis.

See the schedule on previous pages and register for what proves to be one of the best conferences. We’ll see you in St. Louis! 🌟

---

**Explore St. Charles during Symposium**

*By Shirley Coupal*

*Les Petites Cotes* (The Little Hills) – St. Charles is celebrating its 250th anniversary in 2019. The town has maintained its historically significant buildings and stone streets. It is a step back in time similar to Williamsburg, Virginia. On the banks of the Missouri River, St. Charles was the first state capitol of Missouri.

Boone’s Lick Trail follows the Missouri River west from St. Charles to Franklin, Missouri, where it becomes the Santa Fe Trail. The Oregon Trail followed the same route to Gardner, Kansas. Main Street of old St. Charles has numerous shops, from antiques to collectibles (spices, chocolates, books) and from casual to fine dining restaurants. A statue of Daniel Boone, who lived near Defiance, Missouri, is on Main Street. To the north end of Main Street is the Frenchtown Heritage Museum and Research Center. A sculpture of Lewis and Clark is in Frontier Park near the replica boat house and museum on Riverside Drive.

2021 SFTA Logo Revealed

By Deb Goodrich

As we look forward to the Santa Fe Trail’s 200th anniversary in 2021, we agreed that a logo for that momentous year was needed for branding purposes. As with so many of our endeavors, this particular task led to a unique, and quite successful, partnership.

Avila University, Kansas City, offers a Senior Studio course that is the capstone experience for all graphic design majors. The course satisfies the university’s requirements for community engagement and service learning by partnering students with “real world” clients. SFTA took advantage of this opportunity by asking the students to submit designs for our 2021 logo.

We think you will agree that the winning graphic combines everything we wanted to communicate—the feel of the Santa Fe Trail as well as the significant dates. The design combines the ubiquitous wagon wheel and reminds us of the constant motion of the Trail’s history. The student who conceived and executed the idea is Sultan Sultan, a native of Saudi Arabia.

Sultan had dreamed of becoming a graphic designer, but educational opportunities in his own country were limited. His wife’s job offered a scholarship opportunity, and the couple came to America—Sultan to Avila and his wife to the University of Missouri-Kansas City.

Sultan completed his BA in graphic design in December and plans to begin his career upon moving back to Saudi Arabia. We are thrilled that the SFTA will benefit from his talent and training, and wish him well as he shares his portfolio with the SFTA 200th anniversary logo prominently displayed.

Boyle Receives SFTA Research Grant

The Scholarly Research Committee was glad to receive four applications by the December 1st deadline. Thus the reviewers (Anne Mallinson, John Richards, and Mary Conrad) definitely had to look closely at the proposals. They selected Susan Calafate Boyle, who wishes to travel to the Rio Grande Historical Collections of New Mexico State University in Las Cruces. Boyle proposes to examine the commercial activities of Nestor Armijo and Martin Amador. These prominent Hispanic merchants operated out of Las Cruces and maintained strong commercial ties with Chihuahua and Durango. Boyle intends to share her research through written articles and by supplying documents and her translations to SFTA.

Information Wanted: Efforts to Save Ruts

SFTA is seeking information or photographs on organizations, groups, and communities who have led efforts to save the history, sites, swales, or ruts of the Santa Fe Trail. We know that there have been events held in conjunction with the Kansas Centennial and the 150th and 175th anniversaries of the Santa Fe Trail. If you have any information, please share that with us at manager@santafetrail.org.

Joy Poole, SFTA Founding Mother, and Leo Oliva, Founding Editor, visited with Marc Simmons in November. Marc is known as the Founding Father of the Santa Fe Trail Association. Marc wanted Association members to know that “Marc Simmons Lives On!” Go visit with him if you are in Albuquerque.
1905 Legislature Names Fines for Moving DAR Santa Fe Trail Markers

by Joanne VanCoevern

As the Santa Fe Trail Association prepares for the 200th anniversary in 2021 of the opening of the Santa Fe Trail to trade by William Becknell, we have an opportunity to take a look at other groups who were instrumental in preserving the history of the Santa Fe Trail. Without a doubt, the history of the Santa Fe Trail and the route it followed could have been lost if it were not for the tremendous efforts of the Daughters of the American Revolution and their project to mark the route of the Santa Fe Trail through Kansas. Past issues of Wagon Tracks have provided details on the ladies who led that effort.

A request for information to Jessa Farmer, Kansas Legislative Research Department, provided the following details concerning HB 486, Marking the Santa Fe Trail:

- January 26, 1905: HB 486 was introduced in the House by Rep. J.T. Pringle.
- The bill was referred to the House Committee on Ways and Means who recommended it be passed.
- The bill was amended in committee, adding 'and other counties' to the end of Section 1.
- The bill passed on the House floor February 24, 1905, by a vote of 89-1.
- The bill was then sent to the Senate where it was referred to the Senate committee on Ways and Means.
- The bill passed out of committee and was passed on the Senate floor on February 27, 1905, by a vote of 24-1 (with 15 Senators absent or not voting).
- On February 28, 1905, the bill was signed by the President and Secretary of the Senate and the Speaker and Chief Clerk of the House and was presented to the Governor.
- It was received and approved by the Governor on March 1, 1905.
- HB 486 took effect on March 7, 1905, when it was published in the official state paper.
- HB 486 is included in Chapter 65 of the 1905 Session Laws.

Of particular interest in HB 486 is Section 5 which states, “Any person who shall destroy, deface, remove or injure the aforesaid monuments shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine of not less than five nor more than one hundred dollars, or by imprisonment in the county jail for a period of not less than thirty nor more than ninety days, or by both such fine and imprisonment at the discretion of the justice.”

Perhaps if this section had been enforced on those who took possession and moved the DAR monuments, fewer of the monuments would have been moved through the years. It is the hope of current DAR members that moved monuments can be identified and returned to their proper location in anticipation of the 200th anniversary of the opening of the Santa Fe Trail. According to Section 5, it appears they have the law on their side. HB 486: Marking the Santa Fe Trail can be found online at: (shortened to) https://bit.ly/2AEndRm

In future Santa Fe Trail Association e-blasts, Pat Traffas, SFTA Board Member and member of the DAR, will be spearheading efforts to supply information about locations, history, and photos of DAR markers along the Santa Fe National Historic Trail.
 Symposium 2021: Supplying Santa Fe was Difficult

By Dotti Russell

It’s not too early to begin making plans to commemorate two hundred years of the Santa Fe Trail at the 2021 Symposium. The event to be held September 22-26, 2021, in La Junta, Colorado, will feature presentations from the early days of the Trail and keeping it alive today and into the future.

Prior to William Becknell’s first steps into Santa Fe in 1821, supplying goods to the region had been a concern of the Spanish government for decades. Since Santa Fe’s founding in 1607, transporting goods from Mexico City or Vera Cruz to Santa Fe was never easy. In 1686¹ a report to the Spanish government considered the establishment of a new trade route from the Espíritu Santo² to Santa Fe in an effort to transport goods faster and more efficiently. The report wrote negatively of the formation of a new trail due to the distance from the port to Santa Fe and the potential of Indian depredations (as was still the situation in the 1800s).

Later in the 1760s, Ignaz Pfefferkorn³, a Jesuit priest from Germany, wrote that the farther a community is from Mexico City, the harder it is to receive supplies. Thus, it appears that outposts such as Santa Fe potentially had to rely on their own ingenuity for survival.

Today one wonders with what awe and relief the residents of Santa Fe would have received William Becknell when he arrived with his goods in mid-November 1821. He must have been well-received, as Becknell returned to Franklin, Missouri, with enough money to pay off his debtors and to make another trading venture to Santa Fe in 1822.

We hope to see you in La Junta, Colorado, in September 2021.

Notes:
² Bahía de Espíritu Santo appears to be in the Houston, Texas, bay area.
³ Pfefferkorn, Ignaz, translated by Theodore E. Treutlein and edited by George P. Hammond, Pfefferkorn’s Description of Sonora, by (The University of New Mexico, Albuquerque) 1949

Damage to SFTDAR markers should be reported to the local DAR chapter if known; or to the state DAR society through their website which should have a “contact” link; or report to Shirley Coupal at scoupal@kc.rr.com. Warning: you may need to look for the “contact” link and even if it says “membership” change the subject line to “DAR Marker” and describe the problem and send.

DAR marker is an image from a post card that Joanne Van-Coevern purchased on eBay. The postcard was originally sold by the Edward County Historical Society (Kinsley, KS).
Partnership for the National Trails System

By Marcia Will-Clifton

Outreach, 50th Anniversary Events

2018 concluded with a thank you letter from Gary Werner, PNTS Executive Director, and Barney Mann, PNTS President-elect, for supporting and celebrating the 50th anniversary of the National Trails System. I wish to add my hearty thank you to all the chapter members, friends, and community support groups that made 2018 such a special year for the Santa Fe National Historic Trail.

February 10-14, 2019, are the dates for the Hike the Hill advocacy events in Washington, D.C. With the government shutdown still in effect at this writing, there are many unanswered questions about our federal partners, funding levels, and trail-related legislation. However, we have some new, exciting representation in Congress from the Trail states of Missouri, Kansas, and Colorado, and I look forward to meeting with these senators and representatives and talking with their staffs about the Santa Fe Trail and the Partnership. In addition, I am serving on an important new sub-committee exploring new National Trail proposals. Conference calls among the sub-committee members prior to Hike the Hill will result in a draft proposal for consideration by the Trail Leaders Council in our business meetings on February 9-10 in Washington, D.C.

The Partnership has introduced a new supporter program to provide annual financial support to the Partnership mission. Similar to the qualified charitable distribution plan that Rich Lawson wrote about in November 2018 Wagon Tracks, the supporter program will help the Partnership continue to build a world-class system of National Scenic and Historic Trails. For more information, please visit the Partnership website: pnts.org.

PNTS Updates from December 2018 e-News, Advocacy

Congress recessed its post-election Lame Duck session without providing permanent funding or authorization for the Land and Water Conservation Fund (LWCF). The Senate did develop an Omnibus Public Lands Bill, including permanent authorization for LWCF which hopefully will be voted on early in the 2019 session and then proceed to the House of Representatives for approval.

Membership Report

By Marcia Fox, Membership Chair

As this issue of Wagon Tracks goes to print, the Santa Fe Trail Association has 380 members. Several new members have been added in recent months. New members from Trail states include New Mexico’s Roseann Maul of Albuquerque; Colorado’s Tom Coffield of La Junta, Amy and Jim Dodson (Southwest Discovered) of Mancos; Oklahoma’s Phyllis Randolph of Noble and new Life Members Richard and Diane Salamon of Tulsa; Kansas’s members from Overland Park include Dr. Ben Black, Gary and Louise Hicks, Joseph Weinrich, Sr., along with Joseph and Mandy Kern of Chase, Steve and Karla Peter of Lyons, John Richards of Baldwin City and Martin Zahn of Wamego; Missouri’s new member is Judy Kane of Independence.

In addition to the new members from the Trail states, we would like to welcome Linda Kao of State College, Pennsylvania, and Tara Keltner of Pettigrew, Arkansas.

The Membership Committee welcomes these new members who will join us in helping the Association to protect and preserve the Santa Fe Trail and to promote awareness of the historical legacy associated with it. We invite you to enjoy the issues of our award-winning Wagon Tracks, become familiar with our website, www.santafetrail.org, and join us on Facebook, Twitter, and the weekly email newsletter. Through these means you will learn more about the Trail, but the best way to appreciate the Trail is to visit it. If it is at all possible for you to venture into one of the Trail states, we encourage you to become involved with the Santa Fe National Historic Trail Geocache. By participating in geocaching, you will have an opportunity to walk in the ruts, visit the historical sites, and soak in the atmosphere of the Trail.

Once again, the Membership Committee welcomes all members to become involved as the Association prepares for the 200th anniversary commemoration of William Becknell’s venture on the Santa Fe Trail.

SFTA 2018 Hall of Fame Inductees

Inducted into the SFTA Hall of Fame at the 2018 Rendezvous in Larned, Kansas, were Patricia Heath, Josephine Louise Barry, Willard Chilcott, George W. Martin, George P. Morehouse, Seth M. Hays, and Richens Lacy “Uncle Dick” Wootton. Information about Patricia Heath appeared in the November 2018 issue of Wagon Tracks, and bios of the remaining inductees are featured on the next three pages.
Josephine Louise Barry was born September 12, 1910, in Keats, Kansas. After receiving her degree in library science from Kansas State University and the University of Illinois, she joined the staff of the Kansas State Historical Society in 1936. Louise was a librarian and indexer at the Kansas State Historical Society from 1936 - 1974. She was a veteran of World War II, serving in the WAVES (Women Accepted for Volunteer Emergency Service, a unit of the U.S. Naval Reserve). She was interested in Kansas history and studied and collected records relating to numerous Kansas and frontier topics.

Barry is best known for her book, *The Beginning of the West: Annals of the Kansas Gateway to the American West, 1540-1854*, published in 1972. The book is an important reference for western research and has received several honors. Her numerous articles pertaining to the Santa Fe Trail continue to serve as references for researchers and historians. Louise was also involved in researching and providing evidence to substantiate the true authors of “Home on the Range,” the Kansas State song.

Louise never married. At some point she contracted tuberculosis. To avoid infecting other staff at the Kansas State Historical Society, she worked at night. Louise died February 27, 1974. She is buried in Sunset Cemetery, Manhattan, Kansas.
Richens Lacy Wootton was born May 6, 1816, in Mecklenberg County, Virginia. He headed west to Independence, Missouri, in 1836. There he took a job with a wagon train run by Bent, St. Vrain & Co., headed for Bent’s Fort in present-day Colorado. Soon thereafter, he became a mountain man, trapping and trading among the American Indians and traveling the West.

By 1840, trapping had become far less profitable and Wootton took a job at Bent’s Fort as a hunter, scout, and freighter. In 1846 during the Mexican-American War, he scouted for the U.S. military.

He briefly operated a buffalo ranch near present-day Pueblo, Colorado, raising both buffalo and cattle. In 1859 Wootton signed the incorporation papers for the city of Denver. In 1866 he settled near Trinidad on land leased from Lucien Maxwell and obtained franchises from the territorial governments of Colorado and New Mexico to build a toll road over Raton Pass, improving 27 miles of the toughest part of the Santa Fe Trail.

He erected a tollgate in front of his house and charged $1.50 for 1 wagon or buggy and 25 cents for a horseman. He always allowed Indians to use the road free of charge. His home also served as a stagecoach stop. The Atchison, Topeka and Santa Fe Railroad bought the right of way from Wootton in 1878 and continued the railroad to Santa Fe in 1880, ending the era of the Santa Fe Trail. “Uncle Dick” died in 1893 in Trinidad, having outlived all but one of his wives and 17 of his 20 children, and is buried in the Catholic Cemetery in Trinidad, Colorado.

The great-grandson of Daniel Boone, and a cousin to Kit Carson, Seth Millington Hays was born on April 23, 1811, in Callaway County, Missouri. In 1847, two Santa Fe Trail traders, Albert G. Boone and James G. Hamilton, established a trading post on the Kaw reservation and placed Hays in charge to build and manage the store. Hays became the first white settler of what would later become Council Grove, in Morris County, Kansas.

Hays built a log cabin on the north side of the old Santa Fe Trail. The cabin served as both a store and a dwelling, which housed Hays and his African-American slave named Sarah Taylor, who was called “Aunt Sally.”

Within five years Seth Hays bought out Boone and Hamilton and traded under his own name. In 1857, he put up a larger building, acquired a business partner, G. M. Simcock, and changed the business name to S.M. Hays & Co. The establishment served citizens as a trading post, restaurant, hotel, courthouse, post office, printing office, and meeting and social hall. In 1863, Simcock estimated that $40 million in freight was hauled in ox-and mule-drawn wagons through the town.

Hays returned to Council Grove in 1865 after three years in Colorado. Simcock moved his business across the street to the building that is known today as the Trowbridge building, and Hays resumed trading in the original store building. That building continues to stand today as the Hays House Restaurant. It is the oldest continuously operating restaurant west of the Mississippi River.

Hays was a prominent leader in Council Grove. In 1870 he started a newspaper, the Council Grove Democrat, as well as the first bank in town. When Sarah “Aunt Sally” died in 1872, Hays had her buried in his lot in Greenwood Cemetery. Blacks were customarily buried in the northwest corner of the cemetery at that time. Hays died on February 3, 1873, and is buried in Greenwood Cemetery.
George Pierson Morehouse 1859 - 1941
*SFTA 2018 Hall of Fame Inductee*

George P. Morehouse was born July 28, 1859, in Decatur, Illinois, to Horace and Lavinia F. (Strong) Morehouse. In 1871, the family moved to Diamond Springs, Morris County, Kansas, and settled on a stock ranch, which Horace had opened.

George Morehouse at a young age was active in politics and early railroad issues, and was a frequent speaker and debater. He attended Albion (New York) Academy, graduating in 1884. He also graduated from the University of New York, where he was elected president and orator of his class. He studied law, but returned to Council Grove to manage the cattle ranch. He continued his legal education in Kansas and was admitted to the bar in 1889.

He was appointed city attorney of Council Grove, serving about six years. Morehouse was also elected county attorney of Morris County. In 1900 Morehouse was elected state senator from Morris, Marion, and Chase counties. He authored legislation to regulate automobiles, and to designate the sunflower as state flower of Kansas. He led a movement to mark the Santa Fe Trail, and delivered addresses for the dedication of historical monuments on the trail.

George Morehouse was involved in the 1907 celebration of the Kaw Treaty Site near Elyria, Kansas, and wrote an article on his experiences of stumbling across the actual treaty in the Kansas State Historical Society (KSHS) files of the Sibley survey, and then giving his interpretation of the location of the Treaty site. He was a president and life member of the KSHS and a contributor to its publications. He joined an effort to preserve the language and history of the Kaw Indians. He belonged to the International Society of Archaeologists, studied the Spanish and French occupation of Kansas, and investigated the genealogy and history of his family. Morehouse died in 1941 in Topeka and is buried in Council Grove, Morris County, Kansas.

George Washington Martin 1841 - 1914
*SFTA 2018 Hall of Fame Inductee*

George Washington Martin was born in Pennsylvania to David and Mary Howell Martin on June 30, 1841. In 1855 his father went to Kansas, taking a claim near Lecompton, Douglas County, and two years later brought his family back with him. In the meantime, George had started working in the printing trade. He continued in this trade in Kansas and finished his apprenticeship in Philadelphia. Returning to Kansas in the early 1860s, he started publishing the Republican newspaper *The Union* in Junction City, Geary County (then called Davis County). In 1888 he went to Kansas City, Kansas, to publish the daily newspaper *The Gazette*.

Martin held numerous public offices, including postmaster, registrar for the Junction City land office, assessor of internal revenue, Junction City mayor, and state printer. In 1863, George Martin married Lydia Coulson in Pottawatomie County. Lydia died in 1900, and Martin married Josephine Blakely in 1901. On March 27, 1914, George Washington Martin died. He is buried in Junction City, Kansas.
Dedication of Marker at Dry Route Crossing of Pawnee Fork and Boyd’s Ranch

By Leo Oliva
Presented September 20, 2018
Larned, Kansas

Welcome to the Dry Route Crossing of the Pawnee [near Larned, Kansas]. We are here to dedicate this new marker erected by the Wet/Dry Routes Chapter of the SFTA, recognizing this important Dry Route Crossing of the Pawnee and Boyd’s Ranch that was on the opposite bank just southwest of the crossing.

Throughout the history of the Santa Fe Trail, stream crossings were the most difficult and challenging physical obstacles for wagons, coaches, and other wheeled vehicles. Finding a safe place with conditions for an easy crossing kept wagon masters and their scouts seeking the best locations to cross streams. Over time there may have been several places used to cross the same stream. This was true of the Pawnee Fork of the Arkansas River.

The earliest crossing appears to have been at the site of present Larned, a crossing that became known as the Wet Route Crossing after crossings farther upstream were established. The Dry Route, which split from the Wet Route after crossing Ash Creek six miles west of Pawnee Rock, was apparently opened in the 1830s when new crossings were established on other streams, including Coon Creek and the Arkansas River. The Wet Route was good during wet weather because the sandy soil near the river was easier for wheeled vehicles than the muddy topsoil farther from the river. During dry periods the sand along the river was difficult to navigate as wheels sank into the loose sand, and the Dry Route was packed and easy to travel.

This point below what became known as Jenkins Hill was an early crossing, and another crossing upstream a short distance was approached by wagons going north of Jenkins Hill and descending to the river. Later there were crossings of the Pawnee close to Fort Larned, one to the east of the post and the other to the west. The first known bridge across the Pawnee was constructed by troops at new Fort Larned during the winter of 1859-1860, when Lieutenant David Bell commanded the new post. That bridge was destroyed by a flood. There may well have been other places that were used to cross this stream from time to time, but we know this crossing and the one upstream a short way were the most-used crossings of the Pawnee over time, especially after mail service was established between Missouri and Santa Fe in 1850 and Fort Larned was established in 1859.

Trading ranches along the historic trail were located at or near stream crossings, usually at points where campgrounds had developed. It was common practice for wagon trains to cross a stream before camping, in case flooding occurred overnight, so campsites grew on both sides of streams. Many trading ranches were on the west side of streams where westbound travelers tended to camp, but the trading ranches at Walnut Creek east of present Great Bend were located on the east bank, as was Fort Zarah, 1864-1869.

The first trading ranch at the Dry Route Crossing of Pawnee Fork was established by Samuel Parker, who had been engaged in the Santa Fe trade, in 1865 at the close of the Civil War. The trading ranch was located just east of the east boundary of the military reservation of Fort Larned and was a place for rest and relaxation of troops in the garrison as well as a stopping place with supplies for trail travelers. Parker apparently did good business here until after General Winfield Scott Hancock captured and burned the Cheyenne and Lakota village on Pawnee Fork, some 32 miles west of Fort Larned in April 1867. Indian raids increased and Parker sold the ranch to partners Fortas and Fletcherfield, who in turn sold it to Christopher Weidner who had previously operated a lime kiln near Topeka.

Parker built a toll bridge over Pawnee Fork a few hundred yards upstream from here where the Dry Route passed north of Jenkins Hill. That bridge was destroyed by Indians in July 1866, at which time Dry Route traffic moved to this crossing below Jenkins Hill. Lieutenant Micah Brown, an engineer with the Hancock Expedition, drew a map showing the crossing here and the location of the bridge that had been destroyed. The ford here was an easier crossing than a ford where the bridge was located.

The Hancock Expedition crossed at this point on April 7, 1867, having camped the previous night at Ash Creek (after crossing there), probably the largest group to pass this site during trail days:

Hancock Expedition to the Plains, 1867
- 7th Cavalry, 8 troops
- 37th Infantry, 7 companies
- 4th Artillery Battalion
  Total: 1400 troops
- Inspector General John Davidson
- Engineer, Lt. Micah Brown
- Commissary supply train: 24 wagons
- Quartermaster supply train: 24 wagons
- Equipment wagons for each troop or company
- Wagon train of pontoon bridges, (estimated 200 teamsters and herders)
- Surgeon Henry Lippincott
- Acting Asst. Surgeon Isaac Coates
- 15 Delaware scouts, led by Fall Leaf
- Scout and Interpreter Edmund Guerrier
- Scouts Bill Hickok, Jack Harvey, and Tom Atkins
- Reporters Theodore Davis and Henry Stanley
It must have taken hours to cross here. They made camp that night southeast of Fort Larned. They did not mention Parker's Ranch but had to have seen it.

Weidner built a bridge at this crossing and was reportedly doing well at his trading ranch until Indians raided in August 1868. A correspondent for the Leavenworth Conservative newspaper reported that Weidner's Ranch was raided by Indians on August 1. He wrote, “the Indians have burned and destroyed a ranch owned by a Mr. C. Weidner, at a point about three miles east of Fort Larned. Mr. Weidner was away at the time the ranch was sacked, . . . [and] it appears the man in whose charge it was left, went to [Fort] Larned, and during the day, and while he was absent, the Indians went to the place, broke it open, and plundered it. They got some whisky which was in the ranch, and held high carnival. Not satisfied, next day they returned and set fire to it.” These were Kiowa raiders and they also burned the bridge. The reporter continued, “Mr. Weidner is a hard-working man, dependent upon his business for the support of his family. He had built a bridge across Pawnee Fork, and had settled down to improve his claim.”

A Topeka newspaper later reported that a teamster had been killed by Indians during the raid on the trading ranch, but no other source confirmed this.

Weidner later filed a claim to the Indian Claims Commission for losses of $2,388.25, but there is no record that he was ever paid any portion of that.

Weidner was in the process of rebuilding his trading ranch when Cheyenne and Arapaho raiders struck on October 2, 1868, stealing seven mules and four horses. Weidner filed a claim for these losses, giving the total value of $1,650. Congress eventually authorized payment of $1,194 in 1873, by which time he was dead.

Weidner was unable to continue with the trading ranch, and he decided to sell. Although he never held title to the land, Weidner sold out to Albert H. Boyd, who rebuilt the trading ranch and operated it until after Fort Larned closed in 1878. Weidner moved to Wichita where he established a brickyard which he operated until his death in late 1872 or early 1873.

Albert Henry Boyd was a Civil War veteran, serving in the 8th Illinois Cavalry, and participated in a number of major battles, including Antietam, Chancellorsville, and Gettysburg. He was often assigned to scouting duties. His enlistment ended before the war was over, and he returned home to Illinois.

In 1864 Boyd came to Kansas and became a civilian employee of the quartermaster department at Fort Leavenworth. He was wagon master for a unit of supply wagons headed to Denver. From there he led a supply train to New Mexico, returned to Denver, led supply wagons to help establish Fort Morgan in Colorado Territory, and returned to Fort Leavenworth. He led supply trains via the Santa Fe Trail to New Mexico. In 1866 he became a partner with a wood contractor for Fort Dodge and was awarded the contract to supply wood to Fort Larned in 1868.

He was well acquainted with the trail, including the trading ranch at Pawnee Fork, and he purchased the ranch from Weidner in late 1868. He established legal title to the quarter-section containing the ranch with a homestead entry and received title in 1874.

Boyd started his tenure in a dugout while constructing the large sod house that became his headquarters, shown on the marker. Other structures also were erected of sod, including the corrals. A visitor in 1872 described the sod house: “the barroom was in the southwest corner, the balance of the west side was partitioned into small rooms in which was a bunk or bed, to accommodate one man. A hall ran through the entire building, and the east side was arranged in a similar manner to the west. Opposite the barroom was a room in which was kept guns and saddles.” The building was a landmark in the area. Boyd built a new toll bridge which was destroyed by a flood soon after it was completed. A Kansas City Daily Journal account of October 5, 1879, reported that the original toll board had been found ten years after high water washed away the bridge in 1869. The rates of toll, still intact on the weathered board, were as follows: “Two horse wagon, loaded, $.35; Four horse wagon,
loaded, $.50; eight horse wagon, loaded, $1.00; four ox wagon, loaded, $.50; twelve ox wagon, loaded, $1.25. Other rates in proportion.”

As David Clapsaddle made clear in his biography of Boyd, the source of information for this sign and my comments, Boyd was an entrepreneur who founded several ventures, including (as the marker says), supplying trail travelers, outfitting hunters, buying buffalo hides and wolf pelts, freighting military supplies to Forts Larned and Dodge, contractor for wood and hay at Fort Larned, cattle ranching, hog raising, grain farming, and his roadhouse that supplied travelers and soldiers from nearby Fort Larned with whiskey, gambling, and prostitutes. One soldier from Fort Larned shot and wounded Boyd because the soldier had contracted VD from one of the prostitutes.

Boyd also invested in similar activities near Fort Dodge. He was an early investor in businesses in Dodge City and Larned when those towns were established with the arrival of the Atchison, Topeka & Santa Fe Railroad in 1872, including hotels, laundry, stables, tannery, drugstore, restaurant, saloon, and billiard hall. He lived for a time in Larned and became the county seat in 1872. His businesses thrived until 1883 when he suffered some financial problems, sold his Dodge City holdings, and moved to Larned. He deeded his ranch, the former trading ranch on the Santa Fe Trail, to the Peoples’ Bank of Larned in 1888. Boyd apparently lived in Dodge City again for a time before moving to Topeka and later Kansas City where he operated a boarding house. A fire destroyed the house in 1911, and Boyd died from burns and smoke inhalation while fighting the fire.

A. H. Boyd did much more than operate a trading ranch here at the Dry Route Crossing of Pawnee Fork on the Santa Fe Trail, but that trading ranch was an important business for the trail and Fort Larned. Boyd was an investor in the region and a community leader who deserves recognition for what he accomplished.

Today we honor A. H. Boyd with the dedication of this marker at Pawnee Fork Crossing where he operated the trading ranch during the final years of the Santa Fe Trail and Fort Larned. We give special thanks to David and Alice Clapsaddle for preserving Boyd’s story and recommending the placement of this marker, to Doug Springer, Ron Van Cleave, and Dan Sanneman, with help from Midwest Energy, who installed this marker which was funded by memorial donations to the chapter in memory of David Clapsaddle. We hereby dedicate this Dry Route Crossing and Boyd’s Ranch marker in memory of all those who traveled the historic trail and passed here and to all those who established trading ranches along the Santa Fe Road, providing services as Boyd and his predecessors provided here. History happened here. May those who stop and read this marker become curious and interested in the historic trail, gain a better appreciation of the westward movement, and seek to better understand the rich heritage of our region and nation.
Taking the Leap Forward

By Rich Lawson
Chair, Special Appeals and Funding

Just a few months ago I made a presentation at one of our SFTA meetings. I offered a look at past history, looked at government support cut from the National Park Service and the trimming of funds to the SFTA, and then asked, “Now what?”

In my assessment of our organization (I think fair and accurate), I concluded we have an organization with great strength. Although numbers are shrinking, we have good members involved with the life of the Santa Fe Trail and its mother organization. We have been fortunate with the team from the National Park Service, which over the many years has sought to aid us in our mission to protect, preserve, and promote the Santa Fe National Historic Trail, and the work done within our local chapters exhibits a zeal and a love to make sure that the Santa Fe Trail lives on.

With the slack in our funding situation, I took a look at how we might set into motion funding options, which would include a broad spectrum of ways to blaze the trail forward. The truth is, there is no easy or quick fix.

While I am in the process of perfecting graphics to use in our future funding programs, we must rely presently on the easiest option—member and board member contributions to the trail. A good funding program requires members to put boots on the ground, and it requires (to the extent that one can) putting our monies into it. Whether cash, securities, wills, insurance policies, trusts, or annuities, there are ways everyone can help. We will explore some of these options in the near future. Watch for informational articles in Wagon Tracks.

At that meeting I suggested that, if you are able, you could make a great start to help shore up our funds shortage by giving a gift of $1,000 a year for the next five years. Believe me, when we approach large organizations for their support they want to see that the membership is on board. I offered to be first with my $1,000 check given at that meeting. I am preparing now to send my second check using a QCD from my IRA plan. You can contribute with check, contribute online through the Last Chance Store, or talk to your investment advisor and CPA about the Qualified Charitable Distribution.

How many of you will help SFTA take the next leap forward?

Yes, I would like to help the Santa Fe Trail Association preserve, protect, and promote the Santa Fe National Historic Trail.

Credit Card: Call 888-321-7341 www.lastchancestore.org. (Ask to make a donation to the SFTA)

Check ___$100 ___$50 ___$25 $____ Other (Mail checks to Santa Fe Trail Association, 1349 K-156 Hwy, Larned, KS 67550)

Name:________________________________________________ Address:________________________________________________

City:________________________ State:____ Zip:____________

Email:_____________________ Phone:____________________

The Santa Fe Trail Association is an exempt organization as described in section 501c3 of the Internal Revenue Code.

An Epitaph for the Santa Fe Trail?

This editorial comment appeared in the Las Vegas Daily Gazette, August 8, 1879. The Atchison, Topeka & Santa Fe Railroad had rolled into Las Vegas on July 4, 1879. Obviously, “Trains” in the notice refers to trains of freight wagons. Otero [NM] was the first AT & SF station north of Las Vegas.

Contributed by Michael Olsen
Las Vegas Transformed: Under Military Occupation - 1846 to 1851

by Doyle Daves

In 1846, General Stephen Watts Kearny and the Army of the West came across the Santa Fe Trail and took control of New Mexico for the United States, which was then in a fever of “manifest destiny.”¹ ² Las Vegas, formally established in 1835 but actually settled in the late 1830s, was specifically sited where the Santa Fe Trail crossed the Gallinas River.³ ⁴ It thus became the first New Mexican town travelers from the east encountered.

Here, General Kearny first claimed New Mexico, and the Las Vegas alcalde (mayor), Juan de Dios Maese, was the first New Mexican to pledge allegiance to the United States.⁵ For five years following the arrival of the American army, Las Vegas was under military occupation. Only in 1851, with the installation of territorial government and the establishment of Fort Union, some 28 miles to the northwest, did the Army leave and Las Vegas regain civilian rule.

The 5-year period of military occupation wrought great changes in Las Vegas as its Hispanic citizens struggled to adapt to American soldiers and merchants and to new legal concepts, and to push back against the pressure of an increasingly dominant American culture. However, despite these difficulties, Las Vegas began an economic diversification and expansion that continued for decades. Las Vegas, as the eastern-most New Mexico town, was ideally situated to take advantage of the massive government freighting and became the leading distribution center of the West.

Las Vegas Before the Army Came

Las Vegas developed quickly. Wilson,⁶ writing in 1880, noted that “1840 seemed to be the starting point of prosperity...[in that year] Las Vegas assumed the appearance of quite an important little settlement....” By this time, buildings enclosed a central plaza, acequias (irrigation ditches) had been built, and crops were cultivated.

Because of Las Vegas’s location as the first New Mexican town encountered by wagon trains from Missouri, it became a transport hub. The Santa Fe Trail trade “was valuable because it helped Las Vegas grow....”⁷ Indeed, “The Santa Fe Trail soon became the economic life blood of Las Vegas.”⁸ “By 1843, Mexican merchants [many based in Las Vegas] dominated the Santa Fe [Trail] trading system.”⁹ This success brought new settlers from older Hispanic centers to Las Vegas. Thus, “the village grew by the accretion of 146 more Mexican families by the time of the American occupation in 1846.”¹⁰

By 1845, a year before the American army arrived, Las Vegas had a population of 1,274 citizens, and by 1850 it had grown to over 1,500.¹¹ Interactions of Las Vegas with American traders resulted in “intercultural flux;” that “created economic and political bonds with the United States and also began the introduction of social changes.”¹² When the Army came, [New Mexico had] “been economically a part of the United States for several years.”¹³ The beginning of economic integration into the American system and the growing sophistication of New Mexicans, many of whom had traveled the Santa Fe Trail to Missouri and often on to eastern cities, was important. It helped New Mexico adapt to the new political reality.

Two political events during Las Vegas’s first decade affected, in quite different ways, townspeople’s responses to the American Army’s arrival in 1846. In 1836, Albino Perez was sent from Mexico City to become the first non-native Governor of New Mexico. In attempting to better align New Mexico with the policies of the new Mexican state, Perez alienated the population by making unpopular appointments and decisions. In 1837, he imposed unprecedented taxes that led to a general revolt. Perez and several other officials were killed and their bodies mutilated. In the beginning, the leading families supported the insurrection; however, they soon came to fear its spread and turned against the rampaging lower class, crushed the rebels, and re-imposed order.”¹⁴

Two aspects of the event are noteworthy. First was the demonstration of mistrust by New Mexicans for the distant and capricious Mexican government which was extremely unstable: between Mexican independence in 1821 and the onset of the Mexican-American War in 1846 there were 32 governmental changes, none by legal processes.¹⁵ Secondly, the crisis laid bare the distrust of the lower classes of New Mexicans by wealthy community leaders (ricos) who had much to lose from social unrest. These factors, the alienation of New Mexicans from a dysfunctional, remote Mexican government and the lack of trust between rich and poor, affected responses when the American Army arrived.

The second noteworthy political event during this time was intervention by the newly created Republic of Texas. Texas was bankrupt and desperate. Its leaders aspired to reroute the Santa Fe Trail through Texas and thus capture the trade. In addition, Texas claimed that its western boundary was the Rio Grande all the way to its headwaters. Thus Texas claimed all of New Mexico east of the river.

With these two factors in mind, in 1841 Texas President Mirabeau Lamar dispatched a small army toward Santa Fe. The poorly-planned expedition was destined to fail. By the time the Texans reached the plains of eastern New Mexico, they were lost, disorganized, and starving. New Mexico Governor General Manuel Armijo easily captured the Texans and marched them,
first to Las Vegas for a victory celebration and then south to Mexico City and prison. Surprisingly, given this disaster, in 1843 another armed group of Texans arrived in New Mexico and attacked the village of Mora 30 miles northwest of Las Vegas. Other Texans harassed wagons on the Santa Fe Trail. As before, these groups were easily defeated.\textsuperscript{16}

**In 1846, the Army Came**

On August 9, 1846, a small advance party of the Army of the West led by Major Philip St. George Cooke, including businessman James Magoffin, arrived at Las Vegas en route to see Governor General Manuel Armijo in Santa Fe. Major Cooke and Magoffin were welcomed by Alcalde Juan de Dios Maese, who was acquainted with Magoffin, a well-established Santa Fe Trail merchant. Dutifully, Maese sent a rider by a shortcut over the mountains to Santa Fe to alert Governor Armijo.\textsuperscript{17}

Almost a week later, on the evening of August 14, General Kearny\textsuperscript{18} arrived with the leading contingent of the army and camped on the plain east of town. The following morning, August 15, Kearny led soldiers into the Las Vegas Plaza. There he met Alcalde Maese; together they climbed onto the roof of Maese’s house on the north side of the Plaza. General Kearny spoke to some 150 assembled men of the town (women and children had fled to the nearby hills for protection), using mountain man Antoine Robideaux as interpreter.

Kearny proclaimed that New Mexico was now part of the United States, that its people were now United States citizens, and vowed to respect their property and religion and to protect them from hostile Indians. Kearny then turned to Alcalde Maese and informed him that he must take an oath of allegiance to support the Constitution of the United States and renounce all loyalty to Mexico. Alcalde Maese did this, thus becoming the first New Mexican to publicly accept the American take-over.\textsuperscript{19} Maese then spoke to his fellow Las Vegans urging them to accept the new government.\textsuperscript{20} Clearly, he had understood that he would be forced to make a choice to either accede or resist. He and other New Mexican leaders had already decided that an American take-over was inevitable and that resistance would cost many lives and be futile. Indeed, Governor Armijo, himself, later noted that “The people [leaders] of New Mexico were generally pro-US.”\textsuperscript{21}

**And Kept Coming**

For logistical reasons, the Army of the West did not travel in a single group but left Fort Leavenworth in units over many weeks. As a result, the army was “strung out over nearly a hundred miles...”\textsuperscript{22} and arrivals in Las Vegas were almost continuous from August to mid-October, allowing the townspeople to recognize just how massive the invasion was. In addition, the traffic afforded opportunities for trading and selling local crops and other products to the passing military.

Following the first contingent of the Army of the West were 300 wagons of traders that had been held up at Bent’s Fort to allow the army to pass. This large commercial caravan and the many associated travelers, including Kentucky belle and newly-married Susan Shelby Magoffin,\textsuperscript{23} passed through Las Vegas on their way to Santa Fe and the Camino Real south to interior Mexican markets.

The Army of the West consisted of four large contingents that traveled the Santa Fe Trail separately. First to arrive in New Mexico was General Kearny with some 600 men – mostly dragoons (mounted infantry), artillery, and scouts. Roughly a month behind were Colonel Alexander Doniphan and 1,000 men of the first regiment of Missouri Volunteers. Then in early October, Colonel Sterling Price arrived with the second regiment of Missouri Volunteer Cavalry. And finally, an unusual military group, the Mormon Battalion\textsuperscript{24} consisting of 543 men, 33 women and 51 children, arrived shortly thereafter.

In addition, “Throughout this campaign, traffic on the Trail was heavy as Missouri teamsters trundled great loads of supplies across the plains.”\textsuperscript{25} These military supply wagons carried food for soldiers and their animals, clothing, bedding, tools, weapons, ammunition, and the myriad other things needed to sustain thousands of people. For decades after 1846, government travel and supplies would dominate traffic on the Santa Fe Trail\textsuperscript{26} and make Las Vegas an important transportation and distribution hub.

**Military Occupation**

Las Vegas and indeed Santa Fe and all of New Mexico chose not to oppose the American army on its arrival,\textsuperscript{27} leading General Kearny to report that New Mexicans were “contented with the change of government.” However, on August 15, when the army left Las Vegas to go on to Santa Fe and establish American control of New Mexico’s capital city, General Kearny “exercised the precaution of leaving a small detachment [of soldiers] in Las Vegas...”\textsuperscript{28} Also immediately after securing control of Santa Fe, he ordered the construction of a fortification (Fort Marcy) on a hill overlooking the Santa Fe plaza. Despite General Kearny’s confidence in the acquiescence of the New Mexican people, he moved quickly to establish secure military control. As a consequence, Las Vegas, for five years from August 1846 until Fort Union was established in the summer of 1851, was the site of an army garrison.

The military presence in Las Vegas and elsewhere in New Mexico served two purposes. The first purpose, un-stated but clearly understood by the people, was to guard against rebellion to reverse the American take-over. The second purpose was to protect New Mexicans from marauding Indians. General Kearny, in his speech to Las Vegans, had said: “From the Mexican government, you have never received
protection,” and promised that: “My government will….keep off the Indi-
ans…. [and] protect your persons and property…..” Among Kearny’s first actions upon assuming control of New Mexico was to send Colonel Alexander Doniphan with troops to “chastise” the Navajos. It took years for the army to bring proper focus to either of these often conflicting tasks.

Pacifying New Mexicans

Precautions like stationing soldiers in Las Vegas and building Fort Marcy make clear that the army was well aware of the underlying animosity of many New Mexicans. The early months of American occupation were tense. Despite the long exposure of Las Vegas to American travelers of the Santa Fe Trail, acceptance of the domineering and belittling attitudes of the occupying force was difficult. It was said of the Missouri volunteers, some of whom were stationed in Las Vegas in early 1847, that they “drank excessively, fought among themselves, attacked citizens, boasted, ravished females, and abused property.” Abrasive interactions between soldiers and citizens “bored the strongest distaste for the United States.” This, together with the natural resentment of the take-over and the language barrier between soldiers and citizens, threatened to erupt into violence.

Lieutenant James W. Abert, passing through Las Vegas on January 2, 1847, noted that: “The Americans here, too [presumably a reference to Santa Fe from which he had just come], seemed anxious about some insurrectionary symptoms which were daily developing.” Soon, major rebellions broke out in Taos and Mora that resulted in much bloodshed and many deaths before they were quelled. Las Vegas might have revolted also; however, many local men, far more than those from Santa Fe or Taos, had traveled the Santa Fe Trail which, if nothing else, allowed them to realize the great disparity in economic and military strength between the United States and Mexico. When townspeople assembled to hear a circular written by Taos rebels, Alcalde Maese “declared against the insurrection” and exhorted his fellow citizens to remain calm. The following day, January 21, 1847, Captain Isaac R. Hendley, aware that insurrectionist sentiment was high, took full control of Las Vegas. Hendley reported to Colonel Sterling Price at Santa Fe, “Every town and village, except this [Las Vegas] (I did not give it time [to rebel]) and Tecolote, have declared in favor of the insurrection.”

Unfortunately, in the summer of 1847, an incident in which soldiers were killed and military supplies stolen brought death and violence to the Las Vegas area. When the revolt at Mora was put down, revolt leader Manuel Cortez and about 200 New Mexicans and Indians escaped. This group, still in revolt, attacked wagon trains and pillaged ranches. In May, Major Benjamin B. Edmondson fought the rebels in the Canadian River Canyon. In June the rebels were in the Las Vegas area. Lieutenant Robert T. Brown and three men, following the trail of stolen horses, were captured and killed by rebels.

What happened next is not completely clear. Major Edmondson traced the thieves to Los Valles, a small community about a dozen miles southeast of Las Vegas in the Gallinas River canyon. There the soldiers fought the rebel group, destroyed much of the village and killed 10 or 12 rebels. Edmondson reported that he took 50 prisoners including Alcalde Juan de Dios Maese of Las Vegas. Almost certainly, Alcalde Maese was not at Los Valles; thus it is probable that some (perhaps many) of those arrested were captured at Las Vegas. Alcalde Maese, despite his public pronouncements of loyalty and repeated efforts to dissuade potential rebels, was always distrusted by the military. He and the other men arrested were taken to Santa Fe where they faced military trials. Six of them were found guilty and executed on August 3, 1847; the others, including Maese, were released.

From this time an uneasy peace prevailed in Las Vegas, although the army never vested trust in Alcalde Maese or the townspeople. Thus, two years later in May of 1849, Captain Henry B. Judd, who had just taken command of Post Las Vegas, ordered martial law “as the Civil Authority is without force” and reported that “Recent disturbances are caused by the same [leading] men who instigated the rebellion of 1847…. The lower classes have been duped and made public tools of the higher.” A month later, Judd reported to Dickerson that ordnance stores were broken into and taken or destroyed and that “detection of robbers is impossible.” Relations between the army and townspeople in Las Vegas remained tense throughout the five-year period of military occupation.

Protecting Against Indian Raids

General Kearny was correct when he stated in his speech at Las Vegas that the Mexican government had never adequately protected New Mexicans from Indian attacks. However, his claim that the American government would protect them was naive. In fact, it took the American army a full 40 years to deliver on the promise made by General Kearny in 1846 to “keep off the Indians.” The problem was enormous. The army, following the Mexican–American War, had about 10,000 officers and men to defend over two million square miles of western mountains, deserts, and plains, inhabited by several times that many hostile Indians. In New Mexico alone, it was estimated that there were 20,000–40,000 Indians threatening the New Mexican residents.

At the time the American army arrived in New Mexico, the Indian menace had been increasing. The worsening conditions have been attributed to the “western movement of Anglo-Americans…[who] were selling guns to Indians who used those guns to take Mexican cattle and sheep to sell to Anglo-Americans for ammunitions.” Las Vegas, located on
the eastern frontier, was hard-pressed to protect its people and property. In 1847 and 1848, estimated losses to ranchers near Las Vegas were 50,000 sheep, 2,000 mules, 3,000 horses, and 23,000 cattle. Along the Santa Fe Trail in the summer of 1847, an army report listed 47 men killed, 330 wagons destroyed, and 6,500 head of stock lost. Most of the losses involved government supply trains. The report further stated that there were “no resting places, depots, or points of security” between Council Grove and Las Vegas, “a bleak stretch of 600 miles.”

Military reports from Post Las Vegas, formally established in 1848, contain many instances of Indian raids resulting in loss of animals and often loss of life. The reports also make clear the frustration of the Army at its inability to stop the attacks. An October 1850 report concluded gloomily “the Army is not able to provide protection, the loyalty of New Mexicans would surely have followed. Failure to do so increased frustration and distrust.

**Five Years of Political Limbo**

Governmental authority in New Mexico was essentially undefined and chaotic during the entire five-year period that Las Vegas was occupied by the American army. Shortly after General Kearny claimed New Mexico, he appointed trader Charles Bent to serve as provisional Governor and also filled other important offices. Almost immediately, President James K. Polk confounded the situation when he commended Kearny on his military success but noted that “he [Kearny] had unquestionably exceeded his authority...” in establishing a civilian government.

After the revolt at Taos in early 1847 when Governor Bent was killed, American authority was restored after several battles and with great loss of life. Colonel Sterling Price then “forcefully asserted that New Mexico's government was in every sense a military one.” Owing to the presence of a local garrison and the efforts of local leaders like Alcalde Maese, Las Vegas remained tense but calm. Despite continuing interference by military authorities, some local government functions continued. In Las Vegas, Alcalde Juan de Dios Mease continued to perform his duties even though he experienced frequent interference. For example, in 1849 for a short time, martial law was imposed in Las Vegas because “the Civil Authority is without force.” And in San Miguel del Bado which General Kearny had recognized as the county seat of San Miguel County, two murder trials resulted in convictions and the perpetrators were hanged.

Even the Treaty of Guadalupe Hidalgo, formally ratified by Mexico and the United States in 1848, failed to bring stable government to New Mexico. In frustration at the failure of Congress to establish a territorial government, political leaders held a formal conference in Santa Fe in September of 1849. Though completely without legal authority, the convention justified its actions, declaring that “The last three years New Mexico has suffered under the paralyzing effects of a government undefined and doubtful in its character, ineffective to protect the rights of the people....in consequence...,industry and enterprise are paralyzed, and discontent and confusion prevail....”

The convention addressed pressing issues and took actions, including sending an unofficial delegate to represent New Mexico in Congress. Still Congress did not act to create the Territory of New Mexico until the following summer, and it was yet another year before a civil government was established. Even after five years of American military control, when civilian government was established, Horn concluded that “The citizens of New Mexico [with no experience of democratic self-government] were totally unprepared for American democracy when James S. Calhoun became the first territorial governor of New Mexico on March 3, 1851.”

**The Transformation of Las Vegas**

Because at its founding in 1835 Las Vegas was the easternmost New Mexican community on the Santa Fe Trail, it was never quite like other New Mexican communities scattered along streams that supplied life-giving water. From the beginning, Las Vegas benefited from the seasonal traffic of the Trail and the opportunities for trade that it afforded. In 1849, in addition to the growing military supply traffic and the usual trade goods arriving, “some 2,500 persons took the Santa Fe route to the California gold fields...” providing additional opportunities for trade.

“In the early years....Las Vegans were content to sell [or more often, trade]....fresh vegetables, fruit, meat, eggs, milk, and cheese.” Recognizing the advantages of obtaining supplies locally, army quartermasters purchased what was available, although they complained of exorbitant prices:
Sheep....sold for $1.50 to $2. Mules reuted to be worth $35 sold for $60 each; oxen 'worth $30 in Missouri' brought $70; and corn to feed them was offered at $3.50 per bushel.... Crushed wheat could be purchased only in limited quantities." Other opportunities emerged: "The caravans began to provide seasonal employment for men as wagon drivers, teamsters, bullwhackers or laborers...." Improving economic opportunities attracted "more affluent [New Mexican] settlers... who brought better farming equipment and herds of sheep and cattle." Also, increasing numbers of these affluent New Mexicans were entering the Santa Fe trade and basing these operations at Las Vegas. By the time the American army arrived in 1846, the economy was diversifying and Las Vegas was growing.

Settlers With Money and Skills Arrive From the East

The 1845 Mexican census did not list any non-New Mexicans as living in Las Vegas. It is not clear why this is so as, already, Las Vegas had attracted a few new settlers. Missourian Levi J. Keithley arrived in 1837, just as Las Vegas was beginning to develop; by 1842 Keithley had established a grist mill and small trading post. In 1841, the Donaldson brothers, Julian and Antonio, arrived and established a bathhouse at the hot springs north of the settlement. Hermann von Grolman from the Grand Duchy of Hesse probably arrived by 1846 and quickly began to acquire property and establish business interests.

The arrival of the American army brought dramatic change to the town and greatly increased its complexity both socially and economically. Most obvious was the presence of American soldiers in town—usually about 100 but sometimes as many as 200. The increased travel to and through Las Vegas created much new economic activity. New army-related activities included a wagon repair facility and a commissary, both established in 1846.

Dr. John M. Whitlock, who arrived with the Army of the West, and businessman James N. Broadwell built a sawmill north of town in 1849. Another new business was Las Vegas's first hotel, managed by New Yorker Lucy Hatch. Newcomers established enterprises not seen before in Las Vegas.

American and European settlers who followed the Army saw opportunity and streamed into Las Vegas—there were probably about 900 such settlers by 1851. Many brought ideas, mercantile talents, professional contacts, and financial resources not yet present in New Mexico. They saw opportunities unrecognized by locals and infused ideas, energy, and money into the local economy. Within a few years, most business in Las Vegas was controlled by newcomers; the majority of buildings facing the Plaza were owned by them. They quickly made Las Vegas an important commercial center rivaling, if not exceeding, Santa Fe.

These newcomers to Las Vegas quickly came to dominate the business of the community, repeating a pattern seen in many places around the world and in many times in history. Thomas Sowell, who has studied the role of "middleman minorities," i.e. merchants, transporters, deal-makers, etc., has stated that "middleman minorities have dominated local commerce in particular regions." This is certainly what happened in Las Vegas following the opening of the Santa Fe Trail and the American occupation. Fray Angelico Chavez, noting that New Mexicans had become well acquainted with Anglo-Americans and their habits, reported that astute leaders "knowing how certain resident Americanos showed more vim and know-how in civic and economic enterprise, rightly feared that under United States rule, the newcomers would make themselves masters of their land in every way."

As New Mexico leaders anticipated, the Anglo-Americans brought much positive change, including better equipment, improved infrastructure, and higher living standards, but also brought new cultural expectations. As Sowell has documented for many places and times, such change inevitably breeds envy of visible newcomer success and resentment of real or perceived opportunity loss by the majority population. Sowell also notes that the cultural and inter-group tensions associated with such change can linger for generations or even centuries.

Las Vegas: Aftereffects

During the first five years of the American era, Las Vegas was transformed, probably more than even Santa Fe, particularly with respect to economic diversification and growth. In succeeding years, the dynamism established during this time would take Las Vegas to new heights. In the coming decades, Las Vegas would become among the most important transportation centers of the entire West.

When the Santa Fe Trail ended with the coming of the railroad in 1879, Las Vegas had a second economic boost as people and goods could move more freely and cheaply. However, in time, the center of railroad activity in New Mexico moved south to less mountainous regions (Albuquerque, Belen) and the merchants of Las Vegas followed for improved opportunity. Unfortunately, the entrepreneurial spirit brought by newcomers did not adequately transfer to those who remained in Las Vegas.

Enrique Lamadrid summed up New Mexico's history this way: "New Mexico began as a celebrated mission colony... and is now a prosperous military colony of the United States." Certainly, Las Vegas became a prosperous center during the last half of the nineteenth century, primarily owing to the huge influx of dollars spent in New Mexico by the military during its forty-year effort to make the West safe for American development. As Lamadrid noted, governmental
largess, principally military, continues to be a major factor in the New Mexico economy. However, the focus has shifted to other regions, such as Albuquerque and Los Alamos: Las Vegas has not continued to benefit.

Equally pertinent, Lamadrid speaks of the cultural challenges faced by New Mexicans to adapt to the multicultural reality that began with the entrada in 1598 and took on great complexity with the opening of the Santa Fe Trail and the coming of the Anglo-Americans. Lamadrid laments that, even today, for many Hispanic New Mexicans, “Cultural resistance becomes a survival strategy. We live between languages and cultures in asymmetrical relations of wealth and power.” Thus, almost two centuries after the Anglo-Americans came, Las Vegas, and indeed the American Southwest, continues to struggle with cultural accommodations that seem to remain ever elusive.

Notes

15. Groom, Kearny’s March: The Epic Creation of the American West, 1846-1847, 43.
18. As the Army reached Las Vegas, couriers from Fort Leavenworth brought official notification that Kearny had been promoted to Brigadier General: Groom, Kearny’s March: The Epic Creation of the American West, 1846-1847, 93.
26. For a detailed description of the efforts of the army to meet the overwhelming challenge to supply troops in New Mexico, see Wyman, The Military Phase of Santa Fe Freighting, 1846-1865, 415-428.
27. For 150 years the “bloodless conquest” of New Mexico was attributed to cowardice shown by Governor General Manuel Armijo. However, recent scholarship makes clear that Armijo realized he had little support from leaders and acted prudently in facing a hopeless situation. See Saffell, ‘A Reexamination of the Bloodless Conquest’ of Santa Fe,” New Mexico Historical Review, 91 (Summer 2016) 295, and Paul Kraemer, “The Rehabilitation of Governor Manuel Armijo,” La Cronica de Nuevo Mexico, 89 (Summer 2011), 4.
34. James W. Goodrich, “Revolt at Mora, 1847,” New Mexico Historical Review, 47 (January 1972), 49-60.
Winter on the Plains

Manhattan Kansas Dec 18 1865

Dear wife & Children

We are Still coming as fast as circumstances will permit. We have had a cold stormy time snow deep yet to night we are 2/3 of the distance from Larnard to Leavensworth. this morning we left Ft Riley behind (with no regret however) & we shall not probably see the old stars & stripes floating in the breezes again until we arrive at Leavensworth which will take about 6 days. you may judge something of the weather. ther was about 1 foot of snow on the ground when we left Larned & no road & for 3 or 4 days they had to detail men to go

headed of the teems to shovel out the bad drifts until we met other teems now the road is quite good.

But the weather has been extremely cold. we have been out 12 days & there has been but two that has thawed any on the South sides of the buildings & some have been extreme cold. nearly 1/4 of our men have frozen themselves & some quite severely have left 2 behind from the affects & others keep along with the train by riding, none of the men from our vicinity have frozen. I have not suffered much with the cold. have slept in the tent every night & have always slept warm. So do not worry. I think you had better not write any more letters to me until you hear

from me again as I shall be in Leavensworth and perhaps on the road to Wis ere you get this. I will write again from Leavensworth. I cannot write much more this time as the tent is cold & it is getting late. will write more when the (?) presents. I hope soon to be private property instead of Gov goods.

from your affectionate husband & Father John Morrill

19th have made nearly 20 miles more we shall soon get into America
The Chisholm Trail, Joseph McCoy’s Great Gamble


**Reviewed by Margaret Kraisinger**

With the 150th anniversary of the Chisholm Trail in 2017, it is not surprising that several historians, over the past two years, have again revisited this cattle trail. Thus, reading the title of Dr. Sherow’s book, I immediately assumed that this was another book about that legendary trail and the genius who made it happen.

Professor Sherow, being an environmental and agricultural historian, has a two-fold focus. One is to discuss and illustrate that the ecosystems of the Great Plains were undergoing a dramatic change in the latter 19th-century because of cattle trails, the vanishing Indian way of life, encroaching homesteaders/farmers, and the railroads. On page 318, he states: “I argue that the trail was a transitional ecosystem bridging the wild grasslands managed and shaped by Indians, and the Euro-American farming landscape dominated by domesticated grasses such as wheat, oats, and sorghum.” The cattle trail that led into Abilene was a transitional ecosystem that connected to a “transfer site” at Abilene, Kansas, that led to another trail that was “fueled by stored solar energy coal.” (40)

Sherow’s second goal is to present the Illinois-cattle promoter Joseph G. McCoy as a gambler who invested in the trail-driving and cattle-shipping industry in Kansas and lost.

To advance his foremost focus, Sherow fully discusses the ecosystem of the Plains, its grasses, water, rainfall, climate, prairie fires, and the severe blizzard of 1871-72, and carries it forward to include the “humans as keystone species whose cultures” shaped the ecosystems and eventually changed the American Plains. He uses narratives from trail drivers, who endured the severe elements and encountered fellow humans along the way, to show the effects of or, in some cases, the devastation by these elements.

The Chisholm Trail, however, should not have been part of this scenario. One cattle trail, that later became known as the Chisholm Trail, lasted only a brief time in Oklahoma and Kansas. The primary sources that Sherow uses to illustrate his ecology of the plains refer to four different cattle trail systems over a two-decade period, 1866-1886. Thus, an uninformed or novice reader of cattle trails will assume that the author, because of the book’s title, is giving accounts from off the Chisholm Trail, but, in actuality, many of the testimonies come before and after the Chisholm Trail existed or before and after Abilene was an active terminal. But Dr. Sherow believes that “…the routes and names of various cattle trails that in common usage have been subsumed by one name: the Chisholm Trail.” (294) In this day and age, that paradigm has been proven ill-advised. If Dr. Sherow would have followed the outline of the book’s title, the text would have covered fewer than nine years of history.

**continued next page**

---

Fort Leavensworth KS Dec 25 /65

Dear wife & Children

I wish you A merry Christmas. we are here all safe & Sound. Started from Larned Dec 7th and arrived here about noon to day. we had a cold time most of the way. yesterday & to day it has thawed so as to make it quite muddy as there is but little snow here. but when we started from Larned there was 8 or 10 inches of snow no road &c verry cold. I understand that the mercury was down to 16 to 22 most of the time on the first half of our march & a verry cold high wind which made it verry uncomformable. indeed nearly 1/4 of the men froze themselves some & some quite bad & when I look back it is a wonder that some of them did not perrish. I have heard them tell of storms on the Plains but now I can realize what they be but we are here safe & Sound. I looked upon Leavensworth this morning verry much as I imagin the children of Israel looked over into the promised land. But there yet a land to reach but the hardest portion of the Journey is performed. It is now understood that we shall muster out Wednesday if so shall not remain here long. you had better direct your next to Madison WIs. as I am in hopes they will hurry us home. The men from our vicinity are well. I found 2 letters here for me directed to Larnerd was glad to find them but they were rather Old. I presume there are several others floating around for me. Am in hopes to be with you soon Providence permitting so we can address our language to each other verbally instead of by the silent pen. I am in hopes we shall reach Wis about Jan 1st if we are mustered out so as to leave here the last of this week. I shall not write you again until we arrive at Madison. If you have had proportionally cold weather up there I hardly Know how you live. should thought you would all have perrished. I am in the Christian commission rooms writing where paper free that is the reason of my having a sheet of this description. shall not write only a few lines to let you know that we are coming & all well

From your affectionate Husband & Father John Morrill
Chapter Reports

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

TO CONTACT CHAPTER PRESIDENTS, PLEASE EMAIL THEM AT info@santafetrail.org.

**Missouri River Outfitters**
Independence, MO
President Larry Short

2018 was a very successful year for MRO. Our goal was to complete our Santa Fe National Historic Trail Route sign plans. The Santa Fe National Trail Historic Route is now signed from Arrow Rock, Missouri, to Gardner Junction in Kansas. The remaining signs in the plans are on MODOT- and KDOT-controlled right-of-way, and we are hopeful that the National Park Service will soon reach an agreement with the Federal Highway Department as to the dimensions and font size for the SFT signs so that they can be installed by MODOT and KDOT.

Among the highlights for 2018 were our National Trails Day event that we held on June 2, 2018, at the Lone Elm Campground historic site in Olathe, Kansas. This event is held annually as a joint effort between MRO/SFTA, the Trails Head Chapter of OCTA, and the Kansas City Area Historic Trails Association (KCAHTA). This year we were proud to have John Cannella present to represent the National Park Service Intermountain Region out of Santa Fe, New Mexico. Another highlight of the year was our annual Holiday Luncheon on December 1, 2018, which we held at Ophelia’s on the Square in Independence.

MRO will continue its mission to protect, preserve, and promote the Santa Fe National Historic Trail in 2019 and beyond.

Dr. Sherow’s book will remain in my library because of its impressive research and fresh information about cattle trails of Oklahoma and Kansas, even though it is not another book about the Chisholm Trail.

*Dr. Sherow’s book will remain in my library because of its impressive research and fresh information about cattle trails of Oklahoma and Kansas, even though it is not another book about the Chisholm Trail.*

**Letter to the Editor:**

As mentioned in his bio at the end of the article "Business Techniques in the Santa Fe Trade" in the November 2018 *Wagon Tracks,* Atherton also wrote the book *The Frontier Merchant in Mid-America,* which I highly recommend. It was recommended to me by the late Roger Slusher. Copies are available at ABEBooks.com.

--Steve Schmidt
SFTA Annual Membership January 1, 2019 to December 31, 2019

Name(s) _______________________________   □ Life $1000, payable over 4 years
Address ___________________________________________   □ Patron $100/year
City _______________________ State _______ Zip ___________   □ Family $65/year
Phone _______________ Email ____________________________   □ Individual $50/year
□ New member   □ Renewing member   □ Youth (18 and under) $5/year
I am a member of the following chapter (s) _____________________ □ Non-profit Institution $65/year
________________________________________________________  □ Business $65/year
I’d like to make a donation to assist the SFTA with programs and events.  □ $50 □ $100     Other  $________
I’d like to donate to the Junior Wagon Master Fund.      □ $50 □ $100     Other  $________
I’d like to donate to the Marker Fund.      □ $50 □ $100     Other  $________

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

TOTAL ENCLOSED ___________________
Make checks payable to Santa Fe Trail Association

Mail to Ruth Olson Peters, Treasurer, Santa Fe Trail Center, 1349 K-156 Hwy, Larned, KS 67550
Renew by mailing using the above form or renew online at www.santafetrail.org
If you have renewed your membership, pass the form along to a friend or colleague.

Chapter Reports

James Leiker from Johnson County Community College. His presentation is entitled “Voices from a Disease Frontier: Kansas Cholera Epidemic of 1867.” This is the same enlightening presentation he made at the Rendezvous last September. We hope you can join us for this event. For any questions contact chapter president Roger Boyd at rboyd@bakeru.edu or PO Box 379, Baldwin City, KS 66006.

Heart of the Flint Hills
Council Grove, KS
President Sharon Haun

The date is set. It will happen! On June 8th, we will have the opening of the newest Santa Fe Trail site, the Rock Creek Crossing, in eastern Morris County, 6 miles east of the Rendezvous site at Council Grove. Planning is in process for a great event. We are so proud of our very own member, Della Orton, for making her dream come true; to have this very significant Santa Fe Trail site, which is located on her property, available to the public. It will be a very special day for Della, the Heart of the Flint Hills Chapter, and Council Grove.

Another special project has spun off from the anticipation of the public access to Rock Creek Crossing; a traveling troupe of actors, each in the character of a famous SFT person who traveled the SFT. Twelve thespians are researching their characters and will soon be entertaining visitors to the special event at the crossing, as well as other events in Council Grove and along the trail. Maybe at the next event you attend in the Heart of the Flint Hills, you will encounter George Sibley, or Josiah Gregg; meet Susan Shelby Magoffin or Seth Hays on the streets of Council Grove; or have a conversation with Kittie Hays or Eliza Huffaker. And when you meet William Becknell, he will be happy to entertain you with his experiences on the trail. See you at the Rock Creek Crossing on June 8th.

Cottonwood Crossing
McPherson, KS
President Steve Schmidt

We are saddened to report that Vernon Paul Lohrentz, 87, passed on October 13, 2018, at his home in North Newton, Kansas. Vernon served as pastor at several Mennonite churches in Kansas, Oklahoma, Montana, and South Dakota.

Vernon was a charter member of the Cottonwood Crossing Chapter, serving on the board of directors of the chapter and holding several offices including several terms as president. He also served on the board of directors of the Santa Fe Trail Association. He was an avid reader and loved history, and spent many hours exploring and researching the Santa Fe Trail. He was preceded in death by his wife, Luella.

In other (happier) news, the chapter recently received a substantial cash donation from Enel Green Power North America, the owner and operator of the 300 MW Diamond Vista Wind Farm in northern Marion County, Kansas. That project is nearing completion. The funds will be used to construct an informational kiosk about the wind energy project, the Santa Fe Trail, and how the chapter and Tradewind Energy/Enel worked together to protect the trail in Marion County, Kansas. A sincere thank you to Enel for sponsoring a trail related kiosk project.
Quivira
McPherson, KS
President Linda Colle

The chapter has received two quotes for the purchase of the signs and hardware for the Little Arkansas sign project. The government shutdown has slowed the process but we anticipate that the signs will be ordered shortly. To complete the project, aside from the installation, we plan to order and install a site identification sign for the Camp Grierson Station Little Arkansas site, so we need to work on that as well.

The chapter is lining up several programs for the year. We plan to have programs, at a minimum, in McPherson, Lindsborg, Lyons, and Great Bend this year. The chapter has once again been invited to attend the Inman Historical Society annual meeting on Tuesday, April 23, at 6:30 p.m., with a speaker to be determined. We have joined them for the past three years and enjoy working with them, including our tour in 2018 during the Inman Santa Fe Days.

Wet/Dry Routes
Great Bend, KS
President George Elmore

The Wet/Dry Chapter fall meeting was held on October 21 in the fellowship hall at the First Presbyterian Church in Larned, with a home-style meal served by the church ladies. After the meal, Cara Seats presented a program on a National Park Service Story Map project for sites around Fort Larned. The winter meeting on January 20 was a catered meal, followed by Juti Winchester giving a program about the Arizona Territorial governor's party. The spring program is going to be in Larned, most likely on April 28. We are already looking forward to the program that will be presented by Dr. Oliva. It will about Simon Bolivar Buckner and the letters he wrote in 1851-52 traveling the trail from Fort Leavenworth to Fort Atkins. If your chapter would like to join us for the April meeting, we would welcome a joint meeting. It promises to be an informative program.

The hallmarks of the Wet/Dry meetings are great food and programs that will give you up-to-date insight about the Trail history that happened right here. When you think about it, you can get goose bumps standing in the actual ruts made by the Santa Fe Trail wagons over 150 years ago. Speaking of being where history was made, the Wet/Dry and the Dodge City/Fort Dodge/Cimarron are in the process of marking the Coon Creek site where Corporal Herron's heroic action in 1868 earned him the Medal of Honor.

Every chapter is blessed to have local experts and background material we can learn from. There is just no substitute for being on the actual site, and the fact that history happened right at that spot. We try, through our programs and trail makers, to make history come alive for our members and the public to experience.

Dodge City/Fort Dodge/Cimarron
Dodge City, KS
President Bill Bunyan

The chapter met for our fall meeting on Sunday, December 2nd at the Occident at Boot Hill. After our traditional fried chicken dinner with the side dishes supplied by chapter members, President Bill Bunyan talked about all the chapter had accomplished since we held the 2011 Symposium. The chapter has erected 13 storyboards and three post markers in our two-county area and restored the Chilton Park monument, all paid for with donations, memorials, and grants. A job well-done, thanks to so many generous members.

Thursday, December 13th the chapter along with members of the Dodge City Chapter of the Western Cattle Trail Association celebrated Christmas at our annual party at the Cowtown Restaurant. Susan Bunyan supplied the table favors. Thirty-two members enjoyed the evening with Troy Robinson's program on his special western spur collection.

Our winter meeting will be Sunday, February 17, at 1:00 p.m. at the Occident. After our fried chicken dinner and election of officers, President Bill Bunyan will present a program about George “Hoodoo” Brown and his account from the Kansas Historical Collections of 1926-28. George Brown was a true westerner, a buffalo hunter, cowboy, freighter on the trail and an Army scout. We will hear his account of his time as an Army scout, when the Northern Cheyenne broke away from their Oklahoma reservation.

Our latest storyboard is progressing. This storyboard will be about a battle on Coon Creek in eastern Ford County where a wood-cutting detail from Fort Dodge was attacked by a large group of Indians. The couriers Paddy Boyle and Leander Herron came upon the battle scene, and Boyle went back to Fort Dodge for help, and Leander Herron got into the fight. Herron later received the Medal of Honor for his actions.

The storyboard is a joint project for the Wet/Dry Chapter and our chapter. Dr. Leo Oliva will write the text, and the storyboard will be placed next to a limestone marker and plaque on 125 Road in Spearville Township by the Coon Creek site. The Spearville Township board has given us permission to place the storyboard. We will have a joint meeting in June to dedicate the storyboard. We will also apply for a Mariah Fund grant to help pay for this project.

Wagon Bed Spring
Lakin, KS
President Linda Peters

Cimarron Cutoff
Elkhart, KS
President Jay Williams

I want to thank Ruth Friesen for taking the great photos at the 50th anniversary celebration that are in the November issue of Wagon Tracks. Tom Everitt is planning to ride the SFT this summer, and plans to be in our area around the first of September. Tom has been in contact with some of our chapter members to gain some knowledge about our area. Larry Justice
has been contacted by a Boy Scout troop in Canyon, Texas, wanting information about camping along the trail. We will be glad to help them in any way we can. Our next chapter meeting will be in Elkhart sometime in April.

**Bent’s Fort**
Lamar, CO
President Kevin Lindahl

Happy New Year, everyone! 2019 promises to be a great year with the Bent’s Fort Chapter. The chapter closed the year very strong. At our last meeting of the year, we said our best wishes (not goodbyes) to a couple of our members, Alexa Roberts and Rick Wallner. These two individuals have been prominent in the progress and development of outstanding programs and projects at Bents Old Fort, Sand Creek Massacre Site, Bents New Fort, and Capulin gave an informative presentation for our November education meeting. In December, the board met to plan 2019 activities, treks, and speakers.

Some wonderful events are planned for 2019. For example, at our January 11 annual meeting, we enjoyed a wonderful presentation from Michael Schaubs, a re-enactor and history buff, on the experiences of a company trader with Bent and Saint Vrain Company on the Colorado plains. Other activities we have planned this year include an overnight trek in June to the Taos area, exploring the Ghost Ranch and Abiquiú. And, of course, we are all looking forward to the trek to St. Louis for the 2019 Santa Fe Trail Symposium. Come along whenever you can. You won’t regret it.

On a sad note, the chapter said goodbye to long-time chapter member Barbara Oringderff, who passed away Saturday, December 29, 2018. She was co-owner and editor of *Territorial Magazine*, and co-owner of New West Travel, Inc. Barbara was a well-known historian and author. She was a strong supporter of the Santa Fe Trail Association and the Bent’s Fort Chapter. She will be missed.

**Corazon de los Caminos**
Cimarron, NM
President Doyle Daves

The chapter met in Springer on January 12 to establish a schedule of events for 2019 and to hear a talk by Rudy Laumbach, “My Five Ancestors on the Santa Fe Trail.” The 2019 schedule of events is:

- **February 9:** Springer, Elida’s Cafe, 10:30 AM, Business Meeting, Consideration of bylaw changes.
- **March 9:** Cimarron, Tour, National Scout Museum, Dennis and Gladys Schneider, organizers; details to be determined.
- **April 13:** Tour, Santa Fe Trail Route, Las Vegas to Bernal. Rudy Laumbach and Doyle Daves, organizers.
- **May 11:** Visit, Point of Rocks (Colfax County), Faye Gaines, organizer.
- **June 8:** Tour, San Miguel del Bado and nearby sights, Rudy Laumbach and Doyle Daves, organizers.
- **July 13:** Cimarron, Saint James Hotel, lunch, talk by Steve Zimmer, tour Old Mill, Dennis Schneider, organizer.
- **August (date not set):** Joint with Bent’s Fort Chapter, Tour of Johnson Mesa and Mancos Burro Pass, Abby Reaves, organizer.
- **September 14:** Fort Union and Santa Fe Trail ruts, etc., organizer not determined.
- **October 19:** Joint with Bent’s Fort Chapter, Tour of Sand Creek Massacre Site.
- **November 9:** Raton, Annual Meeting, Raton Museum Tour, Peggy Ferguson, organizer, details to be determined.

**End of the Trail**
Santa Fe, NM
President Joy Poole

Programs:
“*The Impact of Diseases on the Trail*” presentation by chapter vice-president, Kermit Hill. January 19, 2019, 1:30 – 3:30 p.m.

“*The Abreus of New Mexico*” presentation by Jim Abreu, great-grandson of Jesus and Petra Abreu. March 16, 2019, 1:30 – 3:30 p.m.

In Memoriam

Pat Kuhloff, a long-time member of the End of Trail chapter and SFTA, passed away November 27, 2018. She partnered with Pam Najdowski to host the Three Trails Symposium in Santa Fe in 2015, and hosted an Old Spanish Trail Conference in Santa Fe in 2008. In addition to being the president of the Salida del Sol chapter of the Old Spanish Trail Association since 2000, Pat also was a docent at El Rancho de las Golondrinas, and was a walking tour guide for several groups including the Palace of the Governors and La Fonda Historical Tours.

Pat was a tireless promoter of the Old Spanish Trail, and its relationship to other historic trails. Working with the National Park Service and partner organizations, Pat initiated the marking of the OST in the Santa Fe area, as well as from Blanco to Aztec, New Mexico. In all, she gave 29 years of volunteer time to historical and cultural organizations in New Mexico.

April 10 is the submission deadline for the May issue of *Wagon Tracks.*
EVENTS

February 9: Springer, NM. Corazon de los Caminos Chapter business meeting.

February 17: Dodge City, KS. Dodge City/Fort Dodge/Cimarron Chapter winter meeting. Bill Bunyan, “George Hoodoo Brown.”

February 24: Baldwin City, KS. Douglas County Chapter annual dinner. Dr. James Leiker, “Voices from a Disease Frontier: Kansas Cholera Epidemic of 1867.”

March 9: Cimarron, NM. Corazon de los Caminos Chapter. Tour of National Scout Museum.


March 22-23: Las Vegas, NM. SFTA / NPS Workshop and SFTA board meeting.

April 6: Independence, MO. MRO Chapter membership meeting.

April 10: Wagon Tracks submission deadline for May issue.

April 23: Inman, KS. Quivira Chapter joint meeting with Inman Historical Society.

April 28: Larned, KS. Wet/Dry Route Chapter spring program. Dr. Leo Oliva, “Simon Bolivar Buckner.”

May 11: Las Vegas, NM. Corazon de los Caminos Chapter. Tour of Santa Fe Trail Route.

June 1: Arrow Rock, MO. MRO Chapter National Trails Day.

June 8: Council Grove, KS. Opening of Rock Creek Trail.

August 23: Last date for St. Louis hotel reservations to get room block price

September 25: St. Louis, MO. SFTA board meeting.

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

April 17-18, 2020: Location TBD. SFTA / NPS Workshop and SFTA board meeting.

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

April 16-17, 2021: Location TBD. SFTA / NPS Workshop and SFTA board meeting.


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

For information on Fort activities: See www.nps.gov/planyourvisit/event-search.htm. See also www.santafetrail.org for more details.