

PLEASE JOIN US

Corazón de los Caminos Chapter
Membership form

Name(s):

Address:

City, State, Zip:

Telephone:

E-mail:

New: _____ Renewal: _____ Year: _____

Individual \$10

Family \$15

Friend \$25

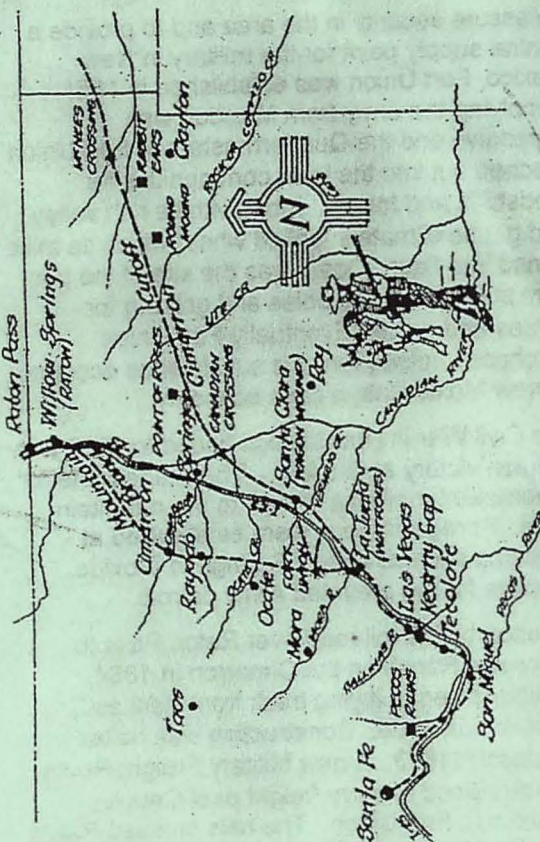
Business \$50

Philanthropic \$100

Memberships expire on December 31.

Please mail completed form or a copy with your
check, payable to Corazón de los Caminos, to:

Peggy Ferguson, Treasurer
Corazón de los Caminos
HC 63 Box 502, Raton, NM 87740
575-445-5242



Map of the Mountain Route and Cimarron Route by
Jac Coté

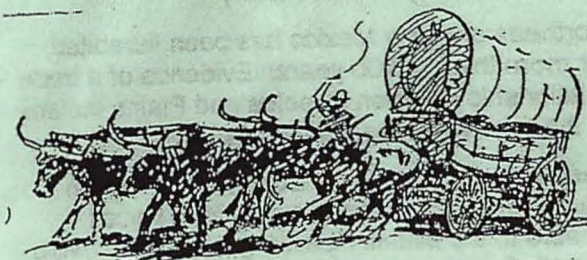
The Santa Fe Trail Association encourages all
chapter members to join the parent
organization.

Individual: \$25.00

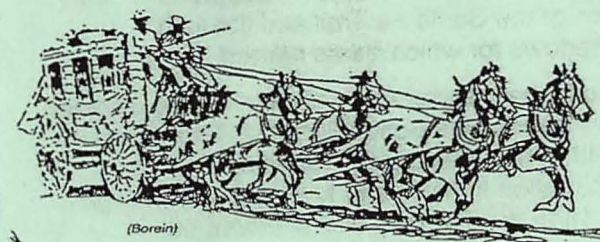
To: Treasurer, SFTA, c/o Santa Fe Trail Center,
1349 K-156 Hwy, Larned, KS 67550.

See: www.santafetrail.org.

Corazón de los Caminos



Heart Of The Trails Chapter
of the
Santa Fe Trail Association



(Borein)

The Santa Fe Trail Association (SFTA) is a non-profit organization established in 1986 to promote public awareness of the historic Santa Fe Trail, which began in 1821 as a commercial trade route between Missouri in the United States and New Mexico, a northern province of Mexico, until it was occupied by the United States in 1846. The trail was replaced by the railroad in 1880.

A Brief History

Northeastern New Mexico has been inhabited for more than 10,000 years. Evidence of a trade relationship between Pueblos and Plains Indians in the area exists as early as 1200 B.C.

Less than 50 years after Columbus landed in the New World, Coronado traveled from Pecos Pueblo to the plains. Following the 1680 Pueblo Revolt, Spanish expeditions led by Vargas, Ulbarri, Hurtado, Valverde, and Villasur explored the plains east of the Sangre de Cristos. They noted the Jicarilla Indian villages in the vicinity of Cimarron. In 1739 the French Mallet expedition entered Santa Fe from Illinois. All foreigners who came to New Mexico for trade were jailed.

Tired of the Spanish Commercial Monopoly's meager supply of very expensive goods, Mexico revolted against Spain and achieved independence in 1821. That same year Missourian William Becknell and five others were met just south of Las Vegas by Captain Don Pedro Ignacio Gallego and over 400 troops. Becknell was sent to Mexican Governor Melgares in Santa Fe. Starved for goods, New Mexico welcomed the traders, joined in the trade and by the 1840s played a significant role. Las Vegas became the last town eastward in 1835, born of the Santa Fe Trail and the lush meadows for which it was named.

The United States Army, led by Kearny, invaded New Mexico via Bent's Fort and Raton Pass in 1846. New Mexicans revolted against the occupation in Mora and towns near Las Vegas. By 1849 the Territory was subdued but

encroachment onto Indian lands enraged the Native Americans. That year the J. M. White party was killed near Point of Rocks. In 1850 ten men of the mail train were killed at Wagon Mound.

To assure security in the area and to provide a central supply point for the military in New Mexico, Fort Union was established in 1851. Supplying the army from Missouri was expensive and the Quartermasters at Fort Union reached out into the local communities for foodstuffs and forage. Mora with its rich valley and gentle climate supplied wheat which its mills turned into flour. Ocate was the site of the post farm supplying vegetables and grazing for horses and cattle. Eventually Fort Union purchases helped turn the subsistence economy of New Mexico into a cash economy.

The Civil War in New Mexico ended in 1862 with a Union victory at Glorieta. The Stage route for government mail was shifted to the mountain route. Forage stations were established at locations such as Willow Springs to provide supplies for the mounted Army patrols.

Wootton built a toll road over Raton Pass to Maxwell's Ranch on the Cimarron in 1864. Railroads began laying track from Kansas City westward in 1866. Construction was halted in Granada in 1873. A new Military Freight Route was designed to carry freight past Capulin Volcano to Fort Union. The rails crossed Raton Pass 1879 and reached Santa Fe (Lamy) in 1880, ending the era of wagon traffic.

Historic sites along some 300 miles within the Chapter's area include Tecolote, Las Vegas, Loma Parda, Fort Union, Ocaté Crossing, Rayado, Cimarron, Raton Pass, Wagon Mound, Springer, the Rock Crossing of the Canadian River, and Point of Rocks.

Remnants of the Trail may be seen from Interstate 25 between Wagon Mound and Las Vegas, and along NM 21, US 64, and US 56. Portions still used confirm that, "The Trail lives on."

Corazón de los Caminos Chapter

The Corazón de los Caminos chapter meets monthly March through November for field trips, lectures, and special access to wagon swales on private land. Our membership begins at \$10. You will meet some interesting people, get a little exercise, see some beautiful country, and learn a lot about the historic Santa Fe Trail in northeastern New Mexico from *antlopes to zaguans*.

For information about the Chapter and its meetings, please contact:

President Dennis Schneider, 575-376-2527

Or Tom Ferguson, 575-445-5242

The Santa Fe Trail Association

Santa Fe Trail Center
1349 K-156 Hwy, Larned, KS 67550.
620-285-2054
www.santafetrail.org

National SFTA Membership begins at \$25 for individuals, which includes the outstanding quarterly magazine, *Wagon Tracks*.

Congress declared the route a National Historic Trail in 1987. www.nps.gov/safe.

Other informative websites include the Santa Fe Trail National Scenic Byway:
www.santafetrailnm.org,

www.nenewmexico.com,

www.nps.gov/foun [Fort Union], and

www.nps.gov/peco [Pecos].

The SFTA Last Chance Store stocks numerous books and other items about the Trail: 888-321-7341, lcs@santafetrail.org. Following the *Santa Fe Trail*, by Marc Simmons and Hal Jackson is a recommended guide book for those traveling the historic route.