Texas Map Society to Breeze into Galveston

By Katherine R. (Kit) Goodwin

Galveston has been one of Texas' most interesting cities since its founding in the early 1800s. As the state's major port until about 1900, Galveston witnessed the arrival of thousands of immigrants. The city continues to offer much to those interested in history including historic homes, a fine maritime museum, and the tall ship Elissa. From pirates to Civil War mapmakers, from traditional map collections to maps on the Internet, the Spring 2003 meeting of the Texas Map Society (TMS) in Galveston will offer members and guests an exciting array of programs and events. Mark your calendars now for April 4 & 5, 2003, to convene in the 'Queen City of the Gulf' where the map society's host will be the Rosenberg Library. The program includes a lineup of great presenters: Bert Johnson of Virginia will inform us about his most recent research into maps on the Internet; Richard Stephenson, Virginia resident and scholar, will bring a forgotten Civil War mapmaker to our attention. Art Holzheimer, of Chicago, will share some of his insights on map collecting, while our host Casey Green of the island's famous Rosenberg Library will talk about his institution's extensive Texas and Gulf Coast collection. Casey has also promised to give us a private showing of some of the treasures housed at the library. And, finally, Jeff Modelski, president of the Lafitte Society in Galveston, will regale us with tales of pirates and their maps. Is there a treasure map to be found? Maybe, or maybe the treasure is in the beautiful and enchanting city of Galveston itself.

The Program Committee and the Local Arrangements Committee are putting the finishing touches on one of the most anticipated TMS meetings in years. To put your name on the mailing list, or for more information, please contact Kit Goodwin at: 817-272-5329 (voice), 817-272-3360 (fax), or Goodwin@uta.edu (email).
**Santa Fe to Phoenix** Latest in “Railroads of Arizona” Series

David Myrick is the Southwest’s foremost railroad historian. Since 1975, he has documented the railroads of Arizona in a series of volumes that treat the state geographically, section by section. In this, volume number five, Myrick covers the railroads’ efforts to connect Prescott (which was the capital of Arizona territory in 1887) with the booming town of Phoenix (which would soon become the state’s capital). These developments witnessed the birth of a regional railroad, the Santa Fe, Prescott & Phoenix, which in turn became part of the sprawling Santa Fe Railway system.

Myrick’s book reminds us that large railroads like the Santa Fe took shape by assimilating smaller lines that had considerable regional and local color. Myrick covers not only the railroads connecting Prescott and Phoenix, but many more. These include the intriguing Bradshaw Mountain Railroad, which served the mining districts near Prescott, as well as the obscure but interesting Hackberry Railroad. Myrick also discusses railroad links that developed between Arizona and California. These crossed some of the most inhospitable country in the Southwest. This informative book concludes with an overview of a new regional railroad — the Arizona and California Railroad Company — which took over earlier trackage that had become difficult for the larger railroads to operate. Lean regional shortlines like the A&C have revolutionized railroading in the last fifteen years. As with all of Myrick’s previous books, *Santa Fe to Phoenix* is both informative and interesting, a fine blend of historical and anecdotal material. Beautifully illustrated with rare, vintage historical photos and modern color images of today’s railroads, *Santa Fe to Phoenix* is a welcome addition to the literature of the Southwest. It is available from Signature Press, 11508 Green Road, Wilton, CA 95693, Fax: (510) 540-1937, Phone (800) 305-7942, e-mail info@signaturepress.com.

**Santa Fe — The Chief Way**

When the Atchison, Topeka & Santa Fe Railroad completed its line from Chicago to Los Angeles, it crossed one of the most colorful portions of the Southwest. The railroad line ran through northern New Mexico, passing very close to some of the fabled Indian pueblos. As early as the late 1800s, the Santa Fe began to publicize the natural beauty and Indian heritage along its route. In 1926, the railroad inaugurated and named a special train — the Chief — in recognition of the Native American peoples along the line. Originally powered by steam locomotives and consisting of heavyweight steel cars, the Chief became a dieselized, lightweight, streamlined train in the late 1940s. The Chief moniker became so popular that it was soon applied to streamlined trains on other Santa Fe routes, including those to San Francisco and Texas.

This heavily-illustrated book is a tribute to all of those trains, but it focuses on the Chief (and Super Chief) in New Mexico. It consists of several chapters authored by Robert Stein, John Vaughan, and C. Fenton Richards, Jr. These cover the evolution of the Chiefs, the appeal of train travel (including the movie stars who helped make the train famous), the railroad’s depiction of the land of Pueblos, the wonderful Santa Fe Railway art collection, and the various stations on this portion of the Santa Fe. The last chapter — off to the Happy Hunting Grounds — documents the decline of the Chief. Although, as noted by the authors, the original Santa Fe Chief is no longer operated as part of Amtrak, it should be mentioned that Amtrak’s Southwest Chief still traverses the route. Beautifully designed with many color illustrations, and concisely written, *Santa Fe — The Chief Way* is an important addition to the literature of the Southwest. To order, contact the University of New Mexico Press, Order Department, 3721 Spirit Drive SE, Albuquerque, NM 87106-5631, phone (800) 249-7737 or (505) 277-2346, e-mail unmpress@unm.edu.
George Wilkins Kendall and Me
by Gerald D. Saxon

George Wilkins Kendall has come into my life three different times over the last twenty-five years—four if you count this essay in *Frontiers*. This is quite an accomplishment for a man who died in 1867!

I first came to know Kendall in graduate school at the University of North Texas in the mid-to-late 1970s, when I read his masterful first-person account of the ill-fated Santa Fe expedition of 1841 titled *Narrative of the Texan Santa Fe Expedition*. Kendall came back into my life in 1989-1990. By this time, I was the Assistant Director for Special Collections at UTA, and I learned that the papers of Kendall and his family were available for purchase from a descendant of the family. We jumped at the opportunity to add the papers to UTA’s holdings because Kendall was so important to two of our collection’s strongest areas—the history of Texas and the U.S.-Mexican War of 1846-1848. My third encounter with Kendall occurred in 1999, when I had the opportunity to annotate and prepare an introduction for a new edition of Kendall’s *Narrative of the Texan Santa Fe Expedition* with William Taylor in SMU’s Library of Texas Series. That book is scheduled for release in 2003.

I would like to use this space in *Frontiers* to give readers a glimpse of Kendall’s *Narrative* and the hardships experienced by the individuals who went on the expedition. In early 1841, Kendall began thinking about making a trip to the West or, as he called it, a trip to the “great Western Prairies.” Kendall admitted that he had many motives for such a trip. He was, as he wrote, “induced by the hope of correcting a derangement of health, and by a strong desire to visit regions inhabited only by the roving Indian, to find new subjects upon which to write as well as to participate in the wild excitement of buffalo-hunting and other sports.” When Kendall got wind of Texas President Mirabeau Lamar’s planned “trading expedition” to Santa Fe, he smelled news and adventure. In the *New Orleans Picayune* of August 4, 1840, Kendall endorsed the venture, writing “Our Texas neighbors have been talking lately about making a dash into the Santa Fe trade. It will not do for them to waste much time in debating the matter....”

Kendall met one of the proposed expedition’s leaders, Major George T. Howard, in New Orleans in April 1841. When Howard invited Kendall along, the newspaperman questioned him about the motives of the trip. Howard convinced Kendall that the expedition was to be commercial in nature—not entirely a true statement. Armed with this information, Kendall decided to accompany the expedition to New Mexico. He did not, however, intend to stay with the party all the way to Santa Fe. As Kendall writes in the *Narrative*, “My intentions were, on joining this expedition, to leave it before it should reach Santa Fe, so as in no way commit myself, and then to make the entire tour of Mexico....” Not wanting to compromise his American citizenship, Kendall secured a passport to enter Mexico from the Mexican vice-consul in New Orleans. Moreover, Lamar’s invitation to Kendall to join the party characterized him as a guest, free of military or civil control and welcome to stay on the excursion for as long as he saw fit.

On May 17, Kendall left New Orleans on a steamship bound for Texas. His plan was to link up with the expedition then organizing outside of Austin, the frontier capital of Texas. In the *Narrative*, Kendall claims that prior to joining the expedition he had no knowledge that its aims were anything but peaceful. Lamar’s instructions to the Texas commissioners accompanying the expedition, however, were a bit more ambiguous. Lamar gave the commissioners wide latitude in deciding how best to open trade to Santa Fe and the freedom to decide whether force was to be used to pursue the expedition’s other aim, namely the extension of Texas control to the Rio Grande. The Republic of Texas had claimed the Rio Grande as its western boundary since 1836.

When the 321-person expedition set out in June 1841, the Texans’ plan, as explained by Thomas Falconer, an Englishman on the expedition, was to travel north from Austin to the Cross Timbers seeking the Red River. After crossing the Red River, the expedition hoped to reach the Canadian River and “get upon the Missouri trail” and follow it into Santa Fe. During the trek the expeditioners—they called themselves “pioneers”—were harassed by Indians, confounded by the Texas geography, plagued by inept leaders, and weakened by insufficient provisions and a lack of water. Moreover, they did not possess a map or a competent guide and were actually lost most of the time. On the 1,000-mile journey, the Texans eventually split into two groups. Kendall accompanied the group led by Col. William Cooke sent out ahead to locate the best route to Santa Fe and to bring back supplies to the main party under the command of Gen. Hugh McLeod. All told, both parties lost thirty men on the vast prairies before being captured by Mexican forces led by New Mexican Governor Manuel Armijo. Not surprisingly, Armijo viewed the uninvited Texans as an invading force on a transparent mission to annex New Mexico. The governor had plenty of prior warning about the expedition’s coming and was ready when the bedraggled Texans reached eastern New Mexico hungry, thirsty, and broken in spirit. In fact, both Texas parties surrendered to the New Mexicans without a fight.

One of the ironies of the Santa Fe Expedition was that neither of the parties ever reached Santa Fe!

Having suffered terribly to reach New Mexico, the Texans were not prepared for what happened next—a 2,000 mile forced march south to Mexico City as prisoners. With guns in their backs and ropes around their necks, the Texans were brutally marched to Paso del Norte (current day El Paso), and several who could not keep up were executed on the spot. Forty more Texans died on this leg of the trip and during their eventual imprisonment in and around Mexico.
City. Kendall arrived in Mexico City in December cold and feverish. After several days in the hospital, Kendall was feeling better, but in mid-February 1842 he contracted smallpox like many of his cohorts and was hospitalized for two months. After a slow recovery, he was transferred to Santiago Prison, where some of the other Santa Fe prisoners were locked up.

In prison, Kendall dreamed of escape but never took the chance. He drifted between confidence and despair about his release. As an American citizen with a legitimate passport to enter Mexico, he believed that he was being held unjustly. He also had been told that the American minister to Mexico was doing everything in his power to secure his freedom—though, throughout the Narrative, Kendall was critical of the U.S. government’s lackadaisical efforts on his behalf. Ironically, Kendall was released by order of Santa Anna late on the evening of April 21, 1842, on the anniversary of the San Jacinto battle. The Texans had even celebrated this victory earlier in the day while in a Mexican prison! The other Santa Fe prisoners were released in the summer of 1842.

After his release and return to New Orleans, Kendall began work on an account chronicling the expedition’s travels and troubles. Although he kept a journal during part of the ordeal, it had been confiscated in New Mexico and never returned. As a result, Kendall had to base his writings on memory and his own conversations with his companions who were on the expedition. Most scholars who have studied Kendall’s account would agree with H. Bailey Carroll’s assessment: “…speaking generally, his account, when checked in the field against the topography as he described it, is a remarkable testimonial to his powers of perception, description, and memory.” Carroll concludes that Kendall was to the expedition what “Caesar was to the Gaelic Wars.”

Kendall’s account of the expedition was serialized serially in fifty-eight articles in his newspaper, the New Orleans Picayune, between June 1 and the end of August 1842. Another sixty-two “Mexican Sketches” and “Santa Fe Sketches” made their way to press between November 1842 and April 1843. A month later, Kendall published the account of Thomas Falconer, his fast friend from England who accompanied the expedition. Late in 1843, Kendall put the finishing touches on a completed manuscript and contracted with the New York firm of Harper and Brothers to publish and distribute the book.

When Kendall’s Narrative was released in 1844, it became an instant best seller. The reviews were almost all uniformly positive. The April 1844 issue of the Knickerbocker devoted five pages to the book, calling it “the most racy and interesting book of travels we have read for a long time.” The Columbian Lady’s and Gentleman’s Magazine of 1844 included a six page article about the Santa Fe expedition based on Kendall’s book. Journalists in newspapers across the country also heralded the book written by one of their own. Within a year of publication the Narrative had gone into four editions, including one published in London. The book also had “staying power,” passing through seven American and English editions by 1856, for a total of more than 40,000 copies in the U.S. alone—a large circulation by the standards of the times.

The handsome two-volume book included five engravings taken from the works of Chapman, H. G. Ward, and Karl Nebel about Mexico. The Narrative also included a map prepared by W. Kemble tipped into its pages, showing the region the expedition traversed. Kendall explained in the preface that the map was based both on “guess work” and information obtained from Josiah Gregg and Albert Pike, both of whom “have traveled over the immense prairies, stretching from the western limits of Louisiana and Arkansas to the Rocky Mountains….” Although the Narrative was physically attractive, its content and style account for its phenomenal sales in the 19th century. It remains a compelling read today because, in my opinion, it blends three elements: a compelling story with human drama at its center, a disarming levity about events and actions experienced during the expedition, and Kendall’s perceptive comments about Texans, Mexicans, and Mexico itself.

After the publication of the Santa Fe Narrative, Kendall went on to report on the U.S. War with Mexico and publish a strikingly beautiful portfolio about the war. He also settled in Texas in the 1850s and introduced purebred sheep ranching in the state. When Kendall died in 1867, he left a legacy in Texas that he surely couldn’t have imagined when he first set out on the Santa Fe expedition twenty-six years earlier. Kendall’s thoughts and observations about the Santa Fe expedition and the individuals who accompanied it are a significant part of his legacy—a part that demands our attention today as much as it captured the attention of the American public in the mid-nineteenth century.

Editor’s Note: Gerald Saxon has published numerous articles and books on Texas history, and currently serves as Associate Director of UTA Libraries.
Center Fellows Update


George Green continues his research and writing about the labor movement in Texas, 1870s-1920s, with Graduate Research Assistant Monica Drake's help on the Galveston labor council. Dr. Green will be delivering a paper on Railway Labor in Texas and the West, 1870s-1920s at the 2003 convention of the Texas State Historical Association in El Paso, where he will be inaugurated as President of the TSHA.

Sam Haynes recently gave a paper entitled "Entrepreneurship vs. Adventurism: Anglo Male Stereotypes and the Texas Republic," at the Teaching of History Conference, University of North Texas, and served as commentator for a panel on "Filibusters and Federal Soldiers: Military Adventurism and Government Authority in the Borderlands," at the Gulf South Historical Association in Galveston. He continues to work on a book examining anti-British attitudes during the Jacksonian period.


Ken Philips, author of Termination Revisited: American Indians on the Trail to Self-Determination, 1933–1953, continues his research on Native Americans in the late twentieth century; he is especially interested in the impact of governmental policies on tribal identity.


Judy Reinhartz continues her research, service, and teaching about science in our region. She is also director of the Center for Research and Teacher Researcher Academy, which publishes the Teacher Researcher Academy Journal.

Doug Richmond's "El Primer Jefe Contra la Casa Blanca, 1913–1920" has been accepted for publication by Provincias Internas in Saltillo, Mexico. "Los exiliados anticarrancistas en los Estados Unidos" is also planned for publication in Los exiliados de la Revolución by El Colegio de Mexico fairly soon. "The Legacy of African Slavery in Colonial Mexico, 1519–1810" was published in the Fall 2001 issue of The Journal of Popular Culture. A Mexico City journal, Solo Historia published "Venustiano Carranza y la Constitución de 1917" in its December 2001 issue. Dr. Richmond used his Center travel funds to hire a French researcher to find items for his new project, "The Ideological Dimensions of Transatlantic Conflict in Yucatán, 1855–1876." His paper titled "Mexican State Governments and the Carranza Regime, 1914–1920" will be presented at the 36th annual meeting of the Southwest Council of Latin American Studies in New Orleans on March 13, 2003.


Chisholm Trail Brochure Available

As reported in the Spring 2000 issue of Frontiers, UTA students in a Public History graduate seminar prepared the mock-up of a brochure intended to encourage travelers to visit sites associated with the Chisholm Trail. The students' mock-up was done as a semester long project in response to a request by Doug Harman, President and CEO of the Fort Worth Convention and Visitors Bureau. The students' project proved to Mr. Harman that a brochure was a workable idea. Mr. Harman encouraged the State of Texas to produce the brochure. Taking up the challenge, the Texas Historical Commission (THC) hired consultants to help them produce a final brochure, which is now available. This informative brochure emphasizes the history, folklore, and historic sites associated with this fabled cattle trail. Like the original mock-up proposed by the students, the final brochure features a wealth of information for both the traveler and student of Texas history. However, it also provides much new material — including additional illustrations in full color — that help tell the story of the Chisholm Trail in the Lone Star State. To order a copy of this brochure, contact the THC at P. O. Box 12276, Austin, Texas 78711-2276; Phone (512) 463-6100; Fax (512) 475-4872; TDD (800) 735-2989, Website www.thc.state.tx.us.
Meet the Center Faculty

**Donald F. Reaser** is currently Professor of Geology at UTA. He has taught both undergraduate and graduate courses at the University for nearly 38 years, and has served as the supervisor for 28 masters students — many of these resulting in geological maps. Dr. Reaser was co-recipient of the 2000-2001 Outstanding Teacher Award in the College of Science. He received his B.S. and M.S. from Southern Methodist University and his Ph.D. in geology from the University of Texas at Austin in 1974.

In the late 1980s and early 1990s, Dr. Reaser was a member of the scientific team that drafted the successful proposal for placement of the Superconducting Super Collider in the north Texas area. During this period time, he led numerous field trips to the site near Waxahachie for geological and engineering groups. He has written numerous articles on local geology and recently published a book on the *Geology of the Dallas-Fort Worth Metroplex* (2002).

---

**“La Nouvelle Frontiere” Theme of 2003 SHD Meeting**

2003 marks the bicentennial of the Louisiana Purchase. When the U.S. purchased this huge area from the French in 1803, it rapidly expanded the size of the young nation and helped precipitate migration westward. The 2003 Society for the History of Discoveries meeting in New Orleans (October 23 to 26) will feature the theme “La Nouvelle Frontiere: Exploration and Discovery of the Louisiana Purchase,” but papers will also be presented on other subjects. For more information, visit the SHD website at http://www.sochistsdisc.org.

---

**FRONTERAS is published twice yearly (Spring and Fall) by the Center for Greater Southwestern Studies and the History of Cartography of The University of Texas at Arlington, Richard Francaviglia, Managing Editor and Center Director. For additional copies of FRONTERAS, contact the Center for Greater Southwestern Studies and the History of Cartography, UTA, Box 19497, Arlington, Texas 76019-0497, (817) 272-3997; e-mail: swcenter@uta.edu.**

FRONTERAS is produced on acid-free recycled paper. ISSN 1062-8444