National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting property groups relating to one or several historic contexts. See instructions in National Register Bulletin How to Complete the Multiple Property Documentation Form (formerly 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

A. Name of Multiple Property Listing

Historic Resources of the Santa Fe Trail (Revised)

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

I. The Santa Fe Trail
   A. International Trade on the Mexican Road, 1821-1846
   B. The Mexican-American War and the Santa Fe Trail, 1846-1848
   C. Expanding National Trade on the Santa Fe Trail, 1848-1861
   D. The Effects of the Civil War on the Santa Fe Trail, 1861-1865
   E. The Santa Fe Trail and the Railroad, 1865-1880
   F. Commemoration and Reuse of the Santa Fe Trail, 1880-1987

II. Individual States and the Santa Fe Trail
   A. The Santa Fe Trail in Missouri
   B. The Santa Fe Trail in Kansas
   C. The Santa Fe Trail in Oklahoma
   D. The Santa Fe Trail in Colorado
   E. The Santa Fe Trail in New Mexico

C. Form Prepared by

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D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR 60 and the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation.

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

State or Federal Agency or Tribal government

Signature and title of certifying official Date

Signature of the Keeper Date of Action
Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in National Register Bulletin How to Complete the Multiple Property Documentation Form (formerly 16B). Fill in page numbers for each section in the space below.

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 USC.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503,
STATEMENT OF HISTORIC CONTEXTS

From 1821 until 1880 the Santa Fe Trail figured prominently in the history of the West. The name “Santa Fe Trail” first appeared in print in 1825, being mentioned in the Missouri Intelligencer and Boon’s Lick Advertiser.1 Prior to and after this date, the road was known by a variety of names on maps, in the contemporary press, and in later books and articles. These names included the “Mexican Road,” “Mexican Trail,” “Spanish Trace,” “Santa Fe Trace,” “Santa Fe Road,” “Road to Santa Fe,” “Road to Independence,” “Missouri Wagon Road,” “Road from Santa Fe, N.M to Kansas City, Mo,” and “Road from Santa Fe, N.M. to Independence, Mo.”2 Whatever its name, the route of this trail between the Missouri River and the Rio Grande was a highway for travel and communication between these two areas of North America. It was the first great Euro-American land trade route. From 1825 to 1827, it was the first major road network to be surveyed west of Missouri, and as such, it was a template for future road development. The Santa Fe Trail differed from the Oregon, California, Mormon, and other trails which served as highways for emigrants bound for new homes in the far West. The bulk of traffic along the Santa Fe Trail, especially prior to 1848, consisted of civilian traders – Hispanic and American – with some military traffic and few emigrants.

Soon after Mexican Independence in 1821, the Santa Fe Trail evolved into an international trade route linking the United States with Santa Fe in northern Mexico. Enhancing its international aspect, the Santa Fe Trail connected the eastern US – via the Boonslick Road in Missouri – with the pre-existing El Camino Real de Tierra Adentro (the “King’s Road” or “Royal Road to the Interior”), which linked Santa Fe with central Mexico. Much emphasis is placed on the importance of the Euro-American traders to the Santa Fe Trail, but historian Ross Frank notes in his book From Settler to Citizen that “the late colonial [1750-1820] economic development of the province may well have provided a compelling reason for the attraction of New Mexico to American merchants as the major point of overland trade connecting Mexico and the United States after 1821.”3 The importance of Mexican markets and merchants in the economic system that helped create and sustain the trade cannot be overlooked. The Santa Fe Trail was an important link in a large and complex commercial network that connected two continents – Europe and North America – and several countries, including the United States, Mexico, England, and France. Traders in Missouri were tied to merchants, manufacturers, and wholesalers in St. Louis, Pittsburgh, New York City, Baltimore, and other eastern cities, who in turn were connected to merchants in Europe, especially London and Liverpool. Likewise, traders from Santa Fe were linked to Chihuahua, Durango, and other communities to the south along El Camino Real, as well as California to the west. Some of the imports arriving in Santa Fe continued south into central Mexico where many of the goods that were shipped northeast out of Santa Fe originated.

In 1848, following US victory in the Mexican-American War, the United States’ Territory of New Mexico was created. The focus of the trail at this time began to shift to domestic trade and communication across the expanding country. In addition, large quantities of military freight were shipped along the route to new southwestern forts. Trade remained international in the sense that in addition to products made in the eastern US, many of the goods that traveled to the Southwest had been imported into the eastern US from European trading partners. Further, some of the goods arriving in Santa Fe continued south into Mexico, and Mexican goods continued to be shipped northeastward out of Santa Fe.4 Until the completion of a connecting railroad in

1880, the Santa Fe Trail remained the major commercial route linking the eastern US with the American Southwest.

Throughout the course of the trade, American and Hispanic goods were sold at many different locations throughout Central and North America. For westward travelers, most products ended up in Santa Fe, while some goods traveled to Bent's (Old) Fort or Taos. Other traders sought alternate destinations for their goods south of Santa Fe, with many continuing south on El Camino Real de Tierra Adentro to Chihuahua (500 miles south of Santa Fe), Durango, Zacatecas, San Juan de Los Lagos, or Mexico City. After the Mexican-American War, the southwestern endpoints of the trail also included forts Marcy and Union in New Mexico and developing towns in southeastern Colorado and northeastern New Mexico. By the 1830s, Mexican merchants began traveling eastward to sell products in New York, Baltimore, and Philadelphia, further emphasizing their substantial part in the widespread commercial network.

The importance of the Santa Fe Trail goes beyond that of trade. It significantly aided in the development of a quarter of the newly enlarged United States territory and altered the demographics of the region. The presence of the trail across the frontier region between Missouri and Santa Fe served to stimulate Euro-American settlement in the region it traversed, significantly altering the established demographic makeup of the region. Temporary camps, stage stations, trading ranches, and military posts that were established along the trail to serve the needs of the trade grew into or gave way to towns and cities as settlers followed traders onto the route. The influx of settlers and the wealth of the trade itself changed American citizens’ perception of the area from worthless desert to fertile plains; although, in truth American Indian groups and Hispanics were established in this region centuries before the trail opened.

The Santa Fe Trail impacted the cultures and economies of three groups: the Euro-Americans; the Mexicans and Hispanic-Americans, who played active roles in the trade; and the American Indians through whose lands the trail crossed. Euro-American, American Indian, and Hispanic cultures came into contact with one another along the Santa Fe Trail, thus contributing to a mosaic of varying social and cultural aspects of the route. Many notable individuals had a connection with the Santa Fe Trail. Among the Americans were: William Becknell, Charles and William Bent, Senator Thomas Hart Benton, Christopher “Kit” Carson, Josiah Gregg, Stephen Watts Kearny, Susan Shelby Magoffin, William Mathewson, Marion Sloan Russell, George Champlin Sibley, and Jedediah Smith. Among the many Hispanics associated with the trail were: Manuel Alvarez, Antonio Jose Chávez, Felipe Chávez, Manuel Antonio Chávez, Ramon Garcia, and Miguel Otero, Sr. and Jr.

Many American Indians were also intimately – and unwillingly – tied to the trail, including: Black Kettle (Southern Cheyenne), Bull Bear (Southern Cheyenne), Chief Chacón (Jicarilla Apache), Pawnee Killer (Oglala System." Journal of the West 28, no. 2 (April 1989): 84; Hal Jackson, Following the Royal Road: A Guide to the Historic Camino Real de Tierra Adentro (Albuquerque: University of New Mexico Press, 2006), xvii, 83; Max L. Moorhead, New Mexico's Royal Road: Trade and Travel on the Chihuahua Trail (Norman: University of Oklahoma Trade, 1958), 64-65.
7 Boyle, Comerciantes, 89, 109, 143; Marc Simmons, The Little Lion of the Southwest: The Life of Manuel Antonio Chávez (Chicago: Sage Books, 1973) 1, 5, 64-65, 88, 89, 96, 127; Moorhead, New Mexico's Royal Road, 60, 62, 66-68, 72, 128-129, 131, 161-162.
Sioux), Roman Nose (Northern Cheyenne), Satanta (Kiowa), Tall Bull (Northern Cheyenne), and White Horse (Northern Cheyenne). The trail crossed through lands occupied by the Osage, Kaw, Pawnee, Kiowa, Jicarilla Apache, Cheyenne, Arapaho, Comanche, and Puebloan peoples. The role usually attributed to American Indian peoples along the Santa Fe Trail has been primarily that of disruption of trail traffic rather than participation in trail trade and travel; however, some Indians served along the trail as military scouts or teamsters. Especially during the early years of the trail, places like Bent’s (Old) Fort served as a collector and distributor of American Indian trade goods, as well as a purchase point for these peoples. Clearly, the trail drew American Indians into contact with other cultures. As traffic increased among the Plains, the established inhabitants sought to defend their territories and lifestyles from westward American colonization, frequently resulting in conflict. As the Santa Fe trade continued, the possibility of acquiring goods from caravans traveling over the trail, either through trade or stealing, and the payment of annuities to American Indians at points along the trail, made contact between Santa Fe travelers and American Indians inescapable. Contact only increased after eastern tribes were forced to move onto reservations in eastern Kansas and Oklahoma in the mid-1800s, some of whom moved directly on the route of the Santa Fe Trail, including during the Long Walk of the Navajo (1863-1866).

The dangers that the Santa Fe Trail posed were varied and numerous. While interactions between the differing cultural groups associated with the trail were sometimes peaceful, clashes between them provoked more fighting along the Santa Fe Trail than occurred on other western trails. During the nearly six decades that the trail was used for trade, violence erupted numerous times, with traders, travelers, and Indians sometimes killed in confrontations, attacks, and skirmishes. While many of these incidents involved various Indian groups attempting to stop travel across and encroachment on their lands, others involved American, Hispanic, or American Indian marauders intent on stealing the traders’ valuable goods and livestock. The impetus for stealing these goods was as varied as the cultural groups. While acquisitiveness was a major instigator, other reasons were more subversive. For example, the Comanche – a dominant power in the region before and during the trade – systematically raided “horses, mules, and captives, draining wide sectors of those productive resources” in an oftentimes successful attempt to maintain their dominance. Other dangers on the trail included: high temperatures, prairie fires, icy blizzards, buffalo stampedes, polluted water, lack of water, blowing dust and sand, mosquitoes, rattlesnakes, dysentery, cholera, fever, contusions, exhaustion, flies, gnats, bushwhackers, guerrillas, Jayhawkers, and ordinary highwaymen.

Conflict along the trail led to increasing American Indian distrust of Euro-Americans and to more negative attitudes toward American Indians by Euro-Americans. As a result of increased periods of conflict, the United States developed new types of military units such as the US Dragoons and established satellite
frontier forts. The extent of the conflict and the military significance of the trail is further emphasized by the Santa Fe Trail’s contribution to the “Manifest Destiny” doctrine, which led to the Mexican-American War, to the expansion of the Union in the 1840s, to the development of a mail system that provided for government communication with civil and military officers, and to the separation and reintegration of the Union in the 1860s.

The popular perception of the Santa Fe Trail is that of a single route with only two branches (the Cimarron and Mountain routes) joining Franklin, Missouri, and Santa Fe, New Mexico. This image is misleading and is in large part the consequence of early twentieth century mapping and marking of these two branches of the trail. While the Cimarron and Mountain routes were the most heavily used, the Santa Fe Trail was a major transportation system comprised of various routes to and from Santa Fe and points in between. The utilization of specific paths depended on starting points, weather conditions, terrain, the chosen destination, the prevalence of water, and the state of man-made hazards. For example, the Wet and Dry routes through Pawnee, Hodgeman, Edwards, and Ford counties in Kansas were called such based on the amount of water encountered along this stretch of the trail; they were smaller branches of the main trail routes. At the eastern end, the trail had branches heading to different locations, such as Westport (now part of modern-day Kansas City), Independence, and various routes to Fort Leavenworth. There were a number of variations along the Cimarron Route depending upon which crossing of the Arkansas River was used. Several other major historic branches of the Santa Fe Trail resulted from locations of military posts and temporary endpoints along the railroads building westward. These secondary routes included the Aubry Cutoff and the many other military roads, including: those in Colorado starting at Forts Reynolds, Fillmore, and Garland to Taos; from (New) Fort Lyon through Raton Pass to Fort Union; and from Fort Wise (Old Fort Lyon) and Granada through Trinchera Pass to Fort Union (Figure 1). Several military roads from Kansas forts connected with other posts on the trail, including: Fort Wallace, Kansas to Fort Lyon, Colorado; Fort Hays to Fort Dodge; Forts Riley and Harker to Fort Zarah; and several routes from Fort Leavenworth to the trail.

13 The term “Dragoon” refers to a mounted soldier trained to fight either on horseback or on foot. The application of the term to such soldiers lies in the belief that their muskets were said to spit fire like a dragon. There were no mounted troops in the US Army when the Santa Fe Trail opened in 1821. Because of Major Bennet Riley’s experience with infantry troops on the trail in 1829, efforts were made to create a mounted branch of the service. In 1832 the Mounted Rangers were created, followed in 1833 by the Dragoons (a new regiment with no antecedent). Later the Second Dragoons were added, making the original regiment the First Dragoons. See Francis Heitman, Historical Register and Dictionary of the United States Army, 1789-1903, Vol. I (Washington D.C.: Government Printing Office, 1903).

14 In the case of the United States, the Manifest Destiny doctrine implied divine sanction for territorial expansion by this young and emerging nation. The original use of the term appeared in an anonymous article in the July-August, 1845 issue of the United States Magazine and Democratic Review referring to the annexation of Texas by the United States earlier that year. Since that time the term has been used by advocates of other annexations including the Mexican territory after the Mexican-American War and Oregon Country after a dispute with Britain.


16 Ibid.


18 Westport was annexed by Kansas City in 1897. The name of present-day Kansas City has changed three times since it was settled. The names have included: Town of Kansas (1850-1853); City of Kansas (1853-1889); and Kansas City (1889-Present). For clarity, the term “Kansas City” is used in the text to refer to all of its iterations.

Because of the interconnectedness of these secondary routes with the main branches of the trail, they should also be considered part of the Santa Fe Trail network.

The 1200-mile Santa Fe Trail system, including both the Cimarron and Mountain routes, traverses 36 counties in five states: four in Missouri, 22 in Kansas, one in Oklahoma, four in Colorado, and five in New Mexico. In general, the two major branches of the trail ran together from the eastern terminus to the Arkansas River in the vicinity of modern Dodge City and Ingalls, Kansas, where those traveling the Cimarron Route crossed the river at one of several locations then continued southwestward. Those travelers following the Mountain Route continued along the Arkansas River to Bent’s (Old) Fort, then crossed the river and headed to the southwest, crossing Raton Pass into New Mexico. These two branches rejoined near Fort Union, at present day Watrous (formerly La Junta), New Mexico, and continued past Pecos, through Glorieta Pass, and into Santa Fe. The main plaza in Santa Fe was the destination of many of the freight wagons along the trail.

The eastern terminus of the Santa Fe Trail moved westward with the expansion of settlement in Missouri and Kansas. The original eastern terminus of the trail from 1821 to 1828 was Franklin, Missouri, founded in 1817 on the north bank of the Missouri River in Howard County. Materials for and participants in the Santa Fe trade came from the local area and from locations farther east, brought to Franklin on the river or along routes such as the Boonslick (Boone’s Lick) Trail from St. Charles, Missouri, to Boone’s Lick, Missouri. From Franklin the traders would proceed by ferry across the Missouri River to Arrow Rock, a natural bluff on the west bank of the river.21 The town of Franklin, platted on the river’s edge without accounting for the floodplain, was abandoned in 1828 after being severely damaged by a series of floods.22 As a result, the town of New Franklin was built two miles northeast of Franklin, but by this time, the eastern terminus had shifted west. Steamboat navigation allowed freight to be transported to Blue Mills Landing, Missouri, or Independence Landing, Missouri, and from there, south to the town of Independence, Missouri.23 With the establishment of Fort Leavenworth in May 1827, military freight was also transported by river to this post. Independence, in Jackson County, Missouri, was laid out in 1827 and became the chief outfitting point for the Santa Fe trade by 1830.24 By 1835, steamboat navigation had reduced the length of the trail by another ten miles with freight transported to Westport Landing, Missouri and then south to the village of Westport, Missouri.25 Rivalry for the business of the trade continued throughout the 1830s and 1840s between Independence, Westport, and the Town of Kansas (modern Kansas City). From 1862 to 1865 Leavenworth was considered the only viable terminus because of the disruptive effects on Kansas City due to border-related troubles during the Civil War. The year 1866 saw Kansas City briefly assume the status of principal trade terminus.26 However, as the Kansas Pacific (KP, also known as the Union Pacific Eastern Division and Union Pacific - Kansas Division) and Atchison Topeka & Santa Fe (AT&SF) railroads built west across Kansas, Colorado, and New Mexico, the eastern end of the trail moved west with the rails. Trail end towns became transshipment points with freight off-loaded from trains and loaded onto wagons to continue to their destinations. Among the rail end towns serving as termini of the trail were: Junction City (KP, November 1866), Fort Harker (KP, June 1867), Hays City (KP, October 1867), Sheridan (KP, June 1868), Kit Carson (March

The Santa Fe Trail served as route of communication and travel between distant communities. After the Mexican-American War, mail routes and stage lines joined freighting companies on the trail. The route also gave way to the railroad in its expansion westward and aided in the settlement of western lands. Portions of the trail became integrated into the network of roads and highways that developed as the territories through which it passed grew into states, and stops along the trail became towns and cities. The material culture that emerged along the trail, while contributing to regional cultures, is unique when viewed in light of the conditions and processes that produced it. The Santa Fe Trail inspired many forms of commemoration, through poems, novels, reminiscences, trail markers and monuments, scholarly investigations, creation of the Santa Fe Trail Association, and recognition of the route as a national historic trail.

Exploration and Illegal Trade, Pre-1821

To appreciate the historic and cultural significance of the Santa Fe Trail, consideration of early explorations and illegal trade between the United States and Spanish-occupied Mexico prior to 1821 provides useful background. However, this period of illegal trade is not designated as a separate historic context for three reasons. First of all, specific details on trade between the two countries prior to 1821 are limited due to the illegal nature of the enterprise and its historic time frame. Secondly, while archeological evidence indicates that American Indians had trails in this region, no standardized trail was in use by European or American travelers between the Missouri River and Santa Fe before 1821 for the purposes of trade or any other activity. Finally, the historic resources contained within this document are the result of activities established and conducted during and after 1821 with the establishment of legal trade.

Trade was an integral part of the lives many American Indian tribes well before the opening of the Santa Fe Trail. There is a significant body of evidence indicating that since prehistoric times, communication, travel, and trade had connected the American Plains with both the Southwest and prairies to the east. Southwestern aboriginal ceramics have been recovered from sites on the Plains, while prehistoric cultural material from Plains cultures has been recovered from southwestern contexts (e.g., Pecos). Puebloan architectural influence is visible on at least one Plains site, namely El Cuartelejo in Scott County in western Kansas. Ethnohistoric and early historic accounts refer to contact and trade between southwestern horticulturalists and Plains hunters, including the exchange of corn for bison meat. Plains groups also traded with cultures to the east, such as Mississippian peoples in the St. Louis vicinity, and lithic materials from Missouri are frequently recovered in archeological sites in Kansas.

Trade fairs, hosted in Pecos, San Juan, and Taos, were common in the late seventeenth and into much of the eighteenth centuries. Large numbers of Pueblo and Plains Indians, including Apache, Comanche, Kiowa, and Ute, gathered at these annual fairs to exchange lithic materials, food stuffs, Native products, horses, and other goods.

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28 Hoard and Banks, *Kansas Archeology*, 144-145.
slaves, and captured Spanish goods. These trade fairs were hosted in the summer months and witnessed the gathering – under temporary truces – of Indian tribes that often were in conflict with each other. These fairs also brought Spanish residents of New Mexico to trade with the American Indians. The Spanish, and eventually other European traders, introduced new items (e.g., plants, animals, food, and manufactured goods) that “effected extraordinary changes among plains peoples.” These changes were welcomed by the American Indians as the new items made traditional tasks more easily accomplished. “A metal scraper allowed a woman to process an animal hide more quickly. Muslin or bed ticking made a durable and lightweight inner lining for a traditional tipi. An iron vessel, unlike the ceramic ones used for centuries, was virtually indestructible, and so it eased the ancient jobs of cooking and potmaking.” Further, the introduction of horses significantly altered the way the Comanche empire extended its reach by allowing more effective and efficient means of hunting, transporting, and warfaring. By the end of the eighteenth century, the trade fairs were less important to the American Indian economy due to large amounts of goods given by the Spanish to the Comanche and allied nations.

The approach to trade was fundamentally different to American Indian nations and to the Spanish. For American Indians, trade was more than a way to gather wealth; it firstly created and solidified attachments between the trading parties that were meant to protect their respective tribal members from any and all harm; trade made all parties kin. In contrast, the Spanish (and later Euro-Americans) were influenced by the desire to acquire wealth and thus separated personal relationships with the trading partner from the economic benefits of the trade agreement. This fundamental ideological contrast between the American Indians and the traders later led to real conflict between the two groups during the course of the Santa Fe trade.

By about 1700, most of the Indian tribes that would become familiar to travelers on the Santa Fe Trail were becoming established in the locations where American explorers would find them. During the century leading up to 1800, what would become the Mountain Route of the trail was a route used by fugitive Puebloan people to escape from oppressive Spanish rule. Near the east end of the trail, Missouri and Osage tribes were in what became the State of Missouri. Kansa and Pawnee tribes were just to their west in modern northern Kansas. Wichita were located in southern Kansas into northern Oklahoma, and the Kiowa and Comanche lands were in the short grass plains in the general vicinity where the states of Kansas, Oklahoma, Colorado, and New Mexico come together. Cheyenne and Arapaho were located on the west edge of the High Plains in western Kansas and western Oklahoma. Plains Apache were in what is now northeastern New

30 Krakow, “Hispanic Influence,” 16; Hämäläinen, The Comanche Empire, 24-25. The acquisition and exchange of human goods was prevalent throughout the Southwest and included both Spanish and American Indian proponents and victims. See James F. Brooks, Captives & Cousins: Slavery, Kinship, and Community in the Southwest Borderlands (Chapel Hill: University of North Carolina Press, 2002).
31 Hämäläinen, The Comanche Empire, 25.
32 Krakow, "Hispanic Influence," 16.
34 Ibid., 48. Cheyenne called the Europeans the veho; Arapaho called them niatha, both terms meaning spider and connoting cleverness and skillfulness.
35 Hämäläinen, The Comanche Empire, 25.
36 Frank, From Settler to Citizen, 123.
37 Hämäläinen, The Comanche Empire, 40-41.
38 Brandon, Quivira, 145.
Mexico. North of Santa Fe in the Rockies, the Ute lived on the northern frontier of the Pueblos near the westernmost extent of the Mountain Route of the Santa Fe Trail.39

Before 1821, many people had followed the route to Santa Fe, or portions of it, from the American Indian inhabitants of the region to the many Spanish, French, and American explorers. Early Spanish explorers in the New Mexico Pueblo area recorded tales of the riches of Cibola and Quivira and encountered Natives of these places residing in the pueblos. Spanish explorer Francisco Vásquez de Coronado organized an expedition to the Plains in 1541 with Fray Juan de Padilla. Pedro Castañeda's journals that he kept during the expedition indicate that they initially traversed a route to the Plains that went far south of the future Santa Fe Trail into the Texas panhandle before turning northward.40 They reached the Arkansas River near modern Ford, Kansas. Once across the river, the expedition generally followed the river northeast, as did the later Santa Fe Trail, to the vicinity of modern Great Bend, Kansas. The Spaniards reached their goal of Quivira at some villages in the vicinity of modern Lyons, Kansas inhabited by ancestors of the Wichita and Affiliated Tribes. On the return from Quivira in 1542, their route closely resembled the Cimarron Route of the Santa Fe Trail from central Kansas to Santa Fe.41 Spanish residents of New Spain did not officially establish La Villa Real de Santa Fe (The Royal Town of the Holy Faith) until 1609 or early 1610.42

While the rocky, mountainous terrain encountered on the Mountain Route hindered access to Santa Fe from the north, several routes across the mountains existed. Among these routes were Raton Pass, San Francisco Pass, Manco Burro Pass, Trinchera Pass, and Emery Gap, with recorded use of these routes dating back to the early eighteenth century.43 During the summer months of 1706, Spanish Sergeant-Major Juan de Ulibarri followed a route similar to the Mountain Route of the Santa Fe Trail through Raton Pass to El Cuartelejo in western Kansas.44 Ulibarri sought to return a group from Picuris Pueblo who had fled to El Cuartelejo following the Pueblo revolt of 1680.45 The Comanche discovered a better route across the mountains from west to east in the 1720s.46 Between the 1730s and 1763, reports exist of French traders from the Mississippi Valley supplying Comanche with arms and perhaps journeying as far as Taos.47 During the last half of the eighteenth century, Spaniards seemed to use the Sangre de Cristo route into the Arkansas Valley to the exclusion of all others.48

39 Brandon, Quivira, 125-127
44 Brandon, Quivira, 146, 148.
45 West, The Contested Plains, 44. According to West, during this time, El Cuartelejo was occupied by Apache, who allowed Puebloan refugees to live among them as part slave - part instructor. As a result of the cohabitation, the Apache began shifting away from a reliance on a nomadic lifestyle to a lifestyle centered on crop-raising learned from the Picuris Pueblo.
46 Lecompte, "Mountain," 57.
47 Ibid.
48 Lecompte, "Mountain," 58
Pedro de Villasur, with an expedition of about 45 officers and soldiers, 60 Indian allies, a French interpreter, and one priest, left Santa Fe on June 16, 1720 under orders to investigate reports that the French, with whom the Spanish had been at war since 1718, were living among the Pawnee on the Platte River in Nebraska and intruding into Spain's territory.49 The expedition traveled from Santa Fe to Taos, then north and east as far as Nebraska. En route, the expedition stopped at El Cuartelejo where a group of Apache joined them to act as guides.50 Villasur’s route through Colorado and New Mexico may have followed one similar to the Mountain Route of the Santa Fe Trail. Pawnee warriors attacked Villasur’s expedition, killing all but a dozen of the Spaniards. The Spanish blamed the attack on French influence over the Pawnee.51 Although the Spanish continued to be wary of incursions by the French into their territory, some trade with Santa Fe may have occurred during the 1700s by the French on the Mississippi River through Indian intermediaries.52

A number of French explorers and traders, including Jean-Baptiste Bénard LaHarpe (1719) and Étienne de Véniard de Bourgmont (1724), attempted to open trade with Plains tribes and in Santa Fe with varying results.53 After leaving France, with his eyes set on the Santa Fe trade, LaHarpe was employed as a concessionaire in the Province of Louisiana before putting together his own expedition.54 Bourgmont traded with the Missouri, Kansa, and other tribes along the Missouri and Kansas rivers in the area that nearly a century later served as the starting points of the Santa Fe Trail. It appears that Bourgmont may have traveled as far as the vicinity of Council Grove or Lyons also on the later trail.55

Some accounts exist of illegal trade between New Spain and the United States prior to Mexico’s independence from Spain in 1821. While inhabitants of New Mexico welcomed occasional traders, Spanish officials adhered to a “closed door” policy because they feared the effects of trading with those outside of Spanish authority.56 However, contraband was allowed and border guards were briable.57 Once inside the border, goods were often confiscated and sold by the Spanish, and the illegal traders were arrested.58 By the end of the eighteenth century, this practice was commonplace.59 According to Juan Páez Hurtado, the alcalde of Santa Fe, brothers Paul and Pierre Mallet with seven French Canadians arrived in Taos in July 1739 “with the intention of opening commerce with the Spaniards of the Realm.”60 They subsequently experienced “a few months of friendly captivity.”61 Nine months later they were allowed to leave.62 Their exact routes across the

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49 Louise Barry, *The Beginning of the West: Annals of the Kansas Gateway to the American West 1540-1854* (Topeka: Kansas State Historical Society, 1972), 17. Which Indian tribes were among the “Indian allies” is not known.  
50 Ibid.  
53 Ibid.  
54 Ibid., 208-209. France’s name for the area encompassing the Louisiana Purchase land was the Province of Louisiana.  
55 Ibid., 217-220  
57 Ibid.  
58 Ibid.  
Plains to and from Santa Fe are unclear, but they may have followed portions of the later Santa Fe Trail. In 1803 the United States secured the Louisiana Territory, though not until 1819 were the boundaries of the territory settled. After 1803 trappers and traders visited Santa Fe and its environs, but legal trade between Mexico and the United States did not begin until Mexico achieved its independence in 1821.

The interest and risk demonstrated by many of these traders must have ignited Spanish curiosity because in 1792, Pedro Vial was instructed by New Mexico Governor Fernando de la Concha to seek a route from Santa Fe to St. Louis, Missouri, which he did. Vial, a French frontiersman who had become a Spanish citizen and had experience living among Indian tribes, made a number of trips across the Plains. With just a few companions and pack animals, he undertook several explorations through the Spanish-American frontier. During the 1780s he pioneered routes between Santa Fe and both San Antonio, Texas and a post at Natchitoches, Louisiana. In 1792 Governor Concha sent Vial from Santa Fe to “open direct communication with our [Spanish] Establishments of the Ilinueses [Illinois Indians] situated on the banks of the Misuri [Missouri] River” in the vicinity of St. Louis in the Province of Louisiana. On this trip Vial and his companions were briefly held captive in western Kansas by Indians, probably either Kansa or Apache, but they were released on the Republican River in north-central Kansas. There Vial’s party met some other travelers and continued their journey to St. Louis with them down the Republican and Missouri rivers. A portion of Vial’s route to and from Santa Fe approximated what later became the part of the Mountain Route of the Santa Fe Trail from Hamilton County to the vicinity of Great Bend, Kansas (Figure 2).

The practice of illegal trade continued into the early years of the nineteenth century prior to Mexican independence. William Morrison, a Kaskaskia trader, sent his agent, Jean-Baptiste La Lande, overland to New Spain with a supply of trade goods in 1804. Once there, La Lande severed his connections with Morrison and used the goods to go into business for himself. After he sold the goods, Spanish authorities did not allow him to leave New Mexico. He was not the only trader who was not permitted to leave the country. James Purcell (also known as “Pursley”) had been on a hunting-and-trapping expedition in 1802 when he was attacked by Indians and forced to retreat to Santa Fe, then not allowed to leave.

Following The United States’ acquisition of Louisiana Territory, the American military conducted and participated in numerous exploratory, mapping, and scientific expeditions in the West. One of these journeys began during the summer of 1806, when Captain Zebulon M. Pike set off on an expedition to investigate the disputed southern boundaries of this territory for the US government and report on the characteristics of the

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64 The Louisiana Purchase involved the purchase of 827,987 square miles (2,144,476 square kilometers) of land by the United States from France for about $15,000,000. The territory extended from the Mississippi River to the Rocky Mountains and from the Gulf of Mexico to the Canadian border. The treaty securing the purchase was signed on May 2, 1803 by James Monroe and Robert Livingston (US) and François de Barbe-Marbois (France). The United States assumed possession of the land on December 20, 1803, renaming it Louisiana Territory; however, the final boundaries were not settled until the Adams-Onís Treaty of 1819.
66 Brandon, *Quivira*, 238.
69 Cox, 32; Waters, 15; Rittenhouse, *The Santa Fe Trail*, 7.
Arkansas and Red rivers. Accompanied by a party of 22 men, Pike spent two weeks among the Osage Indians in western Missouri and visited a Pawnee village in modern southern Nebraska before heading into what later became central Kansas. In late October the party divided into two forces near the Great Bend of the Arkansas River. Lieutenant James Wilkinson and a detachment began the return trip east, traveling down river in recently constructed canoes. Pike and 16 men continued up the river toward the mountains, travelling west along what later became part of the Mountain Route of the Santa Fe Trail. Having entered Spanish territory along the Rio Grande River, Pike and his party were eventually captured by Spanish troops. Spaniards escorted Pike to Santa Fe where he saw other Americans who had been detained, including Jean Baptiste La Lande and James Purcell. Pike was later taken south to Chihuahua. He was impressed with what he saw and relayed what he had seen to others upon his return. Zebulon Pike published an account of his journey, *Journal of the Western Expedition*, in 1810. This publication created new interest in trading with Santa Fe, and new expeditions followed.

Several other would-be traders set out for Santa Fe in the early nineteenth century. Some would contend that the first truly successful Santa Fe trader was Jacques Clamorgan, a trader from St. Louis who, in 1807, departed St. Louis traveling overland to Santa Fe and on to Chihuahua. Clamorgan was thought to be successful because of his life as a Spanish subject before he became a citizen of the United States. His understanding of the Spanish culture and his strong grasp of Spanish language helped him in his 1807 endeavor. Three years after Clamorgan’s journey to Mexico, James McLanahan, Reuben Smith, and James Patterson unsuccessfully attempted trading in the region. The three men were arrested and imprisoned for several years in the Presidio of San Elizario, 17 miles downriver from present day El Paso, Texas. In 1812 a group of ten Missouri frontiersmen, including James Baird of St. Louis, Robert McKnight, and Samuel Chambers, believing erroneously that the Mexican Declaration of Independence in 1810 under Hidalgo had removed the stringent Spanish trade restrictions, crossed the Plains in an attempt to trade with Santa Fe. The Spanish government, in compliance with its standing policy against allowing trade between its colonies and other nations, confiscated their goods. These American traders were imprisoned in Chihuahua; the last of these men, McKnight, was not released until 1821. Between 1812 and 1815 while the United States was involved in war with England, Manuel Lisa, a Spanish-born Missouri River fur trader, wrote to the Spaniards offering to trade with them. He dispatched Charles Sanguinet toward Santa Fe with a load of merchandise with the intent to engage in trade; however, everything was destroyed in a confrontation with American Indians. Auguste P. Chouteau, a member of the famous St. Louis fur trading family, and Jules de Mun conducted several trips to Taos over the Sangre de Cristo Mountains before being arrested in 1817. Eventually they were allowed to return home to St. Louis. Jedediah Smith guided a pack train over what was to become the Santa Fe Trail to the Arkansas River in 1818. However, after a Spanish merchant with whom he was supposed to trade did not
arrive, the unsuccessful trading party returned home. 83 In 1819, New Mexican Governor Melgares ordered a
fort built on the eastern side of Sangre de Cristo Pass, northeast of Taos. The Governor read a report that
stated the Sangre de Cristo Pass was vulnerable to attack, and because of its strategic location, a few men
could defeat an entire army. The fort was attacked and destroyed six months after its completion by either
American Indians or Americans posing as American Indians. 84

Prior to the establishment of the Santa Fe Trail, New Spain’s far northern frontier had developed a
unique character. The physical environment played a key role in the establishment of settlement in that arid
climate, and natural materials allowed residents to construct buildings of adobe. The Spanish government
offered incentives to individuals willing to settle on these frontier lands. 85 Hispanics assimilated indigenous
American Indians into these frontier societies, thus creating a “frontier of inclusion.” 86 Historians and
anthropologists have viewed New Spain’s far northern frontier as more informal, democratic, self-reliant, and
egalitarian than that of central portions of the viceroyalty. 87 However, far northern portions of New Spain
developed a strong Hispanic urban tradition with restrictions on trade and travel. 88 Most of the populace
of northern New Mexico was fully occupied merely trying to grow enough crops to survive and to raise sheep.
Both sheep and wool were commodities that could be traded in markets to the south, but woven textiles were
increasingly popular as trade items to the south. 89 Up until 1821, New Mexico received nearly all its other
goods and supplies from the interior provinces. 90 However, distance, difficult terrain, and government
restrictions isolated Santa Fe from markets farther south. In addition, merchants in Chihuahua controlled trade
to the New Mexico frontier, and their practices and manipulation of markets and currency further oppressed
settlers in the northern settlements. By 1803 goods imported from Chihuahua to New Mexico were valued at
more than $100,000, but the province’s exports were averaging much less than this figure. As a result, the mer-
chants in Santa Fe were constantly in debt, and the general populace suffered a perpetual shortage of
manufactured goods. 91

Rather than establishing new roads between New Mexico and the United States, large segments of the
Santa Fe Trail followed pre-existing paths created by earlier explorers and would-be traders. Though this
preface to the history of the Santa Fe Trail is not considered a historic context of the trail itself, it does provide
the impetus for and the foundation of this historic trade route.

I. International Trade on the Mexican Road, 1821-1846

Legal international trade between the United States and Mexico began in September 1821 with William
Becknell’s first trip from the Franklin area to Santa Fe. Mexican independence from Spain on August 24, 1821
changed the political climate in Santa Fe, and the newly installed Mexican government removed the restrictions
against trade with the United States. In 1821, the northern boundary of Mexico ran along the line arbitrarily

83 Ibid., 8.  
84 Lecompte, “Mountain,” 59.  
87 Weber, Mexican Frontier, 278.  
88 Ibid.  
89 Frank, From Settler to Citizen, 125.  
90 Beck, New Mexico, 99-100, 110; Boyle, Comerciantes, 12; The History of Jackson County, Missouri (Cape Girardeau, Missouri: Ramfre Press, 1966), 172.  
established as part of the 1819 Adams-Onís Treaty; this line between Mexico and the US followed the right bank of the Sabine River, the Red River west to the 100th meridian, and the Arkansas River to the Continental Divide, then the 42nd Parallel west to the Pacific coast. Mexico included all of what is now California, Nevada, Utah, Arizona, New Mexico, Texas, most of Colorado, and the southwestern corner of Kansas. To the north of Mexico in 1821 lay Oregon Country, unorganized territory, Arkansas Territory, and the United States (Figure 3). The period between 1821 and 1846 witnessed increasing international trade activity along the Santa Fe Trail.

The Beginnings of Legal Trade

Several Americans sought the distinction of being the first to reach Santa Fe with the intention of trading legally. Although Jacob Fowler and Hugh Glenn were discovered trapping beaver streams north of Santa Fe in 1821, William Becknell is credited with the establishment of the Santa Fe Trail, and as the first successful American trader to reach Santa Fe in 1821, he received the title “Father of the Santa Fe Trail.” Becknell was born in Virginia circa 1787. He first appeared in the Boon’s Lick country of central Missouri in April 1812 when he joined the US Mounted Rangers. By 1815, he had become involved in a series of business ventures including the salt trade and a ferry service across the Missouri River. In 1817, he established a residence in Franklin, Missouri. The Panic of 1819 cost Becknell dearly. Unable to repay personal loans he had taken out, Becknell was arrested on May 29, 1821 but was released on a $400 bond. By the summer of 1821, the 34-year-old frontiersman had accumulated a debt of $1185.42 owed to five creditors, and he faced the prospect of prison. On June 25, 1821, prior to official news of the change in government in Mexico, Captain William Becknell placed an advertisement in the Missouri Intelligencer, looking for men to accompany him on his trading venture westward. The stated purpose of the proposed expedition was the trading of horses and mules, presumably with the Indians, and the catching of wild animals. Members of the expedition were to provide their own equipment and an equal part of the capital for the trade. The men met and elected Becknell to lead their expedition. The August 14, 1821 edition of the Missouri Intelligencer reported that 17 men assembled at Ezekiel Williams’ cabin and set September 1, 1821 for the party, led by William Becknell.

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95 Myers and Simmons, *Along the Santa Fe Trail*, 7.

96 Ibid.

97 Ibid., 8.


Becknell, to cross the Missouri River at the Arrow Rock ferry.\textsuperscript{100} Still contested is whether Becknell anticipated the opening of the Mexican border to legal trade or whether he was the benefactor of circumstance, having originally intended to trade with American Indians. Becknell would have been aware of the Mexican declaration of independence in February 1821 and the Mexican revolt against the Spanish prior to his departure.\textsuperscript{101} Not until September 27, 1821, however, did Mexico legally divorce Spain, yet the Becknell party crossed the Missouri River above Franklin and departed from the natural landmark known as Arrow Rock on September 1, 1821, as planned.\textsuperscript{102}

The party crossed the Arkansas River in the vicinity of Walnut Creek then followed the south side of the river into Colorado where they followed the Purgatoire River and Chacuaco Creek southwest, entering New Mexico through Emery Gap.\textsuperscript{103} Becknell and company, after an uneventful trip, met a troop of soldiers from Santa Fe on November 13. They traveled with the soldiers to San Miguel del Vado and into Santa Fe where Governor Facundo Melgares greeted them warmly.\textsuperscript{104} Becknell’s timing was advantageous – he and his trading party arrived in Santa Fe on November 16, 1821. Their trade goods, including calicoes and domestic printed cloth, sold at high prices in the isolated Mexican outpost. Having experienced the profits to be gained by this type of trading venture, Becknell was anxious to return to Franklin and to prepare an even larger volume of goods for his next trip to Santa Fe. To this end, he departed Santa Fe on December 13, 1821. The successful Becknell arrived in Franklin on January 30, 1822, after only 48 days’ travel.\textsuperscript{105} William Becknell was the first American trader into Mexican Santa Fe by only two weeks. Soon after Becknell, Thomas James, who viewed Santa Fe as a market for textiles, arrived on December 1. Hugh Glenn and Jacob Fowler, both trappers and American Indian traders from southeast Colorado, departed for Santa Fe on January 2, 1822.\textsuperscript{106} Enormous profits were to be gained for the effort expended and the risk taken by traders participating in the Santa Fe trade.

Due to the opening of trade relations between the United States and Mexico and the extreme profits from Becknell’s first successful trade expedition, other expeditions were organized almost immediately, and the Santa Fe trade was initiated. Becknell set off on his second trading mission with 21 men and three wagons, embarking from Franklin on May 22, 1822.\textsuperscript{107} Another trading party, led by John Heath, left after Becknell but soon caught up with his entourage, so they traveled together to Santa Fe.\textsuperscript{108} Some scholars contend that this expedition signaled the first transportation of goods to Mexico that was intended for civilian, not American Indian, trade.\textsuperscript{109} This was the first American attempt to use wagons in crossing the plains since Becknell’s first trip utilized only pack animals.\textsuperscript{110} The use of wagons required the party to adopt a trail route that avoided the

mountains; this new route partially followed what became the Cimarron Route. 111 Although more strenuous due to the scarcity of water between the Arkansas and Cimarron rivers, the Cimarron Route was shorter and much less rugged than the later Mountain Route through Raton Pass. Wagons could easily traverse the new route, where scaling the Mountain Route proved treacherous. 112 On his 1822 journey, Becknell and party crossed the Arkansas River in Rice County, Kansas then followed the south side of the river for eight days before heading southwest into Spanish country. Employing the Cimarron Route also meant the crossing of La Jornada (Spanish term meaning “the journey”), a 60-mile waterless portion of the route where high temperatures usually prevailed. Josiah Gregg, author of the book Commerce of the Prairies, suggested that Becknell’s second expedition was closest to failure on this portion of the Santa Fe Trail; 113 Gregg’s father, Harmon, was a member of Becknell’s expedition. 114 By late July 1822, Becknell was in San Miguel, New Mexico. After continuing on to Santa Fe, he returned to Franklin in October 1822. Becknell’s second trading party brought $3000 worth of trade goods to Santa Fe, and the party enjoyed the rewards of a 2000 percent profit on their investment. 115 The demand for American and European goods was emphasized by the instance of Becknell and others selling even their wagons, worth $150, for $700. 116 The profits derived by Becknell from this trip went a long way toward pacifying his creditors back in Franklin.

Several other trading parties were assembled quickly with a view to trading with the Mexicans. Colonel Benjamin Cooper and 15 men left Franklin with a trading party in early May of 1822. 117 Like Becknell, Cooper took the Cimarron Route, encountering hard times when they reached La Jornada. The problem arose when the trading party expended its water supply. They were forced to kill their dogs and cut the ears of their mules in order to have hot blood to drink to survive under the extreme weather conditions. 118 On the verge of abandoning the expedition, they chanced upon and killed a buffalo. They utilized the stomach water from this animal to quench their thirst, and subsequently found water in the vicinity, as had the buffalo. 119 This trail incident was once believed to have happened to Becknell’s party, but it is now believed to have actually happened to the Benjamin Cooper party in 1823. 120 Cooper’s party was forced to return to Franklin after 28 horses strayed from their camp at night. 121 Even then, the handful of men that was sent out after the horses was robbed of their guns, clothes, and six of their horses by Osage Indians. 122 James Baird and Samuel Chambers, imprisoned ten years earlier for illegal trading, also led an expedition to Santa Fe in the autumn of

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111 According to Josiah Gregg’s 1844 “Map of the Indian Territory Northern Texas and New Mexico Showing the Great Western Plains,” the “First Wagon Route” left Cool Spring (in present-day Oklahoma) and headed further south of the Cimarron Route, crossing Arroyo de los Yutas and the Canadian River before arriving in San Jose, New Mexico where it rejoined the Cimarron Route into Santa Fe. Because of the detail in the map, a reproduction for this MPDF would not be beneficial. The map is viewable on the University of Tulsa’s website: http://www.lib.utulsa.edu/speccoll/collections/maps/gregg/Gregg%20%20complete.jpg (accessed 29 February 2012).

112 Beachum, William Becknell, Father, 35; Brown, The Santa Fe Trail, 71; and Connelley, A Standard History, 114.


115 Franzwa, Maps of the Santa Fe Trail, 2; Rittenhouse, The Santa Fe Trail, 10.

116 Beachum, “To the Westward,” 11.

117 Connelley, A Standard History, 89.

118 Gregg, Commerce, 8; Beachum, “To the Westward,” 11.

119 Gregg, Commerce, 9; Beachum, “To the Westward,” 11.


121 Barry, The Beginning, 105.

122 Barry, The Beginning, 105.
1822.123 The Baird-Chambers trading expedition experienced a severe snowstorm, which forced them to spend the winter in camp near the Arkansas River.124 When spring came, the traders had no means of transporting their goods since most of their draught animals had perished in the winter cold. The traders cached their commodities on the north bank of the Arkansas River and went to Taos where they purchased mules and returned for their merchandise.125 The place where the traders hid their goods became known as “The Caches” and was an important mile-marker and campsite for future travelers.126

After 1821 the Santa Fe trade supplied much needed manufactured goods and also provided economic success for New Mexican merchants and for those who supplied goods traded to US markets. While much of the wealth from the trade augmented established ricos, others profited by supplying products and freighting along the trail.127 As the wealthy class in New Mexico, ricos controlled the trade of their goods and benefited greatly from the amount of merchandise that American traders shipped into their markets. They also separated themselves from and maintained economic control over the “commoners” and poor.128 Augustus Storrs, a native of New Hampshire and Franklin, Missouri postmaster who traveled to Santa Fe in 1824 as part of the first trade caravan, described the conditions prevailing in Santa Fe upon his arrival:

Although necessity has limited their artificial wants, they have not, within themselves, all the necessaries and conveniences of life. Iron is difficult to be obtained, and sells at $100 per cwt., although the country abounds in ore. Wollen [sic] goods are scarce and dear, yet the Internal Provinces produce twice the quantity of wool necessary to clothe their inhabitants. All plates, dishes, bowls, water vessels, and every description of castings, are supplied by a substitute, manufactured from clay, by the civilized Indians. This ware is superior of its kind, and is the invention of the aborigines. They are almost entirely destitute of artizan's [sic] tools of every description, and their implements of agriculture, such as carts, ploughs, harrows, yokes, spades, &c. are universally destitute of the least advantage of iron-work. Their spinning is done by the sole use of a wooden spindle, operated by a twirl of the thumb and finger. These particulars are, in themselves, too trifling for enumeration, but, when considered in relation to the late administration of the government, and the condition of the people, and the practical consequences to be deduced by statesmen, they become more important. From them, also, may be inferred the variety and extent of supplies demanded by that market. It will be remembered that I speak of New Mexico only, to which my personal observation was limited. Report speaks more favorably of the condition of the other Internal Provinces.129

Santa Fe was established in 1610 in a narrow valley unoccupied by American Indians.130 The city was irregularly laid out except for the public square, while the immediate environs of the city consisted of farms.

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123 Rittenhouse, The Santa Fe Trail, 11.
124 Oliva, Soldiers, 9.
125 Ibid., 9-10.
126 Ibid., 10.
127 Beck, New Mexico, 112-113; Boyle, Comerciantes, ix.
128 Boyle, Comerciantes, ix; Susan Shelby Magoffin, Down The Santa Fe Trail and Into New Mexico: The Diary of Susan Shelby Magoffin, 1846-1847, ed. Stella M. Drumm (Lincoln & London: University of Nebraska Press, 1982), xxi. Ricos were the main financial beneficiaries in the Rio Grande Valley of New Mexico.
Farming on these arid lands was possible as a result of irrigation systems from the Santa Fe River.  The majority of the residents of Santa Fe were poor, but a very wealthy minority also resided there. The church was the center of cultural life in the town and the educational system was poorly developed. By 1821, approximately 5000 people lived in Santa Fe. For the next 25 years, this town grew into the major western terminus for international trade along the Santa Fe Trail.

As trade with Mexico became more popular, numerous caravans were organized each year. The first caravan to Santa Fe left Mount Vernon, Lafayette County, Missouri on May 25, 1824. This particular caravan consisted of 81 men, 156 horses and mules, 23 four-wheeled carts, one piece of field artillery, and $35,000 worth of goods for trade; it was guided by Augustus LeGrand, a former resident of Santa Fe; Meredith M. Marmaduke, later governor of Missouri; Augustus Storrs, the Franklin postmaster; and William Becknell. Having reached Santa Fe, a few of the traders continued on to the Mexican states of Chihuahua and Sonora; others chose to return to Missouri, arriving there on September 24, 1824. Becknell’s connection with the Santa Fe Trail lasted until 1826 during which time he completed another trip to Santa Fe (August 1824-June 1825). He also aided the Sibley Survey by running mail to and from the survey party, delivering wagonloads of supplies, and acting as a guide on occasion.

Another individual who played a significant role in the early years of the Santa Fe trade was US Senator Thomas Hart Benton from Missouri. In his younger days as editor of the St. Louis Inquirer, Benton ardently advocated the opening of trade with Mexico across the plains. As a senator, after Missouri became a state and the Mexican frontier was opened to trade in 1821, “he pushed the project with renewed enthusiasm.” Senator Benton was a staunch advocate for the Santa Fe trade, encouraging it through his writings and aiding it through his efforts in Congress. He saw the trade as an economic stimulus for his state and a solution to financial instability caused by quantities of worthless paper currency and shortage of hard currency. Benton’s Missouri constituents had two major concerns. Firstly, dangers posed by Indians along both primary routes of the trail were a real and frequent possibility. The Mountain Route was more difficult to traverse due to its mountainous terrain that led wagon trains through Cheyenne, Arapaho, Ute, Kiowa, Comanche and Jicarilla Apache territories. The Cimarron Route’s terrain, though much less rugged, still posed the danger of much less water and a higher threat of attacks by nearby tribes such as the Comanche and Apache. Passing through Indian territory often led to attacks on wagon trains by the occupying tribes. Secondly, the customs regulations imposed on the trade by Mexican authorities was alarming to traders. After being questioned by Senator Benton, traders returning from Santa Fe to Missouri in 1824 sent their complaints and requests to Washington.
In 1825 Senator Benton drew the attention of the US Congress to the growing commerce between the frontier towns of Missouri and the Mexican city of Santa Fe. As evidence he provided a statement from Augustus Storrs, a native of New Hampshire, who had traveled to Santa Fe in 1824 as part of the first trade caravan. In answer to Senator Benton’s questions, Storrs explained that the residents of Santa Fe and the other Pueblos of Mexico’s northern provinces greeted the traders from Missouri with open arms. He listed the types of goods transported to Santa Fe as cotton goods, including bolts of cloth and shirting, handkerchiefs, cotton hose, some woolen goods, silk shawls, cutlery items, mirrors, and assorted other items. In exchange, traders returned to Missouri with Spanish-milled dollars, gold and silver in bullion, beaver furs, and mules. Storrs’s testimony also explained that the American traders paid a duty of “25 per cent. ad valorem” to the government of the Internal Provinces of Mexico on goods brought into the country. Storrs indicated that rumors of impending raises in the duty were prevalent:

The certain object of this increase is to place their commerce, from the south [e.g., Mexico City and Chihuahua along the Camino Real], on a more equal footing with that of the Americans, and the measure, I have no doubt, is strongly urged by a few, who have, heretofore, monopolized the sales and fixed the prices of the country.

Storrs believed that US agents stationed in Santa Fe and Chihuahua could protect traders from the greed and unpredictability of New Mexican officials. Augustus Storrs himself was appointed US consul in Santa Fe in 1825. The duty was thought by the traders to have been arbitrarily imposed by the Governor of New Mexico and not legally by the Mexican government. However, the Mexican government also had imposed a series of arbitrary and oppressive taxes and regulations on the Santa Fe trade. Santa Fe, Taos, and San Miguel del Vado each had a customs house, though Santa Fe remained the true port of entry. Although manifests and records were kept of the goods passing through these customs houses and of the taxes levied and paid, graft and corruption were major problems. A very small amount of the revenue, which should have been paid to the government, actually found its way into the Mexican treasury.

The Sibley Survey, 1825-1827

Missouri traders like Augustus Storrs requested that the US government to survey and mark a permanent road over which Santa Fe trade could be conducted. They additionally requested military protection from future threats (e.g. Indian interference) to what Missourians believed would be a continuously expanding trade route. The Missouri legislature supported the traders’ cause, as did Missouri senators Thomas Hart Benton and David Barton. Benton forcefully guided a bill through Congress, calling for a survey of the trail from Missouri to the international border along the north bank of the Arkansas River. The result of these efforts was the passage of a bill on March 3, 1825, providing for the survey of a “highway between nations” and for treaties to be made with the Indians through whose lands the road passed. The survey began in July of 1825 and became known as the “Sibley Survey,” after George Champlin Sibley who led the survey team, which

142 Storrs, Answers, 6.
143 Ibid.
144 Ibid.
146 Oliva, Soldiers, 12.
147 Ibid.
148 Franzwa, Maps of the Santa Fe Trail, 3; Rittenhouse, The Santa Fe Trail, 12.
149 Kate L. Gregg, The Road to Santa Fe: The Journal and Diaries of George Champlin Sibley (Albuquerque: University of New Mexico Press, 1952), 7.
included Benjamin H. Reeves and Thomas Mather. The Santa Fe Trail Survey Expedition embarked from Fort Osage (now Sibley) on the Missouri River in Jackson County, Missouri. The expedition surveyed and marked the trail between Missouri and Santa Fe, and the surveyors kept extensive notes and records. Rather than survey the route then in use by traders, the Sibley Expedition followed and marked – by erecting earth mounds – a somewhat different route (Figure 4). Some historians suggest that the Sibley Survey never fulfilled its purpose. This was partly because the Sibley survey ended in Taos, with a branch road to Santa Fe from Taos surveyed later. Upon completion of the survey in 1827, the surveyors' records were sent to Washington, but unfortunately for traders and travelers of the Santa Fe Trail, little of the valuable data was published or made public knowledge. Within a few years the earth mounds had disappeared, leaving only wagon ruts to mark the trail to Santa Fe. Sibley thought the survey was unnecessary because he agreed with the wagon men that they already knew the route to Santa Fe, even without man-made markers. Indeed, Sibley later echoed the contentment by some individuals that the traders themselves had already performed the task of marking the Santa Fe Trail. He stated in his journal, "The road as traveled is already well enough Marked by the Waggons [sic], any Mounds put up would be Soon thrown down by the Buffalo and Indians." The Sibley Survey had little effect upon the development of the trade or the trail; however, it did provide national publicity.

As provided in the 1825 bill authorizing the survey and marking of the road to Santa Fe, treaty negotiations were undertaken with the Osage and Kansa tribes. Two treaties – one with the Great and Little Osage (7 Stat., 268) on August 10, 1825 and one with the Kansa (7 Stat., 270) on August 16, 1825 – were identical except for the preliminary and concluding paragraphs specifying the tribe. The first four articles provided that "in consideration of the friendly relations existing" between the two Indian Nations and the US, the Indians would: allow the road to be surveyed and marked; agree that the road would be "forever free for the use of the citizens of the United States and the Mexican Republic… without hindrance or molestation"; “render…friendly aid and assistance” to traders when it was within their power; agree that the “road aforesaid shall be considered as extending to a reasonable distance on either side, so that travelers thereon may, at any time, leave the marked track, for the purpose of finding subsistence and proper camping places." The fifth article required that each tribe receive $500 in money and/or merchandise from the United States government in payment for the considerations enumerated. The Commissioner of Indian Affairs, William Clark, along with Benjamin H. Reeves, George C. Sibley, and Thomas Mather, carried out the negotiations. The meetings between the Osage Indians and the US commissioners took place at Council Grove, a rendezvous campsite on the Neosho River in what is now Morris County, Kansas; the treaty with the Kansa was signed at Sora Creek (Dry Turkey Creek), southwest of present-day McPherson, Kansas (Figure 5). The treaties were signed by Reeves, Sibley, Mather and 16 members each of the Osage and Kansa tribes, including seven Osage chiefs and four Kansa chiefs.

Tariffs and Taxes

150 Beachum, “To the Westward.” 11.
151 Gregg, The Road to Santa Fe, 54; Connelley, A Standard History, 138.
152 Gregg, The Road to Santa Fe, insert before v [map of the route].
153 Ibid.
154 Ibid., 47-48.
155 Rittenhouse, The Santa Fe Trail, 12.
157 Ibid.
159 Connelley, A Standard History, 91-92.
160 Kappler, Indian Affairs, 246-250.
Issues with fair trade, Mexican tariffs, and duties continued during the first two decades of the Santa Fe trade. Despite the enormous profits to be made on American goods sold at Santa Fe, the traders had to surrender some of their profits to the Mexican authorities in the form of customs duty. Customs duty on dry goods was officially 25 percent; in actual practice, however, this often varied from 10 to 150 percent.\footnote{Sayles, “Thomas Hart Benton,” 6.} The duty was based on the arbitrary value placed on the goods by the Mexican officials at the customhouse.\footnote{David Dary, \textit{Entrepreneurs of the Old West} (Lincoln: Bison Books, University of Nebraska Press, 1986), 33.} Corruption was rampant, and during the early years, Mexican officials received as much as a third of the duty for their personal use in addition to any bribes that changed hands.\footnote{Ibid.} During the 1830s, while serving as the customs collector at Santa Fe, Manuel Armijo experienced difficulties keeping up with the ever-changing Mexican tariff schedules. A variety of duties and taxes existed at that time including national import duties, state excise taxes, taxes on animals and wagons, taxes on the establishment of a retail shop, and taxes on required documentation. Each port of entry also seemed to employ its own tariff schedule. Recognizing these difficulties, Armijo shifted from \textit{ad valorem} duties to a flat $500 impost on every wagon. Santa Fe traders, in response, started using larger wagons pulled by ten or 12 mules, or reloading goods into fewer wagons outside Santa Fe, leaving the empty wagons until their return trip. As a result, Armijo removed the per wagon tax in 1839.\footnote{Dary, \textit{Entrepreneurs}, 33; David A. Sandoval, “ Gnats, Goods, and Greasers: Mexican Merchants on the Santa Fe Trail,” \textit{Journal of the West} 28 (April 1989): 28-29; Dean Earl Wood, \textit{The Old Santa Fe Trail From The Missouri River: Documentary Proof of the History and Route of the Old Santa Fe Trail}, Panoramic edition (Kansas City, Missouri: E.L. Mendenhall, Inc., 1955), 117-118; and Weber, \textit{The Mexican Frontier}, 153.}

American traders regularly argued that the Mexican trade duties resulted in them being taxed twice on the same merchandise, once when it was imported from Europe and again when it was taken into Mexico. In order to place American traders on equal footing with Mexican competitors who were importing directly from Europe, one Missouri merchant proposed that the US should create a rebate or debenture of American duties for Santa Fe traders who were being impacted by this double taxation. Between 1831 and 1845 American traders appealed to Congress for help. It was argued that this would improve American traders’ ability to reach markets farther south in Mexico and increase the value of the Santa Fe trade. In 1842, the acting US consul in Santa Fe sided with the traders.\footnote{Seymour V. Connor and Jimmy M. Skaggs, \textit{Broadcloth and Britches: The Santa Fe Trade} (College Station, TX: Texas A & M University Press, 1977), 120; Moorhead, \textit{New Mexico’s Royal Road}, 73-74.} Congress, however, refused to act at that time.

American traders also were worried about the increasing influence of Mexican merchants and were concerned that these businessmen threatened their own business interests. During the 1830s a merchant class began to emerge in Santa Fe, consolidating capital, beginning to control markets, trading in the US, and dealing directly with wholesalers. By the late 1830s, Mexican traders had gained dominance over the trade and were transporting the bulk of the goods bound to Santa Fe. They were involved in all aspects of the trade in Santa Fe, as well as in Missouri, the eastern US, Mexico, and California. Many wealthy Hispanic merchants established their own contacts with wholesalers and merchants in the eastern US, bypassing American merchants and businessmen in Missouri.

On March 3, 1845, however, the US Congress passed the \textit{Drawback Act}. The law allowed traders to be reimbursed for all but 2.5 percent of the US duties of foreign merchandise if advance notice of intent to re-export the goods to Mexico was given and provided that they were shipped to Mexico in original packages with certified invoices by way of Independence, Missouri or either Van Buren or Fulton, Arkansas. In addition, the
goods were subject to inspection by American customs agents, and traders were required to provide bond of three times the US duties. Trade increased dramatically in the year after the passage of this legislation, increasing the value of goods transported over the trail to Mexico (Table 1).\textsuperscript{166}

\begin{table}[h]
\centering
\begin{tabular}{|c|c|c|c|}
\hline
Year & Value & Year & Value \\
\hline
1821 & $3,000 & 1833 & $180,000 \\
1822 & $15,000 & 1834 & $150,000 \\
1823 & $12,000 & 1835 & $140,000 \\
1824 & $35,000 & 1836 & $130,000 \\
1825 & $65,000 & 1837 & $150,000 \\
1826 & $90,000 & 1838 & $90,000 \\
1827 & $85,000 & 1839 & $250,000 \\
1828 & $150,000 & 1840 & $50,000 \\
1829 & $60,000 & 1841 & $150,000 \\
1830 & $120,000 & 1842 & $160,000 \\
1831 & $250,000 & 1843 & $450,000 \\
1832 & $140,000 & & \\
\hline
\end{tabular}
\caption{Josiah Gregg's Estimated Value of Santa Fe Trade Goods, 1821-1843\textsuperscript{167}}
\end{table}

Traded Goods

During his 1825-1827 survey expedition, George C. Sibley sent a letter back to his associates in Missouri in which he outlined the items he felt would sell best in Santa Fe. His enumeration provides information on the types of items leaving Missouri for Santa Fe in the early years of the trade. Cloth, food, medicine, and hardware figured prominently in Sibley's list. In the 1830s, according to Santa Fe trader Alphonso Wetmore and US Secretary of War Lewis Cass, the principal goods being traded from Mexico back to Missouri included Mexican dollars, fine gold, beaver pelts, horses, mules, and asses.\textsuperscript{168} Manifests listed the items passing through the Mexican customs house in Santa Fe for the purpose of assessing the amount of tax due. Two of these documents dating from the year 1835 provide evidence that the types of items traded in this period were not significantly different than those of the preceding years. It was the quantity and diversity of merchandise shipped into Santa Fe that changed dramatically between the 1820s and the 1840s; the price of similar items during this time period also declined.

The types of goods transported from the United States and Europe to be sold at Santa Fe reflect the international character of the trade.\textsuperscript{169} Cloth, including cottons, silks and linens, was the most important item of merchandise transported to Mexico. Other items sold in Santa Fe included: dry goods, hardware, tableware, cutlery, jewelry, whiskey and champagne, and a wide variety of other manufactured goods. Traders acquired

\textsuperscript{166} Moorhead, New Mexico's Royal Road, 73-74.
\textsuperscript{167} Brown, The Santa Fe Trail, 8-9,37; Rittenhouse, The Santa Fe Trail, 11; Wood, 61; and Switzler, Report on Internal Commerce, 563.
\textsuperscript{168} U.S. Senate, Twenty-second Congress, first session. Sen. Doc. No. 90. Message from the President of the United States, In compliance with a Resolution of the Senate concerning the Fur Trade, and Inland Trade to Mexico (Washington, D.C.: Government Printing Office, 1832). Wetmore was also an ex-Army paymaster who had lost an arm during the War of 1812. Cass was Secretary of War from August 1, 1831 through October 4, 1836.
\textsuperscript{169} Findley, "Along the Santa Fe Trail," 107.
gold and silver Mexican dollars, silver bullion, gold dust, mules, donkeys, and furs in Santa Fe for their return
trip to the United States. Trappers played a significant role in the Santa Fe trade in that they provided trail
merchants with manpower for their caravans, customers for their merchandise, and sources of supply for one
of their most popular commodities: fur.

The estimated total value of annual goods traded along the Santa Fe Trail between 1821 and 1846
increased dramatically, although it was not a steady increase. Some of the fluctuations in the expanding
trade can be attributed to conditions along the trail, while others were related to issues and events in the US
or Mexico: for example, confrontations between traders and Indians along the trail, particularly in late 1828
and early 1829; the Panic of 1837; or the Texas uprising in 1841 to 1843.

The Santa Fe trade had an effect on the industrial areas of the eastern United States, especially the
northeast, providing a new market for large quantities of merchandise. Both American and European goods
were traded extensively, encouraging New Mexican material dependency upon Anglo-American trade items,
as well as encouraging the industrial development of the northeastern US. The major wholesale sources of
goods which the traders hauled to Santa Fe were a number of prominent firms in New York City, Boston,
Philadelphia, and St. Louis. In the early period of the trade, goods were purchased by independent traders or
by an intermediary for a group of traders directly from these cities. Many Missouri merchants purchased
large quantities of goods on yearly trips east and advertised them for sale specifically as "Santa Fe Goods." By
the 1840s, forwarding and commission houses acted as middlemen between the eastern wholesalers and the Santa
Fe merchants, with Kansas City as the staging point for their caravans.

Travel on the Trail

Just as during the early years of trade between Missouri and Mexico, merchants engaged in the Santa
Fe trade learned what merchandise would bring the greatest profits and which eastern wholesalers offered the
best deals. Santa Fe Trail traders and travelers determined the best routes of travel for freighting goods
whether with pack animals or wagon caravans. They found the best places to cross rivers and streams or
modified stream banks to make crossings faster and safer. They determined the best locations to camp, the
best streams and springs that had constant potable water, and all the things that travelers across the Plains in
the early to mid-nineteenth century needed to know in order to successfully complete their journeys. They also
found what dangers were most likely to be encountered and where to expect problems. They figured out the
best means of travel, the items needed for the journey, and how to organize a wagon train for long distance
freighting. However, traders also made changes as necessary to maintain the trade, increase their profits,
travel safely, or take advantage of changing conditions.

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171 Wood, 119.
172 Daniel D. Muldoon, “Trappers and the Trail: The Santa Fe Trail from the Trapper’s Perspective,” The Santa Fe
174 Dary, Entrepreneurs, 31-32; Lewis E. Atherton, The Frontier Merchant in Mid-America (Columbia: University of
The Missouri River was navigable between March and November in central Missouri. Towns with river landings provided potential jumping-off points for the Santa Fe Trail, as merchandise for the trade could be brought in by riverboat at lower rates than those offered by overland routes. The river town of Franklin in central Missouri served as the departure point for Becknell and other early traders. After a Missouri River flood inundated Franklin in 1828, the town of New Franklin was established two miles northeast of the flooded town of Franklin, but did not seem to play a significant role in the trade, as by 1828, the terminus had moved slightly west.176 The ferry at Arrow Rock – a bluff along the west bank of the Missouri River – became widely used during the early years of the Santa Fe Trail, especially as Mexican merchants made their way to Franklin.177 As steamboats came into common use, ports were established upstream and were found to offer advantages. These steamboat landings were established near the big bend in the Missouri River in Jackson County, Missouri. With the establishment of Fort Leavenworth in Kansas Territory in May 1827, a new steamboat landing was available for military freight, which could then be transported along the Santa Fe Trail via military roads, linking the post to the trail. By freighting goods on the river to these upstream landings, traders saved nearly 100 miles of difficult travel over unimproved and often muddy roads.178 During the 1830s and 1840s Independence and Westport, and later, Kansas City, were the principal outfitting locations and trailheads at the eastern end of the Santa Fe Trail. By the mid-1840s, trail traffic in Westport had caught up with or exceeded the trail traffic in Independence.179 At least three different trail routes developed in the greater Kansas City area depending upon which river landing and outfitting town a caravan started and which crossing was used over the Big Blue River (Figure 6).180

During the first 25 years of the Santa Fe Trail, the Cimarron Route was used almost exclusively over the Mountain Route, which was not considered a viable route for wagon traffic due to its geography. Wagons more easily traversed the relatively level terrain of southwest Kansas than the steep slopes of the Mountain Route into New Mexico. The Mountain Route was rarely used in the years preceding the Mexican-American War except by pack animals.181

No improved amenities were found along the trail in the early years. Campsites were carefully selected and needed to provide at least water, grass, and fuel. Draught animals could survive a night without plentiful grass, but neither humans nor animals could survive long without water. Most camping areas were located adjacent to streams or springs. Travelers encountered numerous rivers and streams along the trail. Some were crossed with little trouble, but others with steep banks or muddy bottoms were more difficult to manage and posed major obstacles for travelers. In 1844, author and traveler Josiah Gregg described crossing the Little Arkansas River:

Although endowed with an imposing name, is only a small creek with a current but five or six yards wide. But, though small, its steep banks and miry bed annoyed us exceedingly in crossing. It is the practice upon the prairies on all such occasions, for several men to go in advance with axes, spades and

180 Crease, "Trace," 8-14.
181 Rittenhouse, The Santa Fe Trail, 15-16. Rittenhouse notes that during most of the commercial years of the trail, traders using wagons preferred the Cimarron Route.
Crossings became more dangerous after heavy rains when streams were in flood stage. Sometimes waters remained high for several days causing significant delays. Even when water levels were lower, crossing streams often caused a bottleneck for large caravans as wagons had to wait their turn. Some crossings wore out men and livestock working to move wagons bogged down in mud, and quicksand was a danger that could be encountered on some streams, particularly the Arkansas River. Most of the troublesome crossings were encountered in Kansas.  

Many other dangers lurked along the trail. Storms with high winds, heavy rains, and hail caused damage to wagons, drove off livestock, and resulted in injuries. Winter storms with heavy snows and extremely cold temperatures bogged down wagons and killed livestock and travelers. At least two caravans suffered from winter storms. In the winter of 1822-1823 the Baird-Chambers trade caravan, as noted above, was caught in a blizzard on an island in the Arkansas River west of modern-day Dodge City. They were forced to cache their merchandise and continue on to “Touse” [Taos]. They came back in better weather and retrieved their cached goods. In 1841 Don Manuel Alvarez and his small trading party were caught in a blizzard at Cottonwood Creek Crossing. Two men and most of the company’s mules were frozen to death. Livestock stampedes, particularly of oxen, were fairly common because, as Josiah Gregg noted, they tended to be “exceedingly whimsical creatures when surrounded by unfamiliar objects. One will sometimes take a fright at the jingle of his own yoke-irons, or the cough of his mate, and, by a sudden flounce, set the whole herd in a flurry.” Injuries were also possible from guns and knives handled by the traders and travelers for hunting and protection, though sometimes used in fights against fellow travelers. Rattlesnakes, bees, poison ivy, nettles and briars, and other native fauna and flora could also pose dangers.

Because of incidents like the Baird-Chambers expedition, travelers learned which seasons of the year were best suited for travel. During the winter months, Missouri traders purchased goods in the East and had them brought to the trailheads in Independence or Kansas City to be ready for departure in early May. Leaving in May would ensure adequate grazing on the prairie for the mules and oxen. Eastbound caravans usually left Santa Fe on September 1, arriving in Missouri around October 10. Caravans could accomplish between ten and 18 miles a day and barring major delays, could reach their destinations within a month and a half. Delays due to rain were common, especially near the eastern part of the trail, as the caravans often had to wait for water to recede from streams in order to cross.

Various travelers recorded their journeys and provided lists of places along the trail and approximate mileages between them. In later years guidebooks were published for travelers, providing itineraries and...
tables of distances between campsites. Differences appear in the various listings of trail campsites, even between those recorded only a year or two apart. Some of these differences were due to names of places changing or to increased knowledge over time, while others were due to actual changes in the route of travel. The mileages given on early itineraries were often inaccurate, but accuracy improved in later years with better methods of measurement. Both similarities and differences can be seen in these lists of major stops and distances along the trail between Independence, Missouri and Santa Fe, New Mexico. One of the individuals who wrote an itinerary was trader Alphonso Wetmore. In 1828 he maintained a diary while serving as the captain of a Santa Fe-bound caravan that encountered heavy rains and swollen streams. In addition to his Santa Fe Trail writings, he also wrote prolifically about life in the Army and in Missouri. Wetmore’s Santa Fe Trail itinerary, published in 1837 in his Gazetteer of the State of Missouri, lists 67 major places along the Cimarron Route, including stream crossings, springs, water holes, and campgrounds. He estimated the total distance between Independence and Santa Fe as 897 miles (Appendix A). Josiah Gregg's total mileage differed from Wetmore’s. In his 1844 Commerce of the Prairies, Gregg provided a table listing major places and distances along the Cimarron Route based on his six trips along the Santa Fe Trail (Appendix B). He estimated the total distance between Independence and Santa Fe along this route as 770 miles and showed 37 major named places on the route. The most notable difference between the Wetmore and Gregg itineraries is the estimate of the total aggregate mileage between the same starting and ending points. Distances between listed places on both Wetmore’s and Gregg’s itineraries varied from two to 40 miles.

During the early years of the Santa Fe Trail, traders and travelers settled on a basic route (the Cimarron Route) between Missouri and Santa Fe, as well as learned and established some basic rules of the road. These included which methods of transportation were best suited along the route, the best ways to efficiently organize trade caravans across the Plains, how to protect the cargo and livestock during times of danger, and choosing the most important items that were needed by the traders along the route. Becknell used horses as pack animals on his first trade trip; Mexican traders used burros and mules, and arrieros (muleteers) were familiar with their use traveling the rugged Camino Real. No mention of the presence of mules in Missouri has been identified prior to 1824; apparently the first mules came to the state over the Santa Fe Trail. Goods carried on pack animals had to be loaded each morning and unloaded each evening, a time-consuming process even for experienced arrieros. Pack animals had some advantages over wagon travel in that they were better suited to rough terrain and could negotiate steep stream banks. Unlike the packing and unpacking required when using pack animals, wagons offered the added benefit of just one loading.

Wagons were first used over the Santa Fe Trail in 1822 when William Becknell used three wagons on his second trading expedition. Josiah Gregg, by contrast, identifies 1824 as the initial year for wagon transport across the trail; however, he credits a company of 80 traders with the introduction of this type of animal-drawn vehicle. His account relates the use of 25 wheeled wagons – two carts, one or two road wagons, and the remainder Dearborn carriages – carrying $25,000 to $30,000 worth of merchandise. Once it was proven that

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192 Sandoval, “Gnats,” 23.
195 Gregg, Commerce, 10. This may have been the Le Grand/Marmaduke/Storrs party.
196 Ibid.
wagons could make the journey via the Cimarron Route, wagons became the standard means of transportation, though some travelers continued to use pack mules until 1826. Mules and burros were more frequently used to carry loads back to Missouri than from Missouri to Santa Fe, as it was profitable for traders to sell their wagons in Santa Fe. For instance, William Becknell sold a wagon in New Mexico for $700; he had paid $150 for it in Missouri.

The wagons initially used by the traders consisted of a wide variety of types and sizes, exemplifying the range of wagons available to traders. Early accounts of wagons used on the trail included road wagons, “light running waggons [sic],” carts, and Dearborn carriages, though the actual descriptions of these vehicles are unclear. As the volume of trade increased, and with the imposition of Mexican taxes of a set amount per wagonload regardless of size, more consistency in wagons became apparent by the 1830s. Larger capacity wagons were the result, with typical cargoes of more than 5000 pounds, requiring hitches of 10 or 12 mules. The wagons most widely used over the trail were manufactured in Pittsburgh and were used by American and Hispanic traders alike. A very heavy type of wagon, known as the “Murphy Wagon,” commonly was used in the transportation of goods. These wagons were named after Joseph Murphy, a St. Louis wagon maker, and had larger wheels and other dimensions than the typical Santa Fe freight wagon. The typical Santa Fe wagon was described in the Westport Border Star of June 30, 1860. According to the Star, the “diameter of the larger wheel is five feet two inches, and the tire weighs 105 pounds. The reach is eleven feet and the bed forty-six inches deep, 12 feet long on the bottom and fifteen feet on the top, and will carry 6,500 pounds across the plains and through the mountain passes.” Drawn by a yoke of six oxen or a team of six mules, these wagons could accomplish between 12 to 15 miles per day when heavily laden, and up to 20 miles per day when empty. The number of wagons composing a caravan varied from 26 in 1824, to 230 by 1843, to 400 in some instances.

Though horses were used for the first few years of the trade, mules and oxen became the principal draught animals. Early Santa Fe traders were reluctant to use oxen, so mules initially were used to draw trail wagons. However, in 1829 Colonel Bennet Riley hitched oxen to military supply wagons taken on the first military escort for traders traveling the trail. Each wagon utilized six or eight animals, but when pulling heavier loads, especially on the outbound journey, up to 12 animals may have been employed. Oxen could pull heavier loads than mules and were cheaper; however, they did not tolerate hot weather well and their tender feet and poor performance on the short, dry prairie meant that mules were a better investment, despite their higher initial cost. In order to overcome the tenderness of their feet, oxen were shod with iron shoes or,  

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198 Ibid., 3.
199 Ibid., 4-5.
200 Gregg, Commerce, 22-23.
201 Gregg, Commerce, 22; Gardner, Wagons for the Santa Fe Trade, 13.
206 Oliva, Soldiers, 26-27.
occasionally, moccasins made of raw buffalo skin.\footnote{209} Even though mules were prone to acquiring very smooth hoofs, they did not require shoeing, though some were shoed anyway.\footnote{210} Extra animals often followed the wagon train, providing fresh oxen or mules at points along the trail.

Trail Travelers and Traders

Proceeds obtained from the early expeditions enticed growing numbers of traders to pursue the trail to and from Santa Fe, though the motivation prompting travel varied from individual to individual. The Santa Fe Trail attracted travelers with diverse backgrounds, interests, and purposes – explorers, trappers, traders, fortune hunters, gold seekers, soldiers, health seekers in search of the "prairie cure," tourists, journalists, and settlers. Taking part in the lucrative trade between Missouri and Santa Fe was the primary reason that most travelers followed the trail prior to the war with Mexico. Even before legal trade between Mexico and the United States commenced, it had been apparent that there was a demand in the Southwest for goods from the eastern seaboard. With legalization of trade, demand increased, and increasing numbers of traders sought to satisfy that demand in return for the considerable profits to be made. Many of the people who traveled over the trail were traders themselves who used this highway of commerce to conduct their business and maintain their occupation. Others who traveled the trail during this period were employees of traders, military servicemen, trappers and Indian traders, or immigrants in search for opportunities elsewhere.

In the early years, most traders were men with limited capital to put into the trade, and they preferred to conduct their business personally or through a trusted intermediary. Many previously had been involved in the fur trade or trade with Indians and were familiar with Fort Osage and the country between Missouri and Santa Fe. Some were small businessmen, primarily from Missouri; although, records indicate that Tennessee, Kentucky, and Alabama were among other states also represented.\footnote{211} A few were farmers with a bit of extra capital to invest or with capital raised from mortgaged farms and a desire for adventure.\footnote{212} Ewing Young, a Missouri farmer and trapper, sold his farm in 1822 to finance his trading venture to Santa Fe with Becknell's caravan.\footnote{213} In this Mr. Young was not alone. Other farmers who had suffered in the Panic of 1819 mortgaged their lands to raise the necessary capital to "get in on" the profits of the Santa Fe trade.

Santa Fe traders were typical of the mercantile capitalists of the Commercial Revolution.\footnote{214} In contrast to industrial capitalists who flourished in more developed metropolitan areas, mercantile capitalists flourished in less developed regions where they were able to "acquire scarce monetary exchange acceptable for the purchase of foreign goods," create and become the lending system in lieu of "the absence of an efficient system of indirect lending of capital," and effectively haul "purchases over vast stretches of water or sparsely settled land."\footnote{215} Items both wholesale and retail were traded in response to the changing demands of consumers and shifting markets. As a result, the Santa Fe trader had to be flexible in his approach to trade.
The Santa Fe trader usually operated alone, and he furnished, or made arrangements to lease, his own mode of transportation since no national or international transportation network existed. Often the Santa Fe trader did not receive money in return for his merchandise, so it was necessary to extend credit or employ some form of exchange in order to conduct business. Since the trader crossed state and national boundaries, it was necessary for him to seek cooperative relationships with state and national governments.

John, James, and Robert Aull were well-known early Santa Fe traders who subscribed to the viewpoint of the mercantile capitalist, and as such, their backgrounds and activities were exemplary of other early traders. John Aull arrived in Chariton, Missouri, from Delaware around 1819. He operated a store there with two other partners until 1822 when he moved to Lexington, Missouri, and ran a general store until his death in 1842. His younger brothers, James and Robert, went west in 1825. James Aull started his own store in Lexington on his arrival and opened branches at Independence in 1827 and at Richmond, Missouri, in 1830. Robert Aull started a store at Liberty, Missouri, in 1829. In 1831 James and Robert Aull combined forces to manage a family firm, which operated all four stores until their partnership was dissolved in 1836. During this partnership, James managed the Lexington store; Robert was responsible for overseeing the one at Liberty; and Samuel Owens was given responsibility for the one at Independence.

The variety of merchandise available at the Aull stores reflected the demand for goods from Santa Fe traders and consumers farther west. Dry goods from the Atlantic seaboard; hardware from Pittsburgh, Pennsylvania; flour from Cincinnati, Ohio; groceries from New Orleans, Louisiana; leghorn bonnets, books, and medicines were among the diversity of items found in these stores. James Aull often selected many of these items on annual winter trips to Philadelphia, New York City, and points in between. He would leave Lexington in January and travel by horseback or wagon to St. Louis by way of Fayette, Missouri; then by stagecoach to Louisville, Kentucky, by way of Vincennes, Indiana; then on to Pittsburgh and, finally, by overland stage to Philadelphia and other eastern destinations. Every winter James Aull traveled east to order merchandise for the stores from wholesalers, especially the Aull’s eastern representative Siter Price and Company in Philadelphia. Most goods were shipped by steamer to New Orleans then up the Mississippi River to St. Louis, then up the Missouri River. Like other traders, the Aulls bore the expense for transporting the goods to Missouri. Combining orders with other traders could reduce the shipping charges from eastern wholesalers. The transportation cost between Missouri and either Santa Fe or Chihuahua was much less, but it was also covered by the traders. James Aull purchased $35,000 worth of merchandise on one of these annual trips east in 1831, while one year later he secured another $45,000 worth of items to serve the expanding western markets for such goods.

Since many eastern trading firms extended 12 months’ credit merchants, the Aulls extended six to 12 months’ credit to local customers, many of whom were involved in agriculture. Sometimes it was necessary for the Aulls to get a credit extension from their eastern suppliers due to delays caused by late mail delivery,

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216 Atherton, “The Santa Fe Trader,” 7-8, 10. Citation covers much of paragraph.
217 Ibid., 3.
218 Ibid.
219 Ibid.
222 Ibid., 8.
223 Dary, Entrepreneurs, 32-33.
225 Ibid., 8.
changing currency, low water levels in rivers, steamboat disasters, and the inability of their customers to repay them for merchandise purchased. Between 1831 and 1836, the Aulls took the lead in building and owning three steamboats, constructing a ropewalk to produce rope from local hemp, and operating a saw and gristmill. James Aull anticipated the Panic of 1837, and despite being able to recover only $500 of the $25,000 owed to his Independence store, the Aulls were able to stay in business on a smaller scale until the economic situation improved. The Aulls also attempted to cultivate a symbiotic relationship with state and national governments for the purposes of trade. To this end, during the Mexican-American War James Aull and Samuel Owens found themselves part of a “Traders Battalion” consisting of two military companies mustered by Colonel A. W. Doniphan, commander of a regiment of Missouri volunteers. Samuel Owens was killed by Mexicans at the Battle of Sacramento while James Aull was stabbed to death on June 23, 1847 by four Mexicans intent on robbing the new outlet store he had just established in Chihuahua.

The characteristics of the trail’s travelers changed during the course of the trade. The dangers of trail life and the sense of adventure provoked by accounts of cultural confrontations encouraged some Americans to engage in travel or trade on the Santa Fe Trail. Many Americans were insatiably curious about the vast unknown western lands and what they viewed as the strange and exotic customs of the Mexican and Indian inhabitants. Some were encouraged to travel west by the opportunity to explore these areas and reap the supposed health benefits. Stories of these adventures were available in newspapers; and, after the 1850s, in popular magazines such as Leslie’s Illustrated and Harper’s Weekly, or dime novels. However, early Santa Fe Trail traffic was not considered pleasurable by many individuals. As Santa Fe Trail traveler, Marion Sloan Russell, echoed in her published memoirs, “the romance came later…largely in retrospect.”

The possibility of improved health provided an impetus for some to traverse the trail. George Frederick Ruxton, an English sportsman, noted the health benefits of a trip across the Santa Fe Trail when he wrote the following in 1861:

It is an extraordinary fact that the air of the mountains has a wonderfully restorative effect upon constitutions enfeebled by pulmonary disease; and of my own knowledge I could mention a hundred instances where persons whose cases had been pronounced by eminent practitioners as perfectly hopeless have been restored to comparatively sound health by a sojourn in the pure and bracing air of the Rocky Mountains, and are now alive to testify to the effects of the reinvigorating climate.

Although best known for his book Commerce of the Prairies, Josiah Gregg had many connections to the Santa Fe Trail through his family, and he first joined a caravan in 1831 in an effort to restore his health. Gregg, himself a tubercular dyspeptic, noted that
Prairies have, in fact, become very celebrated for their sanative effects – more justly so, no doubt, than the most fashionable watering-places of the North. Most chronic diseases, particularly liver complaints, dyspepsia, and similar affections, are often radically cured; owing, no doubt, to the peculiarities of diet, and the regular exercise incident to prairie life, as well as to the purity of the atmosphere of those elevated unembarrassed regions. An invalid myself, I can answer for the efficacy of the remedy, at least in my own case.231

Josiah Gregg was the fifth of eight children. As a young man, he developed an interest in medicine and was sent to medical college in Philadelphia where he became a doctor. After receiving this qualification, he returned to Jackson County, Missouri to practice medicine. Gregg was also aware that the trail had helped relieve some people who had become afflicted with tuberculosis, so he joined a caravan bound for Santa Fe in 1831. He participated in the Santa Fe trade from 1831 to 1840. His book Commerce of the Prairies, which remains one of the most significant accounts of Santa Fe trade, was first published in two volumes simultaneously at New York and London in 1844. This famous account of the Santa Fe trade incorporates details about the history of the trail, statistics of the trade, details of the American Indian peoples encountered along the route, and information about the Mexican people, in addition to a geographical description of the country at that time.232

Another individual who became associated with the trail is Kit Carson.233 Carson traveled the Santa Fe Trail for the first time in 1826 at the age of 16 and was closely associated with the forts along the trail in his later life. His first journey ultimately led Carson to California since en route he met Ewing Young, a western trader and trapper, whom he accompanied to the Rocky Mountains’ fur country. In 1830, he accompanied a second trading party to the central Rocky Mountains where he lived as a mountain man for the next 12 years. During that time, he married an American Indian and they had a daughter. In 1841, he became a hunter for Bent’s Old Fort in Colorado. While visiting relatives in Missouri in 1842, Carson met Lieutenant John Charles Fremont who enlisted his services as a mountain guide and adviser on two expeditions westward. Carson served in California during the Mexican-American War and was a guide for the Army under the command of General Stephen Watts Kearny on its route to California.

Hispanic merchants were especially significant to the trade during the trail’s early years. By the end of the 1830s, a number of wealthy traders from Chihuahua, Sonora, and the Santa Fe area had established business relationships with suppliers in the eastern United States and in Europe. They regularly traveled between Mexico and the United States with trade caravans, buying goods directly from eastern wholesalers, and transporting the bulk of goods between New Mexico and Missouri.234 Mexican merchants transported merchandise to Missouri,
opened stores in Santa Fe, and transshipped goods south into Chihuahua and central Mexico. Many Mexican merchants viewed the Santa Fe Trail as only a portion of a much more extensive trade network connecting to the eastern US and even to Europe. Specifically, Mexican merchants from Chihuahua, Durango, and El Paso del Norte viewed Santa Fe and the trail itself merely as one phase of a corridor of international commerce. Their perspective of the Santa Fe Trail is emphasized by the continuation of trading ventures during the Mexican-American War despite being labeled “greasers” and traitors by some of their compatriots. When threatened, Mexican merchants protected their investments in the Santa Fe trade by volunteering military service and making financial contributions to resist disruption of this type of commerce by Texans, American Indians, and Americans. Among the Hispanic merchants known to have been involved in this trade were the Chaves family, the Otero family, the Delgado family, the Manzanares family, Manuel Alvarez, Don Antonio José Chávez, Juan B. Escudero, Ramon García, Pedro Olivas, Estvan Ochoa, Juan Otero, Juan Perea, Estanislao Porras, and J. Calistro Porras. Many Mexican families sent their children to schools in the eastern United States, further emphasizing that the Santa Fe Trail was not only a means of commercial trade but also one of cultural and international exchange.

By the early 1840s, as noted above, New Mexican and interior Mexican merchants played major roles in the Santa Fe trade. Manuel Alvarez, a native of Spain, was one of the Hispanic merchants who viewed Missouri as “a mere way-station” on a commercial trail that led from New Mexico to Europe and various points in between. Alvarez operated a store in Santa Fe from 1824 until his death in 1856. He succeeded Ceran St. Vrain as US commercial agent in Santa Fe in 1839. Alvarez made several buying trips to eastern markets, including trips in 1838-1839, 1841-1842, and 1843-1844. Upon his return from a business trip to the eastern United States in August 1843, Alvarez was prevented from reentering Mexico because Mexican President Antonio López de Santa Anna closed all northern ports of entry into the country. As a result, Alvarez went to England, Spain, and France via Chicago and Philadelphia and departing from New York. Throughout his travels, he purchased goods and kept abreast of events in New Mexico. Alvarez conducted most of his business through the London-based firm of Aguirre, Solante, and Murrieta, which acted as his agent. He deposited $3000 in a London bank, using the interest as payment for goods purchased abroad. Despite the reopening of the northern ports of entry into Mexico, Alvarez did not hasten his return to Santa Fe. Instead, he returned to New York on May 1, 1844, where he purchased an additional $4000 worth of merchandise. Allowing for brief sojourns in Philadelphia and Pittsburgh, Alvarez arrived in Missouri around June 1, 1844, where he remained for an additional two-and-a-half months, arranging shipment of his merchandise from Independence, Westport, and St. Louis to Santa Fe.

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236 Sandoval, “Gnats,” 28. “Greasers” was a derogatory name used to refer to Mexican merchants. According to two different theories, the name either refers to the food that Mexican traders ate due to their poor diet or that Mexican men would load oily hides on to clipper ships; see Rafaela G. Castro, *Chicano Folklore: A Guide to the Folktales, Traditions, Rituals and Religious Practices of Mexican Americans* (New York: Oxford University Press, 2001): 116.
241 Wood, 120.
242 Ibid.
243 Chávez, “Manuel Alvarez,” 7-10. Citation covers much of paragraph.
Alvarez personally arranged the transportation of his goods over the Santa Fe Trail with Charles Bent, whose shipping company transported the goods from Independence to Santa Fe for nine cents per pound. The types of merchandise Alvarez had transported included textiles, sewing utensils, lace, buttons, combs, shovels, knives, and belts – some of which he had acquired from the New York-based firms of Hugh Auchincloss and Sons; Lockhart, Gibson and Company; Walcott and Slade; Robert Hyslop and Son; William C. Langley; and Alfred Edwards and Company. Alvarez arrived in Santa Fe in late October or early November 1844, and the goods he had purchased in London and New York arrived in Santa Fe on November 3. Alvarez went to New York and Philadelphia the following year to purchase more goods, and no doubt, he encouraged others to follow his example.  

Like many other Mexican traders, Manuel Armijo traveled to St. Louis and the eastern United States to purchase goods, which he had transported from Independence to Santa Fe over the trail. Armijo also conducted business with the New York-based firm of P. Harmony’s Nephews & Company. In 1842 he lost between $18,000 and $20,000 worth of merchandise when the steamboat "Lebanon" sank "in five feet of water some 50 miles below Independence, Mo."246 Another trader, Manuel X. Harmony, traveled from New York over the Santa Fe Trail to Santa Fe and on to Chihuahua with a caravan of his own goods.247

Mexican merchants experienced threats similar to those encountered by American merchants. The first Mexicans robbed on the Santa Fe Trail are believed to be Ramon García from Chihuahua and an unnamed Spaniard in the employ of William Anderson; both were robbed in 1823.248 Don Antonio José Chávez, a New Mexican rico, engaged in the Santa Fe trade and operated his family’s store at the southeast corner of Santa Fe Plaza. Chávez made a number of trips on the Santa Fe Trail before he was robbed and murdered. Chávez departed Santa Fe in February 1843 with five servants and $12,000 in gold and silver, as well as some bales of fur.249 The small trading party reached Owl Creek (now Jarvis Creek) in Rice County, Kansas where the traders were robbed and Chávez was murdered by John McDaniel and a band of men claiming to be in the service of the Republic of Texas.250

Women and the Santa Fe Trail

The Santa Fe Trail was primarily a commercial and military road mostly used by male traders, but it also served a smaller role as an emigrant route for individuals traveling in both directions between the United

244 Ibid., 10-12. Citation covers much of paragraph.
245 Manuel Armijo (c. 1793-1853). Born in Albuquerque, Armijo was a soldier and statesman, as well as a Santa Fe trade merchant. He served as collector of customs at Santa Fe during the 1830s but experienced difficulties in keeping up with the tariff schedules. Armijo shifted from ad valorem duties to a flat $500 impost on every wagon but removed it once again in 1839. He served as Lieutenant Governor until the assassination of Governor Perez. He then served as Governor of New Mexico and commander of the troops during most of the period from 1837 to 1846. He died in Lemitar, New Mexico, on December 9, 1853.
246 Barry, The Beginning, 455. A total of $80,000 of merchandise was lost in the sinking. According to US consul Manuel Alvarez, Armijo “became exiled to a high degree against all the citizens of the United States” when he learned of his loss.
250 Marc Simmons, Murder on the Santa Fe Trail: An International Incident, 1843 (El Paso: Texas Western Press, 1987), 29; Wood, 131. Owl Creek was a gully that eventually emptied into Cow Creek. Owl Creek is also known as Jarvis Creek in honor of Chávez – Jarvis being a corruption of Chávez.
States and Mexico. The trail brought many individuals west in the hope of securing a better life for themselves and their families. As a result, certain females contributed to travel over the trail. Despite their small numbers, women clearly played a greater role than that attributed to them by early twentieth century historian Frederick Jackson Turner in 1893, when he wrote that women were “invisible, few in number and not important to the process of taming a wilderness.”

Historian Sandra Myers identifies the role of women in several communities along the trail. Among agricultural peoples of the Pueblos, women built and owned the houses, cared for the children, prepared and gathered food, produced pottery and cooking utensils, and made clothes. Among the semi-nomadic peoples, including the Kaw, Pawnee, and Osage tribes, women were responsible for garden plots, some food gathering, food preparation, and making clothes; Comanche, Kiowa, Apache, and Cheyenne women of the Plains were responsible for the domestic arrangement of the camps, in addition to food preparation and clothes-making. American Indian and Mexican women not only lived along the Santa Fe Trail, but they also traveled on it and in some instances, married American traders and trappers who operated on the trail. African-American women served as cooks and personal maids for some travelers. Several New Mexican women became steady customers of the merchants who operated over the trail. These women merchants included: Manuela Rosalia Baca, Luisita Baca, and Señora Linda del Sargento Sanchez. Gambling queen and astute businesswoman Doña Gertrudis Barceló, also known as “La Tules,” operated a saloon in Santa Fe during the 1830s and 1840s and is credited with a significant role in New Mexico’s history at that time.

American, Mexican, and Spanish women had been present along the trail in small numbers since at least 1829. In September of that year a well-to-do Spanish family, including six women and ten men, were banished from Santa Fe and traveled northeast to Missouri with a trade caravan. Colonel Jose Antonio Viscarra and 200 men, comprised of Mexicans, “hired whites,” and “hired Indians,” escorted them to the Arkansas River. Another Hispanic woman, among the first women to travel the trail, may well have been Santa Fe native Carmel Benevides, the common-law wife of Antoine Robidoux, a voyageur, fur trader, Santa Fe merchant, and magistrate. Carmel Benevides de Robidoux accompanied her husband on at least six trips between Santa Fe and Missouri. Missouri birth records indicate that Carmel gave birth to a daughter, Carmelete, “about 1830” possibly at either the Blacksnake Hills Trading post (later St. Joseph) or in St. Louis. This would place Carmel in Missouri in 1830 and suggest that her first trip over the trail occurred shortly before that time. Carmel and the child were recorded in Santa Fe on the 1841 census, indicating that both had made the return trip. The Robidoux family made additional trips to and from Mexico about 1841 and sometime in 1845. Antoine died on August 29, 1860, in St. Joseph, Missouri. His will listed Carmel as “his beloved wife” and executrix. Her last

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252 Ibid., 27-46. Citation covers preceding five sentences.
254 Ibid. For more information on the life and influence of Doña Tules, see Mary Cook, Doña Tules: Santa Fe’s Courtesan and Gambler (Albuquerque: University of New Mexico Press, 2007).
256 Ibid., 28. Antoine Robidoux (1794-1860) was a New Mexico-based fur trapper and trader who traveled over the Santa Fe Trail, as well as the Great Platte River Road, the Oregon-California Trail, the Old Spanish Trail, the Gila Trail, and part of the Chihuahua Trail. He had taken part in Colonel Henry Atkinson’s Yellowstone Expedition in 1819. In 1846, Kearny appointed Robidoux to serve as interpreter for the expedition to occupy Santa Fe. Robidoux had a good relationship with the American Indian peoples of the plains and the mountains. Oliva, Soldiers, 59
trip on the trail in the early 1860s was to return to Santa Fe with her adopted granddaughter. Carmel died in Santa Fe on January 29, 1888, at the age of 76.257

The experiences of the American female travelers are those about which we know most and of which the most written records exist. The accounts of American women like Susan Shelby Magoffin and Marion Sloan Russell are among the most informative accounts of Santa Fe Trail life and commerce. Some sources also suggest that one American female traversed part of the route in the 1840s disguised as a male soldier.258 Russell traversed the Santa Fe Trail five times, beginning in 1851 when she traveled as a child with her mother and brother. At age 18, Susan Magoffin and her husband Samuel traveled down this route during the summer of 1846. They departed from Council Grove and made the journey in 32 days, arriving in Santa Fe on August 31, 1846. At the time, she was considered to be the first American woman to enter that town. In her trail account, Magoffin described her newfound fame saying:

I have entered the city in a year that will always be remembered by my countrymen; and under the ‘Star Spangled banner’ too, the first American lady, who has come under such auspices, and some of our company seem disposed to make me the first under any circumstances that ever crossed the Plains.259

Magoffin’s diary of her 1846 trip was published in 1926; Russell’s memoirs were transcribed by her daughter-in-law in the 1920s and published during the 1950s. Considering the nature of the Santa Fe Trail, “It may appear, perhaps, a little extraordinary that females should have ventured across the Prairies under such forlorn auspices,” but they did.260 Hezekiah Brake, who crossed the trail in 1858, wrote in his published account that “in those days the women dreaded worse than death, the perils of the Western trails,” supporting the notion that many of the females who crossed the trail did so because of their husbands or families.261 No doubt some of the dreaded perils were experienced by Magoffin in 1846 when she miscarried while at Bent’s Old Fort after a carriage wreck west of Pawnee Rock.

The 1830s actually witnessed the first crossing of the trail by a female American citizen. For some time, Susan Shelby Magoffin was considered to be the first American woman in Santa Fe; however, Mary Dodson Donoho, the 25-year-old wife of trader William Donoho, is now believed to be the first American woman to arrive in Santa Fe over the trail. In 1833 Mary Donoho, along with her husband William and nine-month-old daughter Mary Ann, traveled over 100 miles from Columbia, Missouri to join the caravan for Santa Fe at Independence. This caravan was composed of approximately 328 people and between 93 and 103 wagons and carriages, of which 63 were laden with a total of $100,000 to $180,000 worth of merchandise. Captain William N. Wickliffe commanded the caravan, which was escorted by 144 officers and men with five supply wagons, one piece of field artillery, and one ammunition wagon. After arriving in Santa Fe, the Donoho family managed a hotel there from 1833 to 1837.262

258 Findley, “Along the Santa Fe Trail,” 117.
259 Magoffin, Down the Santa Fe Trail, 6, 102-103.
260 Gregg, Commerce, 36.
261 Meyer, Mary Donoho, x.
262 Meyer, Mary Donoho, 28-29. Citation covers paragraph. William Donoho is also believed to have secured the release of three Texan women, a Mrs. Harris, Sarah Horn, and Rachael Parker Plummer, who were held by Comanche as servants. Donoho arranged for their purchase from the Comanche and for their passage to Missouri along the trail. See Meyer’s Mary Donoho for more information.
American Indians and the Santa Fe Trail

Several American Indian tribes were directly or indirectly tied to the Santa Fe Trail, either by residing in the land crossed by the trail or because their nomadic lifestyles routinely brought them into close proximity with the trail. Through the negotiation of treaties in 1825, the United States Congress officially recognized the presence of the Sioux, Cheyenne, Crow, Osage, Kansa, Otoe & Missouri, Pawnee, and Makah, but according to Augustus Storrs, Arapaho, Snake, Kiowa, Comanche, and Apache were also very present in the land around the trail. The treaties granted rights-of-way to the US for the purpose of establishing a road between Mexico and Missouri (Appendix C). Though written by the US negotiators, these treaties and agreements with the American Indians contained wording that suggests the two parties viewed each other amicably at the beginning of the trade.

As previously mentioned, Euro-American and Spanish goods that increasingly became available to American Indian groups were generally considered beneficial, as these goods often made traditional tasks easier, or they allowed these tasks to be accomplished more efficiently. Trading posts such as Bent’s (Old) Fort were constructed for the primary purpose of trading with the American Indians in the region. Built by Mexican laborers employed by brothers Charles and William Bent and partner Ceran St. Vrain, Bent’s Fort was completed in 1834, though it was an active trading post beginning in late 1833 and continuing through 1849. Business consisted of trade in buffalo robes, furs, and horses and transport of Euro-American trade goods into New Mexico. The fort became a focal point of interaction between Hispanic, Euro-American, and the various Plains Indian tribes, including the Cheyenne, Kiowa, Arapaho, Comanche, Sioux, and Snake.

Most of the tribes were, if not friendly, not openly hostile to the traders. In fact, in his Congressional testimony in 1825, Storrs only attributed open acts of hostility to the Comanche and Pawnee – two tribes who other Indians and the Mexicans knew to assert their power by raiding even before the opening of the Santa Fe trade. The Comanche, especially, were a dominant force in the Southwest starting around the year 1700. A result of raids and killings by Comanche or Pawnee Indians was that American traders in particular began to view all Indians as unfriendly. Storrs notes an event that occurred in 1823 where 40 horses and mules were stolen in Osage Territory by Comanche. Because of the location, the Osage, who were generally friendly toward the Americans, were blamed for the robbery until the truth was discovered the following summer. Events like this happened often. Popular belief among Americans at the time, as echoed in Congressional testimony by Storrs, was that American Indians hardly ever risked the lives of their warriors unless it was for the purposes of revenge or in a state of open warfare. What was not understood was the larger truth that warriors willingly risked their lives in order to protect their tribes from other Indian raiders or from non-Indian travelers, who often unjustly reacted to attacks against them. Josiah Gregg alluded to this when he wrote that peaceful relations between Indians and traders were short-lived:

It is greatly to be feared that the traders were not always innocent of having instigated the savage hostilities that ensued….Instead of cultivating friendly feelings with those few who remained peaceful and honest, there was an occasional one always disposed to kill, even in cold blood, every Indian that

263 Storrs, *Answers*, 11. Storrs notes that all the tribes, excluding the Osage, Kansa, and Pawnee, were nomadic.
266 Hämäläinen, *The Comanche Empire*, 292.
268 Ibid.
fell into their power, merely because some of the tribe had committed some outrage either against themselves or their friends.  

Though Gregg understated the situation, retaliatory actions to Indian hostilities appear to be the Americans’ – military and traders – strategy throughout the course of the trade. This reaction violated the wording in many of the agreements between the US and the tribes, which provided protection to the tribal members in the event of hostilities towards them by travelers and traders, but the tribes were most often considered at fault.

Partly in response to the growing tensions between the traders and the American Indians, the first military post was soon established. Colonel Henry Leavenworth founded Fort Leavenworth, the first permanent fort in Kansas, on the west bank of the Missouri River on May 8, 1827. Established to guard the Indian frontier, the post also served to protect the rights of American Indian tribes, regulate trade and contact, garrison troops who protected travelers on the Santa Fe Trail, and generally preserve the peace on the frontier. The fort was the headquarters for military commanders in the Department of the Missouri and later was the general depot for supplies to all military forts and camps in the West. In May of 1834 the War Department designated Fort Leavenworth as the regimental headquarters of the 1st US Dragoons, and upon arrival of Dragoons Companies A, C, D, and G in September of that year, Fort Leavenworth became headquarters in fact. In 1835 Colonel Henry Dodge led an expedition of dragoons to the Rocky Mountains. He held council with numerous Indian tribes along the way, even reporting back to the War Department on the state of land improvement for tribes that received allotments. Leaving Fort Leavenworth on May 29, Dodge and three companies of dragoons, numbering some 125 men, headed toward the Platte River, which they followed to the mountains. The group returned by way of the Arkansas River and Santa Fe Trail through Kansas, arriving at Fort Leavenworth on September 16 after a three-month trip of more than 1600 miles. One member of the party, Samuel Hunt, died and was buried along the trail in Osage County near the Soldier Creek Crossing.

One post along the Missouri River could do only so much to protect traders on the trail. In 1827, a group of Pawnee attacked a returning party of traders and stole 100 head of mules and other livestock. In 1828, near the present border of Oklahoma and New Mexico, two members of a returning wagon train, Robert McNees and Daniel Munro, having gone ahead of their caravans, were attacked while they slept; McNees died immediately, but Munro died a few days later. Their deaths were revenged later on that return trip when traders killed all but one of a group of American Indians they encountered at the crossing of a small tributary of the North Canadian River. The fact that these slain Indians – the tribe of which is unknown – were within such close proximity to the wagon train seems to indicate they were not the ones who attacked the traders. The retaliatory killing of American Indians, regardless of guilt, seems to be an occurrence that happened often.

The first of six Santa Fe Trail escorts preceding the Mexican-American War was assigned to the Army in 1829. Although the US government’s policing of the trail suggested that every man carry a gun, in 1829

269 Gregg, Commerce, 11.
271 Barry, The Beginning, 278.
273 Ibid., 287, 294.
275 Rittenhouse, The Santa Fe Trail, 13; Wood, 52.
277 Findley, “Along the Santa Fe Trail,” 117.
newly elected president Andrew Jackson declared that an escort or outriders should be provided. This first military escort was comprised of Brevet Major Bennet Riley and 200 troops from Companies A, B, F, and H of the 6th US Infantry. Riley's party hauled a six-pound cannon pulled on a mule-drawn carriage and 20 wagons and four carts of supplies and rations drawn by oxen. This was the first documented use of oxen on the Santa Fe Trail. After rendezvousing with traders at Round Grove in Johnson County, Kansas, the soldiers marched ahead of the civilian freight wagons to the vicinity of Chouteau's Island in the Arkansas River in Kearny County, Kansas. At that time the river in this vicinity marked the boundary between the United States and Mexico, so the soldiers could not continue the escort farther down the trail. The caravan experienced some conflict with Indians, most likely Comanche or Pawnee, soon after departing from the Arkansas River and continued to experience harassment for the next month until a group of approximately 120 Mexican hunters joined the party. On the return trip, the caravan was escorted by a group of Mexican soldiers.

Soldiers periodically provided escorts for trading parties along the trail during the next several years when the need arose and orders were issued. The second military escort along the Santa Fe Trail was not provided until 1833. In 1832 President Andrew Jackson signed an act to raise a battalion of Mounted Rangers, predecessors of the 1st US Dragoons (later the 1st US Cavalry), for one year. The battalion, consisting of six companies of 110 men each, was under the command of Major Henry Dodge. Captain Matthew Duncan and Company F of the Mounted Rangers reported for duty at Fort Leavenworth in February 1833. One month later, on March 2, 1833, President Jackson authorized raising a regiment of dragoons and discharging the Mounted Rangers. Major Dodge remained as commander of the newly formed dragoon regiment: the 1st US Dragoons. In 1833 Captain William N. Wickliffe, a few 6th US Infantry soldiers, and Captain Matthew Duncan's company of US Mounted Rangers escorted a caravan to the international border. The following year, a detachment of dragoons under Captain Clifton Wharton provided this service. Among the caravans protected by the dragoons that year was a wagon train composed of 80 wagons, $150,000 worth of trade goods, and 160 men including Josiah Gregg. Later in 1834, a decision was made to eliminate protection of caravans unless a general American Indian war occurred.

A series of Indian Trade and Intercourse acts were enacted between 1790 and 1847 to improve relations with American Indians by granting the United States government sole authority to regulate interactions between Indians and non-Indians. In 1830 Congress passed the Indian Removal Act. As a result, more than 80,000 individuals within tribes residing east of the Mississippi River were forcibly removed to reservations in present-day eastern Kansas and Oklahoma. Within the next few years, Congress passed additional legislation governing Indian-American relations. This included legislation intended to preserve the peace, restrict contacts between Americans and American Indians, regulate trade with Native peoples, and allow the military to enforce the act. A renewal of the Indian Trade and Intercourse Act passed in 1834 designated all US lands west of the Mississippi River (except Louisiana, Missouri, and Arkansas Territory) as

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278 Hurd, "Origin," 22; Young, "Military Protection," 22. President Jackson was heavily involved in fighting American Indians before being elected.
280 Barry, The Beginning, 163; Oliva, Soldiers, 31-32.
281 Barry, The Beginning, 227.
282 Ibid., 216, 226.
283 Ibid., 227.
284 Oliva, Soldiers, 25.
Indian Territory. With the exception of the military and missionaries, Americans were precluded from settling on or purchasing Indian lands. Fort Leavenworth soon adopted the added responsibility of protecting the rights of newly relocated tribes in the region. As a result of an 1834 act regulating the Indian Department, Fort Leavenworth also served as a central distribution point for cash annuity disbursements paid to these Indian tribes as established in treaties.

The Republic of Texas

Not until the spring of 1843 was another escort provided along the trail. In the meantime, a new threat to Santa Fe travelers emerged. Texas declared its independence from Mexico in 1836, and the bitter animosities that developed were cause for concern. The Republic of Texas requested annexation by the United States, but President Jackson refused. Texans under the leadership of President Mirabeau B. Lamar, who was elected in 1838, sought recognition of the Republic by the world’s leading powers in the hope that it would force Mexico to acknowledge the Republic’s independence. This acknowledgement was not received, so this group of Texans attempted to expand Texas’ border to the Pacific coast. This made the conquest of New Mexico their first objective. In 1841, a Texan expedition set out for Santa Fe to secure military, political, and economic control over that city despite its stated objective of trade. The members of the expedition were forced to surrender and serve a one-year jail term. The Republic of Texas authorized Jacob Snively and the “Texas Invincibles” to seize, through “honorable warfare,” the goods of Mexican traders that lay within Texas territory. However, the Invincibles’ expedition was to remain an unofficial Texan enterprise of less than 300 men comprising individuals from the Texas government, as well as those selected by Snively. The Mexican government pressed for American protection of the Santa Fe wagon trains while the Mexican president secured safe passage for those trains from the Arkansas River to Santa Fe. The US government responded by ordering colonels Stephen Watts Kearny and Philip St. George Cooke to furnish escorts once again for the caravans bound to and from Santa Fe. In doing so, US military escorts forced Snively and his followers to surrender. While this alleviated the threat of the ambush of Mexican traders, it meant that Mexico’s earlier fears that the Santa Fe Trail might become an avenue of conquest had now become a reality. Thus, on August 24, 1843, when the fifth military escort accompanying the Santa Fe caravan reached the Arkansas River, Mexican forces, fearing an American takeover, turned out en masse to accompany the caravan for the remainder of the route. With the exception of the 1829 and the 1843 escorts, no Mexican protection was afforded Santa Fe caravans beyond the Upper Canadian River. Upon the return of the 1843 US escort, Colonel Cooke declared that since the Texan threat had been all but eliminated, military escorts were no longer needed.

The first decades of the Santa Fe trade saw a steady use of the 900-mile trail. Mexican and American merchants thrived from the new commercial possibilities of the trade while the Native peoples fought to retain control over their lands and ways of life. The United States’ increasing desire for control led to multiple armed conflicts with American Indians and eventually melted amicable relations between the United States and its newly-independent neighbor to the south. The sixth military escort – led by Colonel Kearny – in May 1845, proved to be foreshadowed the war to come the following year.

290 Ibid., 42.
292 Ibid.
From its outbreak on May 13, 1846, until the formal termination of hostilities in 1848, the Mexican-American War transformed the Santa Fe Trail into a route of military conquest, from which time it became primarily a military supply route. During the war, soldiers and wagonloads of military supplies traveled the trail along with trade caravans; in some cases, soldiers heading to war were also protecting trade caravans filled with goods owned by both American and Mexican merchants. After the war, United States acquisition of the Southwest put the trail under domestic jurisdiction; although, it still carried international trade, as many traded items had been imported into the eastern US or were traded into Mexico after leaving Santa Fe. The period of de facto international trade along the trail ended with Brigadier General Kearny’s taking of New Mexico in 1846; on a formal level, the Treaty of Guadalupe-Hidalgo in 1848 officially ended the Mexican-American War.

Meanwhile, a major issue of the 1844 American presidential campaign focused on the annexation of Texas and acquisition of Oregon. Tennessee Democrat James Knox Polk, elected on a platform that included a mandate for Manifest Destiny, announced the US intention to expand to the Pacific Ocean with Oregon, Texas, and California. American offers to annex the Republic of Texas were interpreted by Mexicans as an act of hostility. The Mexican government had never recognized the Republic of Texas, continuing to regard the area as a part of Mexico. Passage of a joint resolution for the annexation of the Republic of Texas through the US Congress on March 1, 1845, placed considerable stress on US relations with Mexico. President Polk sent General Zachary Taylor to Texas and diplomat John Slidell to Mexico. Slidell offered to negotiate with Mexico. The American proposal included: 1) that the Mexicans accept the Rio Grande as the southern boundary of Texas, in exchange for which the US would assume payment of claims against Mexicans; 2) that Mexico accept the Rio Grande as the western boundary of Texas, ceding half of New Mexico, for which the US would pay five million dollars; 3) that the US would further pay Mexico another five million dollars for California north of Monterey Bay and offer 25 million dollars for the rest of what is now the American Southwest. This offer was seen as inflammatory by the Herrera government, which rejected Slidell's diplomatic overtures. Unfortunately this rejection came too late to save Herrera from a popular uprising. Mexican citizens were upset with Herrera for even negotiating with the US about selling Mexican soil to the Americans. Herrera surrendered the government to Mariano Paredes on December 29, 1845.293

Paredes issued a proclamation of war against the United States on April 23, 1846. On April 25, Mexican General Mariano Arista crossed the Rio Grande and attacked a company of American soldiers located between the Rio Grande and the Nueces – an area of disputed ownership.294 This skirmish became known as the Thornton Affair after Captain Seth Thornton, the leader of the American company. Official hostilities between

293 Connor and Skaggs, 119. Mariano Paredes y Arrillaga (c1797-1849) gained political momentum during the 1840s in Mexico. He was upset with José Herrera’s negotiations with the United States; as well as Herrera’s domestic policy within Mexican borders. Paredes expected to overthrow Herrera and claim himself as the President. After Herrera’s overthrow in 1845, Paredes planned to declare war on the United States with hopes to align Mexico with European countries as allies. However, his plan failed. After fleeing to Europe he moved back to Mexico where he died in 1849.

294 Connor and Skaggs, 121.
the United States and Mexico began on May 13, 1846, when the US Congress declared war on Mexico. Congress authorized 50,000 volunteers for 12 months, provided ten million dollars for the invasion of Mexico, and increased the regular army from 7200 to 15,540 men. Abolitionist presses voluminously opposed the war, Polk, and annexation, but solid support for the President and the war was more common; there was no shortage of volunteers. The American plan of attack was threefold: 1) south from the Rio Grande through Monterrey to Mexico City; 2) west to New Mexico and California; and 3) American warships were to blockade Mexican ports.

Among the first US forces to move along the Santa Fe Trail into New Mexico was the Army of the West under the command of Colonel Stephen Watts Kearny, who was promoted to brigadier general June 30, 1846. This army was sent to protect the Santa Fe traders and American citizens in northern Mexico and to occupy Santa Fe. Between June 6 and 27, 1846, 13 companies of Mexican-American War volunteers, comprising more than 1300 men, mustered at Fort Leavenworth. The Army of the West consisted of 1657 men, including: eight mounted companies of "Doniphan's" 1st regiment of Missouri volunteers; about 430 men of the 1st US Dragoons; the "Laclede Rangers" attached to the 1st US Dragoons; two companies of light artillery with 16 pieces of cannon; two companies of infantry; and a small detachment of topographical engineers. Some of the soldiers had previous experience along the trail as traders. Kearny sent provisions ahead to Bent's (Old) Fort where the troops were to rendezvous. Members of the expedition left Fort Leavenworth throughout June 1846 and traveled along the Mountain Route of the Santa Fe Trail. The Mountain Route was selected because it provided access to water and to a ready-made base for operations at Bent’s Fort on the upper Arkansas River. The army encamped at Bent's Fort from July 29 to August 2, preparing for an attack on Santa Fe.

Kearny was anxious to promote his mission as one of liberation and not of conquest. To this end, circulars were sent to Mexican villages in advance, promising them friendship and protection under US control. From Bent's Fort on August 2, 1846, the Army of the West marched toward Santa Fe, reaching the city unchallenged on August 18. The first wagon train to follow Kearny's army was that containing Susan Shelby Magoffin, by whose account it took five days to cross Raton Pass. Behind the scenes political maneuverings on the parts of Charles Bent, James Magoffin, General Kearny, and Mexican General Armijo allowed the American troops to enter and take Santa Fe, "without the shedding of a drop of American blood." New Mexico was taken peacefully as the Polk administration and General Kearny had desired, in part because of the advance work accomplished by American commerce. By 1846 Santa Fe and northern New Mexico were only nominally tied to Mexico, having gradually become more closely tied economically to the United States through the Santa Fe trade. Brigadier General Kearny declared the US occupation of New Mexico on August 19, 1846, and he proceeded to establish a civil-military government for New Mexico, appointing Charles Bent as governor of the new territory on August 22, 1846.

After occupying New Mexico, Kearny split his forces to continue the campaign against Mexico. The Mormon Battalion, composed of 500 young men from Nauvoo, Illinois, under the leadership of Captain Philip St. George Cooke, was dispatched from Fort Leavenworth to provide support for the Army of the West as it set out to open a wagon road from the Rio Grande to California and take control of that area. The Mormon Battalion followed the Cimarron Route and met with some resistance in New Mexico in 1847. Reinforcements were sent via the Santa Fe Trail under the leadership of Colonel Sterling Price, and they were successful in maintaining US control. Another portion of the Army of the West, under the command of Colonel Alexander

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296 Connor and Skaggs, 121-122.
297 Connelley, A Standard History, 123; Oliva, Soldiers, 71-73.
298 Connelley, A Standard History, 123; Oliva, Soldiers, 72-76.
299 Barry, The Beginning, 632; Brown, The Santa Fe Trail, 58; and Duffus, 204.
Doniphan, marched down the Rio Grande Valley to capture Chihuahua, Mexico, which had also become a popular destination for Santa Fe traders.

Resistance to US occupation continued in the form of guerrilla warfare with insurrections at Taos and Mora, New Mexico in early 1847 which resulted in the deaths of Americans and American sympathizers. Governor Charles Bent perished in the Taos confrontation during his attempts at diplomacy with the leaders of the insurrection. In response to the governor’s death and the insurrection, a retaliatory attack on the Pueblo was led by Colonel Sterling Price; Ceran St. Vrain, Francis Aubrey, and Dick Wootton also were present. The attack culminated in the destruction of the Pueblo’s adobe church in which most of the defenders were gathered. The destruction of the church resulted in many Pueblo and Mexican deaths. The leaders of the insurrection, Tomás Romero and Pablo Montoya, were captured and later executed.

The American flag was raised over Mexico City on September 14, 1847, proclaiming victory. The Treaty of Guadalupe-Hidalgo was negotiated and signed February 2, 1848, officially ending the war. By July 1848 most United States forces had left Mexican soil. With the signing of the treaty, the United States acquired territory now comprising California, Nevada, and Utah, in addition to parts of New Mexico, Arizona, Colorado, Wyoming, Oklahoma, Kansas, and Texas. The Texas Annexation of 1845 and the Mexican Cession of 1848 provided for the creation of California, Utah Territory, New Mexico Territory, and Texas with the remainder comprising unorganized territory (Figure 7). The Treaty of Guadalupe-Hidalgo also signaled the beginning of an expanding trade.

**Trail Traffic during the War**

During the course of the Mexican-American War and its immediate aftermath, thousands of troops traveled along the Santa Fe Trail. Some of the soldiers and officers, like Major James H. Carleton, kept diaries or itineraries of their journey (Appendix D). Some 3000 wagons, 12,000 persons, and 50,000 head of livestock were estimated to have moved over the trail in the summer of 1848 alone.

Despite the US preparation for war with Mexico, several aspects in the execution of a successful military operation, as they related to the Santa Fe Trail, were apparently not fully considered. The method of supplying the army demonstrated a lack of deliberation in that provisions reached the military outposts faster than wagons could become available for their distribution. For example, in late October 1846, Bent’s Old Fort stored 140 tons of provisions though only about 12 wagons were scheduled for arrival during that time. Added to this problem was that even when drivers were available, they were often inexperienced.

One of the more vulnerable and dangerous locations along the Santa Fe Trail during this period was the area encompassing the middle Cimarron crossings of the Arkansas River in southwestern Kansas. These crossing sites, all within a 26-mile stretch, had served as popular rendezvous points, campgrounds, and trading grounds for Indians, mountain men, trappers, and traders. Wagon caravans often rested at the crossings for several days before undertaking the arduous La Jornada route. Numerous reports were made of

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300 NPS, *Management and Use Plan*, 9; Lavender, *Bent’s Fort*, 282. Governor Bent was shot with musket balls and arrows and then scalped.

301 Lavender, *Bent’s Fort*, 292. For more details on the events at Taos, see Chapter 16 “Retribution.”


304 Ibid.
Indian attacks – primarily by Comanche and Pawnee – on wagons encamped at campgrounds or making the crossings. The St. Louis Reveille from June 3, 1848 reported that “almost every train that crossed the plains in 1846 and 1847” was attacked, chiefly between the “Cimarron River and the Pawnee Fork at the bend of the Arkansas" River.

The years between 1846 and 1848 signified the culmination of Comanche power that had dominated this region for 150 years. At the same time, New Mexico had “distanced itself from Mexico City to a point where its political ties” to the Comanche appeared tighter than those to the rest of Mexico. Since 1840, New Mexican government officials, including governors Manuel Armijo and Mariano Martinez, had repeatedly ignored orders from Mexico City that would have severed all peace ties with the Comanche – a tenuous peace based on the mutual benefits of trade between the two nations. As historian Pekka Hämäläinen concludes, “In their efforts to protect the vulnerable province…New Mexican elites had been forced to choose between appeasing one of two imperial cores and, in more cases than not, they chose Comanchería” over Mexico.

New Mexico was arguably less powerful than the Comanche when the Mexican-American War began, but both entities considered the invading US Army as the enemy. Because of this mutual enmity, the two worked together to thwart the advance of the Americans, which helps to explain the increase of Comanche attacks along the Arkansas and Cimarron rivers within Comanchería. During the war, the Mexican Army gave the Comanche money and large numbers of horses and mules in exchange for the killing of Americans and the destruction of their property.

As a result of these attacks, Fort Mann was established in this area in April 1847 by order of assistant quartermaster Captain William M.D. McKissack. McKissack recommended construction of a government depot along the Santa Fe Trail halfway between Fort Leavenworth and Santa Fe to provide a safe location along the route with a wheelwright, a blacksmith, and storehouses where military freight wagons could be repaired. Built by master teamster Captain Daniel P. Mann, Fort Mann (or Mann’s Fort) was primarily intended to be a quartermaster depot – a relatively safe location where wagons and harnesses could be repaired and basic goods purchased, while livestock and travelers rested. Located within sight of “The Caches,” it was the first military outpost along the mid-portion of the Santa Fe Trail, and it consisted of four flat-roofed log structures with adobe chimneys connected by 20-foot high wood walls; it had two large wooden gates.

Fort Mann was not a regular military post. At its inception, it was garrisoned by a group of teamsters rather than soldiers. The lack of military experience and the size of the detachment were not sufficient to offer much protection to travelers beyond the immediate vicinity of the fort. Even before the fort was completed, Indians frequently attacked inhabitants and travelers. When construction was accomplished on May

305 Strate, Sentinel, 11; Robert Marr Wright, Dodge City, the Cowboy Capital and the Great Southwest in the Days of the Wild Indian, the Buffalo, the Cowboy, Dance Halls, Gambling Halls, and Bad Men (Wichita, KS: The Wichita Eagle Press, 1913), 13-14; and Wyman, “The Military,” 421.
307 Hämäläinen, The Comanche Empire, 212, 292. Citation covers paragraph. See page 176 of The Comanche Empire for a map indicating the territory of the Comanche Empire at this time, which stretched north of the Arkansas River where these raids occurred.
16, Captain Mann departed the fort with about 25 of his builders, leaving 13 men and a couple of women and children. For the next month, wagon and military trains passed through the fort while Arapaho and Comanche warriors repeatedly attacked, stealing livestock and killing several travelers. The hostile environment contributed to the first abandonment of Fort Mann about June 23. The last seven occupants destroyed much of the stockade’s contents, reportedly throwing some items down the well, before departing with two teams, following the fort’s cannon toward Santa Fe and leaving Mann’s Fort “to the mercies of the Indians.” While the post remained officially unmanned, it served as an impromptu refuge for trail travelers throughout the summer of 1847. The physical state of the buildings quickly deteriorated during this time as freighters used wood from the fort walls to repair their wagons and to fuel their cooking fires. It was not long before the old post was described as being in a dilapidated condition and a “perfect wreck.”

As the war ended, the disbanding Army of the West provided the first official United States presence in the newly acquired territory. Santa Fe traders began to demand increased military protection for civilian trade along the trail because of losses sustained during Indian raids. On August 20, 1847, the Department of War authorized Missouri Governor John C. Edwards to raise an expedition of Mexican-American War volunteers to protect the Santa Fe trade. Lieutenant Colonel William Gilpin was authorized to raise and command five companies of volunteers. Gathering information for his new command about conditions along the trail from traders and travelers, Gilpin found that between Council Grove, Kansas and Las Vegas, New Mexico, there was a “bleak stretch of 600 miles” with “no resting places, depots, or points of security” since Fort Mann had been abandoned.

In September 1847 Gilpin’s Indian Battalion of Missouri Volunteers was formed to restore peace and protect traders along the road to Santa Fe. The force consisted of two mounted companies (A and B), an artillery company (C), and two infantry companies (D and E). This volunteer force was comprised mostly of recent immigrants who spoke little or no English, had no prior military experience, and were equipped with poor quality firearms and only minimal medical supplies. They departed from Fort Leavenworth on October 6, 1847, bound for Fort Mann. The two foot companies and the artillery, some 216 enlisted men and 54 officers, wintered at the old post, with orders to begin repairing and enlarging the dilapidated fort. Considering that the post had previously housed only a few dozen men at most, the soldiers were forced to spend the winter in whatever tents and crude shelters they could rig together. Gilpin and the two companies of cavalry continued up the Arkansas River and spent the winter encamped near Big Timbers in present-day Colorado.

During the War with Mexico, the Fort Mann location was busy with activity due to the large numbers of military supply trains and troops traveling along the trail. The end of the conflict in 1848 resulted in a sharp reduction in military freighting and troop movement and a corresponding decline in activity at and protection from the fort. With the Mexican-American War over, Fort Mann was vacated for good in 1848; Gilpin and his

312 Barry, The Beginning, 670.
313 Ibid., 670-671.
315 Barry, The Beginning, 671.
317 Connelley, A Standard History, 123-125; Oliva, Soldiers, 91.
318 Oliva, Soldiers, 84; Strate, Sentinel, 15.
319 Oliva, Soldiers, 84.
320 Strate, Sentinel, 15; White, “Fort Mann,” 9.
322 Strate, Sentinel, 12.
volunteers left in August and headed east on the Santa Fe Trail, reaching Fort Leavenworth on August 14. Gilpin recommended to his superiors that the government establish several new military stations or posts along the trail to protect travelers moving along it. The volunteers’ departure from Fort Mann once again left the Santa Fe Trail with no military outpost between Fort Leavenworth and Las Vegas, New Mexico, “where a small command had been stationed for protection since late 1846.”

The Santa Fe Trail helped make possible the US acquisition of the American Southwest. The traders had helped prepare the way for conquest, and the trail served as a major military supply route during the war. The traffic over the trail during the period of the military campaign in Mexico increased dramatically from its previous civilian mercantile levels. This increase became the norm as the United States took possession of California, Arizona, Nevada, Utah, and New Mexico. The Santa Fe Trail was no longer just a commercial link between two nations engaged in international trade; it became an internal highway connecting the new territories to the more settled and industrialized East.

The Mexican-American War also altered the pattern of trade along the Santa Fe Trail. The American victory and the annexation of Mexico’s northern territories drastically changed Mexican influence and Hispanic involvement on the Santa Fe Trail. New Mexican and interior Mexican merchants did successfully remain involved in and prosper from the trade. Significant changes brought about by the war were the end of Mexican tariffs and the construction of forts and a US military presence in the area. Jurisdiction along the trail route changed from partly foreign to entirely domestic, while large freighting and stage companies replaced small trade proprietors. With the increasing commercial value of merchandise, the Santa Fe trade expanded. The volume of freight hauled over the trail increased dramatically, with large government contracts being added to increasing civilian business along the route. These contracts were to supply the military posts and to carry the mail. The Santa Fe Trail played an important role in the War with Mexico and contributed to the expansion of the Union, and many individuals who became familiar with the trail through their part in the war effort later came back as traders or entrepreneurs.

III. Expanding National Trade on the Santa Fe Trail, 1848-1861

The time that elapsed between the end of the War with Mexico and the beginning of the Civil War was a period of consolidation and expansion on the western frontier. Exploration, settlement, and organization began in the vast territories newly acquired from Mexico in the Southwest and on the Great Plains. Trade along the trail increased, and regular mail and stagecoach service was instituted to connect the new territories with the rest of the country. In response to the increased trail traffic and encroachment of settlement, Indian attacks increased both along the trail and in frontier settlements. Fewer soldiers were available immediately following the Mexican-American War, but as attacks increased, so did military presence.

324 Strate, Sentinel, 15.
325 Oliva, Soldiers, 94.
326 Ibid., 55.
328 Oliva, Soldiers, 20.
330 Ibid.
By the late 1840s, a change in the type of people traveling the route was observed. Initially the trail belonged to merchants, wagon masters, muleteers, and ox drovers. However, US Army soldiers, government officials, religious missionaries and emigrant families additionally traversed the trail by this time.332 Many of the emigrants the trail accommodated in the late 1840s were destined for the gold fields of California. In 1849, between April and September alone, 2500 individuals from ten states traveled over part of the Santa Fe Trail on their way west.333 This type of migration lasted until 1859 when the gold mines of Colorado became the destination of many travelers.334

An increase in the number of women travelers also occurred beginning in the late 1840s. Several accounts exist from army officers’ wives who traveled along the trail after 1846, including those of Lydia Spencer Lane, Eveline Alexander, Alice Blackwood Baldwin, Frances Boyd, Frances Marie Antoinette Mack Roe, Josephine McCrackin Clifford, Genevieve La Tourette, Anna Maria Morris, Mrs. Byron Sanford, Katie Bowen, and Ellen Williams, all of whom traveled with their husbands.335 Other females who traveled in groups and represented increasing traffic over the trail included Eliza Mahoney and daughter Marion Sloan (Russell), Julia Archibald Holmes, and Emily Harwood and Anna McKee – both Protestant missionaries sent to New Mexico by eastern missionary boards.336 Among the women travelers, most accompanied husbands to Colorado during the gold rush of 1859;337 however, McKee seems to be the only woman who traveled along the trail without a husband. In the 1850s and 1860s a number of American traders and businessmen took up residence in New Mexico; many of these men brought their wives and families with them on the trail with a wagon caravan or stagecoach.338

Trade Expansion

The period of maximum use of the Santa Fe Trail occurred when large annual caravans departed the eastern terminus of the trail bound for Santa Fe. Individual companies traveled but once a year but not necessarily at the same time as other groups. Westward journeys were accomplished between April and June, while eastbound caravans traveled the route between June and September.339 National trade over the Santa Fe Trail generally expanded in the period between the wars both in terms of volume and price of goods and the number of traders and travelers. The nature of the goods transported did not vary greatly; although, the quantities and varieties increased. The Santa Fe Trail remained a portion of a larger international trade network with European goods still being imported into the US and transported from the east coast to the eastern terminus of the trail. Invoices of James J. Webb, a Santa Fe merchant between 1844 and 1861, provide excellent information on the wide range of goods that entered Santa Fe over the trail during these years. In Webb's stock accounts the following categories of merchandise were itemized:

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336 Ibid., 35. Julia Holmes traveled the trail in 1858 and was the first woman to climb Pike's Peak.
Fancy Dry Goods: shaving soap, wash balls, hooks and eyes, face powders, vermillion, hair pins, bead bracelets, fancy necklaces, finger rings, ear bobs, satin beads, buck gloves, white gloves, men's gloves, metal vest buttons, pearl buttons, coat buttons, military buttons, women's cotton hose, women's openwork hose, ladies' silk hose, worsted cord, piping cord, needles, black silk thread, ivory combs, side combs, gold stars, silver stars, shoe laces, lamp wicks, wide lace, muslin dresses, silk dresses, fancy dresses, blue crepe shawl, feathers, cotton handkerchiefs, turkey red handkerchiefs, pink saucers, wool comforts, cologne, hair oil, case bonnets, and silk suspenders.

Dry Goods: pink cambric, check cambric, blue cambric, lienzo [linen cloth], manta [coarse cotton cloth], fancy cashmere, blue satinett, blue drill, Swiss muslin, Victoria lawn [white muslin], white wool flannel, black serge, blue blankets, red blankets, table linen, blue yarn, furniture print, blue cloth, alpaca, oil cloth, oil table covers, oil carpeting, and silk handkerchiefs.

Clothing: cord pants, blue blanket coats, overcoats, coats, frock coats, dress coats, cotton vests, silk vests, fancy neckties, string collars, white shirts, fancy shirts, red flannel shirts, and hickory shirts.

Tinware: plates, pepper boxes, bracelets, lanterns, canteens, sets of measures, funnels, candle moulds, molasses cups, milk strainers, tumblers, pails, coffee pots, cups, dippers, and wash basins.

Hardware: iron pumps, skillets, fry pans, ovens, ploughs, coffee mills, corn mills, nails, bars of lead, hay forks, scythes, sad irons, locks, sheep shears, chisels, files, hand saws, bolts, knives and forks, pocket knives, Indian bells, Indian beads, axes, faucets, gun locks, bullet moulds, castors, scissors, zinc mirrors, and mouse traps.

Guns and Pistols: double barrel guns, percussion-lock guns, navy pistols, dragoon pistols, and Allen's revolvers.

Books and Stationery: slates, slate pencils, paper, envelopes, memorandum books, blank books, black sand, blotters, ink stands, red ink, sand boxes, steel pens, quills, pen holders, sealing wax, lead pencils, paper cutters, paper weights, red tape, Spanish dictionaries, geographies, atlases, second, third, and fourth readers, and playing cards.

Wines and Liquors: champagne, whiskey, fine whiskey, peach brandy, cherry brandy, wild cherry brandy, dark brandy, New York brandy, common cordial, Madeira wine, port wine, schnapps, punch essence, and gin.

Groceries: figs, sardines, pepper, cloves, chocolate, tobacco, cigars, candy, raisins, ketchup, pepper sauce, mustard, yeast powders, starch, sassafras bark, vinegar, saleratus [baking soda], pickles, French olives, quinces, canned tomatoes, canned peaches, canned pears, and castile soap.

Drugs and Medicines: sulphur [sic], essence of peppermint, sarsaparilla, soda, arrowroot, iodine, cream of tartar, and nitric acid.

Sutler's Goods: crocks, blacking, shoe brushes, razors, emery, beaver, buckskins, silver lace, gold lace, and shaving brushes.

340 Satinett is a thin, sheer material used to make dresses imitating more expensive materials.
Sundries: gold scales, tobacco cutter, clock, office chair, office table, office bedstead, desk, counter scales, platform scales, iron safe, carriage and harness, mules, shot guns, medicine chest, six-inch Colt's pistols, counter table, tent, wheelbarrow, show case, and a cow.\textsuperscript{341}

Missouri river towns such as Westport, Independence, and Kansas City proved to be important junctions in the transfer and transportation of goods. The commercial nodes often represented a change in the modes of transportation adopted. From the east to these locations, most of the freight was transported by steamship, while westward from these locations prior to 1865, freighting was accomplished overland by wagons. These goods, manufactured in the US or in Europe, were then transported over the Santa Fe Trail to markets in Santa Fe and to even more southern locations. The value of the Santa Fe trade increased, but estimates as to the total value of the trade varied considerably. For example, T.B. Mills, a prominent New Mexican merchant and political figure, created a table of estimates that appear overly conservative and, in some instances, highly suspect when compared with other estimates that place the value of Santa Fe trade ten times greater than Mills' estimates (Table 2).

Mills also estimated that in 1860, 5948 men were involved in the trade, which utilized 2170 wagons, 464 horses, 5933 mules, and 17,836 oxen.\textsuperscript{342} These estimates exclude those persons not participating in trade such as stagecoach passengers and employees.

\begin{table}[h]
\centering
\begin{tabular}{|c|c|}
\hline
\textbf{Year} & \textbf{Value} \\
\hline
1846 & $825,000 \\
1847-1848 & $1,125,000 \\
1849-1859, inclusive & $1,150,000 \\
1855 & $5,000,000 \\
1858 & $3,500,000 \\
1859 & $10,000,000 \\
1860 & $3,500,000 \\
1861-1865, inclusive & $3,000,000 \\
1866-1868, inclusive & $2,800,000 \\
1869-1870, inclusive & $2,600,000 \\
1871-1872, inclusive & $4,500,000 \\
1872-1879, inclusive & $5,200,000 \\
\hline
\end{tabular}
\caption{Value of Santa Fe Trade Goods, 1846-1879}
\end{table}

\textsuperscript{343} Switzler, Report on Internal Commerce, 565. Mills’ table was entitled “Estimated number of wagons used in transportation and value of merchandise brought into New Mexico from 1846 to 1879, inclusive.”
\textsuperscript{344} Brown, The Santa Fe Trail, 51; Rittenhouse, The Santa Fe Trail, 26; and Wood, 61.
The Role of Council Grove

The portion of the Santa Fe Trail between the eastern terminus and Council Grove was an area of transition for numerous reasons. Crossing the prairie of eastern Kansas en route to Council Grove, the wagon formations lacked order and discipline. Wagons from the Fort Leavenworth military roads merged onto the trail, and wagons bound for Oregon diverged from the trail to Santa Fe.345 Further, Council Grove represented a transition zone between peaceful and less settled Indian tribes. The Osage and Kaw peoples encountered on the route to Council Grove were considered relatively peaceful.346 Beyond Council Grove, the territories of the Pawnee, Apache, Kiowa, and Comanche were less stable.

It was at Council Grove that caravans to Santa Fe became more organized in the years beginning immediately after the Mexican-American War. Captains, division lieutenants, and guards were elected and assigned duties. Oxen drovers, or “bullwhackers,” were then hired. The drover walked on the left side of his team, directing the oxen through his voice commands and the skillful use of his bullwhip.347 This whip was difficult to use. It weighed five-and-a-half pounds and was composed of: a two-foot handle, a ten-foot lash made of braided rawhide, and a six or seven inch popper at the end.348 The amount of strength it took to crack the whip made it a highly paid skill.349 Bullwhackers earned between $25 and $30 a month including board. Wagon masters, or trail leaders, however, earned approximately $100 a month in 1860.350 Wagon masters were a wide range of different ethnicities, mainly because anyone who could handle long periods of work on the trail was welcomed, no matter their background.351 On wagons drawn by mules, the teamster rode the mule hitched to the left side nearest the wagon; this was called the "near wheel mule."

Council Grove was an appropriate place of sojourn along the Santa Fe Trail because of its proximity to the Neosho River. The river supplied water and provided the last opportunity to cut spare axles for wagons from the hardwood trees of oak, hickory, walnut, and ash lining the riverbanks.352 Hardwood trees were rarely encountered west of Council Grove on the trail, so spare axles and wagon tongues were cut and fashioned from the felled trees in this area and secured to the underside of the wagons for future use.353

Before departing Council Grove, trail travelers had supplied themselves with sufficient rations for the long trip ahead, including 50 pounds of bacon, 10 pounds of coffee, 50 pounds of flour, 20 pounds of sugar, a small provision of salt, and a bag of beans per traveler.354 These rations were supplemented by hunting along the route. Cows were brought along on later trips as a source of fresh milk and meat. Each man engaged in the trade during the early years provided his own equipment. Typically, this included a gun, a supply of powder and lead, a horse, and sufficient clothing and blankets.

In eastern Kansas, the wagons followed two parallel columns, but beyond Council Grove, a formation of four parallel columns was adopted, which presented several advantages. In case of a wagon breakdown, the

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346 Myers and Simmons, *Along the Santa Fe Trail*, 31.
348 Eggenhofer, 112; Wyman, “Bullwhacking,” 301.
350 Barile, *The Santa Fe Trail in Missouri*, 96.
351 Ibid.
352 Myers and Simmons, *Along the Santa Fe Trail*, 31.
353 Ibid.
movement of other wagons was not delayed or hindered.\textsuperscript{355} Also, the raising of dust by the preceding wagons was kept to a minimum. Another attribute of four parallel columns of wagons was the ease and speed it allowed trail travelers to organize a defensive structure in preparation for American Indian response. The defensive formation commonly adopted by the trail caravan meant that:

The two outside columns swung out in arching movements, the first two wagons meeting and leaving a space for the entrance, the following ones coming alongside to lock their front wheels with the rear wheels of the wagon ahead. The inside columns paused until the tail wagons of the outer ones were in place, then swung out at right angles, one right, one left, to join up with the two tail wagons and complete a rectangle. Another opening was left in the rear for the stock to be driven in. Wagon tongues were lashed to the wheels of the vehicles before them, making a nearly impregnable fort.\textsuperscript{356}

A similar formation was adopted when setting up camp each evening. The wagon master would select a campsite preferably near a stream for the acquisition of water, grass, and wood. The head wagon would circle to the right with the wagon behind circling to the left and the subsequent wagons formed these lines of arcs until they met, enclosing a circular corral with a 20-foot space at the rear to facilitate the entrance of oxen.\textsuperscript{357} Once the oxen were inside the corral, a wagon or chain would block the vacant space. The caravans could accomplish between 10 to 15 miles of the route per day. After departing from Council Grove, the first night was usually spent at Diamond Spring, Kansas. As the caravan progressed along the trail, other Kansas campsites became popular including Lost Spring, Cottonwood Creek, Turkey Creek, Little Arkansas River, Cow Creek, and the Big Bend of the Arkansas River.\textsuperscript{358}

The trail conditions encountered by the wagon train sometimes damaged the wagons, requiring them to be repaired en route. Broken axles were a common complaint, so carrying a spare was advisable. Rosin and tallow served to lessen friction on axles while many government wagons overcame friction by having iron axles installed.\textsuperscript{359} After several days of travel, many travelers had to make minor repairs to their wagons. Wheels would become loose due to friction, and wood often shrank because of extreme dryness. In order to secure wheels that had become loose, strips of hoop-iron or simple wood wedges were driven between the tire and felloe. Josiah Gregg recalls that as many as a dozen wheels might be repaired at once after a day’s travel. Such minor repairs were an accepted part of trail life, and did little to slow the heavily loaded wagons bound for Santa Fe. On the portion of the trip from Santa Fe to Franklin and other destinations east, the wagons were more lightly laden. With winter fast approaching, the travelers were anxious to make greater haste. Lighter cargoes of 1000 to 2000 pounds facilitated quicker movement.\textsuperscript{360}

The Wagon Mound Massacre

With the increase in the number of people using the Santa Fe Trail came more confrontation with the American Indian populations. Clearly by the mid-1840s, the \textit{Indian Trade and Intercourse Act} of 1834, which recognized the presence of a permanent American Indian country between the Missouri River and the Rocky


\textsuperscript{356} Eggenhofer, 63.

\textsuperscript{357} Wymant, “Bullwhacking,” 304.

\textsuperscript{358} Oliva, \textit{Soldiers}, 15.

\textsuperscript{359} Wymant, “Bullwhacking,” 299.

\textsuperscript{360} Gregg, \textit{Commerce}, 95-96, 157. Citation covers much of paragraph.
Mountains, was not being respected by Americans. As a consequence, one of the greatest dangers to traders and travelers was confrontation with American Indians. Among the many tribes residing in the vicinity of the Santa Fe Trail were the Pawnee, Comanche, Kiowa, Plains Apache, Cheyenne, Arapaho, Jicarilla Apache, Kansa, Osage, and Puebloan nations, as well as Shawnee, Sioux, and Ute. American Indians themselves were threatened, as increasing numbers of traders and travelers continued to destroy their game and infringe upon their lands. Augustus Storrs predicted the Indians’ reactions to the destruction of the buffalo in his Congressional testimony in 1825, “The buffalo are their means of support and commerce, and they would, doubtless, look with hostile feelings upon an establishment, which would be very likely to deprive them of both.”

The increase in commerce between New Mexico and the eastern United States undeniably had irreversible effects on the Indians associated with the trail. Diseases such as cholera and smallpox decimated large portions of tribes who came into contact with Euro-Americans at trading posts and during the dispersal of annuities. In 1849 for example, a cholera epidemic near Bent’s Old Fort was responsible for the deaths of half of the Southern Cheyenne. Perhaps one of the most tragic effects of interactions between the American Indians and the Americans was the demoralizing dependence on the Americans for survival. This shift from proud independence to forced beggarmom also led to increased hostilities between American Indian groups themselves as they sought to provide sustenance for their tribes. This shift was noted by Thomas Fitzpatrick, the Indian agent near Bent’s Fort, in 1853:

They are in abject want of food half the year…. The travel upon the road drives [the buffalo] off or else confines them to a narrow path during the period of emigration, and the different tribes are forced to contend with hostile nations in seeking support for their villages. Their women are pinched with want and their children constantly crying with hunger…. Already, under pressure of such hardships they are beginning to gather around a few licensed hunters…acting as herdsmen, runners, and interpreters, living on [the hunters’] bounty….364

The tension that increased between the US and the American Indians grew out of the desire for survival – on the Indians’ own terms. The push-back against American control led to armed conflicts which endangered the lives of traders and Indians alike. Once the Euro-Americans were called veho (Cheyenne) and niatha (Arapaho) – words connoting cleverness and skillfulness; they were now considered a threat.

The event that became known as the Wagon Mound Massacre exemplified the distrust and animosity between the Indians – in this case the Llaneros band of Jicarilla Apache – and the Americans. Wagon Mound is located near the end of the Cimarron Route in New Mexico, halfway between the Rock Crossing, Vado de las Piedras, of the Canadian River and La Junta (now Watrous) on the Mora River. As its title suggests, this natural landmark resembles a freight wagon in profile pulled by oxen (Figure 8). The massacre of ten men accompanying the express mail wagon traveling west from Fort Leavenworth took place here in May 1850 and cannot be viewed in isolation. The incident had its beginning in an altercation that occurred the previous August in Las Vegas, New Mexico. Upon an inspection of the Territory of New Mexico by Colonel George McCall and a 51-signature petition from Santa Fe residents, US soldiers were sent to Las Vegas to increase

362 Benton, Storrs, & Niles, Niles’ Weekly Register, 316.
363 Lavender, Bent’s Fort, 326.
364 Fitzpatrick’s last report from Bent’s New Fort, as quoted in Lavender, Bent’s Fort, 326.
protection of the trail in that vicinity from the Jicarilla Apache and their allies, the Ute. On August 16, 1849, 40 Jicarilla appeared near Las Vegas and set up camp on the outskirts of the town. Their expressed intention was to trade ammunition with the townspeople; however, the US soldiers under the command of Captain Henry B. Judd were suspicious of their intentions and forbade the townspeople to trade with them. After ten Jicarilla entered a village ten miles south of Las Vegas, Lieutenant Ambrose E. Burnside led the American soldiers to the Jicarilla camp where they interpreted the Indians were prepared for combat. According to Captain Judd, after talks failed, a battle began that resulted in the death of many Jicarilla and the taking of six prisoners, including Chief Lobo's daughter.

Two years after the event, Jicarilla Apache Chief Chacón claimed that the American Indians were seeking peace when they were attacked, so violence against travelers increased on the trail. Travelers were attacked near Wagon Mound and two American girls were seized. Meanwhile in late October 1849 near Point of Rocks, about 40 miles northeast of Wagon Mound, Santa Fe trader James M. White, his wife, their daughter, and other members of the two-carriage train were attacked. Mr. White and all the other men in the party were killed, while his wife, daughter, and a female servant were abducted. Negotiations were proposed to exchange the Jicarilla warriors taken at Las Vegas for the prisoners held by the Jicarilla, but Colonel John Washington, Military Governor of New Mexico, refused.

These events became linked with Wagon Mound when a unit of the US Army, under the command of Sergeant Henry Swartwont, left Las Vegas in search of the Jicarilla Apache. The soldiers brought one of the chief's daughters along as a guide and prisoner. Two contradictory accounts of questionable accuracy concerning the chief's daughter's death further emphasize the connection with Wagon Mound. The first account, furnished by Chief Chacón, reported that she was taken to the top of the mound to point to the Jicarilla camp, but instead seized a knife and was shot attempting to escape. The report given by John Greiner, an American Indian agent, also verified that they had taken her to Wagon Mound and that she cried and tried to signal the Inidans that trouble was on the way. The chief's daughter was shot the following morning after she grabbed a butcher's knife, tried to kill some soldiers, and stabbed a few of the mules. Chief Lobo, the girl’s father, made a vow of revenge. Sergeant Swartwont's army unit returned to Las Vegas to reports that Mrs. White was found dead in a Jicarilla camp. Under the guidance of Kit Carson, soldiers stationed at Taos and Rayado had attacked the camp. During the attack, Carson and his men reported finding the “still warm body of Mrs. White;” the Whites’ daughter and servant were also killed. Several skirmishes followed, including the murder of one trail traveler and the wounding of another two by Jicarilla near the Pecos River crossing in late February 1850. The entire horse and mule herd belonging to Lucien Maxwell and other residents of Rayado was stolen by Jicarilla Apache on April 5, 1850, but they were recovered later by a company of dragoons scouted by Kit Carson in a conflict that cost five Jicarilla lives.
All of these events culminated in the Wagon Mound Massacre. On April 18, 1850, Frank Hendrickson, James Clay, and Thomas E. Branton left Fort Leavenworth carrying mail bound for Santa Fe. This was part of a series of individual trip contracts to carry the US mail once a month from Fort Leavenworth to Santa Fe. These trips began in 1846 and lasted until 1850 when David Waldo, of Waldo, Hall, and Company, secured the first four-year contract to carry mail over the trail. The three-man party overtook a wagon caravan in central Kansas around a week into their journey and was joined by two members of that caravan - Thomas W. Flournoy and Moses Goldstein. A few days later they were joined by Benjamin Shaw, John Duffy, John Freeman, John Williams, and a German teamster, who were all members of an eastbound ox train that decided to turn around and go back to Santa Fe. The bodies of all ten men were found at Wagon Mound on May 19, 1850. The US Army report by Lieutenant Burnside stated that a combined force of over 100 Jicarilla Apache and Ute had overcome the men. A more plausible reconstruction of events was proposed by Chief Chacón, who suggested that the Jicarilla had intended to ambush the mail party at the Rock Crossing of the Canadian River, 20 miles northeast of Wagon Mound. The Indians had insufficient time to make preparations, resulting in a running fight with the mail party that brought them to Wagon Mound and nearby Pilot Knob. It was there that the Jicarilla and the Ute combined forces the following day to murder the mail party in their camp, after a two day battle. At the time of this encounter, it was called “the most daring murder ever committed” by the American Indians and posed a serious threat to small-party trail traffic.

Contract Freighting and Mail Service

The United States’ acquisition of the Southwest, the increase in national trade, and the subsequent increase in American Indian hostilities witnessed after the Mexican-American War all led to the establishment of several military posts along or near the Santa Fe Trail. In 1849 there were seven posts scattered along the trail that were occupied by 987 soldiers; by the close of 1860 there were 16 military posts accommodating over 2000 troops. The additional military outposts established to protect the trail, trade, and early settlers in the new territories included Forts Union, Riley, Wise, Larned, and Atkinson. Up until Fort Union was laid out in 1851, Santa Fe was the headquarters of the army in New Mexico and served as its supply depot. However, the establishment of Fort Union as a military supply depot meant that Fort Union became an important point of distribution. Fort Riley was established in 1853; For Atkinson, near old Fort Mann, was active from 1850-1854. Camp Alert (later Fort Larned) started in 1859 primarily to protect a new mail station nearby. Fort Wise was established in 1860 and in 1861 became Fort Lyon. Both Fort Larned, Kansas, near Pawnee Fork, and Fort Wise (later Fort Lyon), Colorado, near Bent's New Fort, were established to protect smaller parties traveling to Colorado from an increasing number of Indian attacks. These fortifications helped keep the Santa Fe Trail open for years after their construction (Figure 9).

Trading ranches opened along the Santa Fe Trail soon after the end of the Mexican-American War. These small businesses, also referred to as road ranches, stations, or stores, offered a variety of services to trail travelers, whether they were Santa Fe traders, civilians, or military travelers. Among the services and

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375 Ibid., 48-50. Citation covers paragraph, unless otherwise noted.
378 Ibid., 424.
amenities offered were food and lodging, milk, whiskey, fresh water, groceries and provisions, stage service, a post office, fresh livestock, hay and grain for livestock, a blacksmith, corrals, purchase of hides or furs, hunting opportunities, and even prostitution. William Bent erected a new trading post, Bent's New Fort, at the Big Timbers on the Arkansas River, near modern Lamar, Colorado, in 1853. In 1852, William Mathewson built a trading post near modern Great Bend, Kansas, as well as, stores on Cow Creek (near Lyons) and at the Little Arkansas River crossing. After passage of the Kansas-Nebraska Act in 1854 opened Kansas Territory to white settlement, other trading ranches, hotels, and stage stations were established along the route, many at strategic trail crossings and campgrounds. Some merchants saw an opportunity to profit from travelers along this portion of the Santa Fe Trail. While some trading ranches and stage stations remained in place for several years, other stations came and went quickly along the trail, as did the individuals who built them and provided the services (Appendix E). Several Kansas trading ranches also offered toll bridges so that travelers could avoid otherwise treacherous or time consuming fords across troublesome streams. By 1849 a toll bridge had been erected across Switzler Creek (referred to by the 1825 Sibley Survey as Bridge Creek), near modern-day Burlingame, Kansas, by John Switzler. By 1860 toll bridges were available at 110 Mile Creek, 142 Mile Creek, the Neosho River at Council Grove, the Little Arkansas River (Station Little Arkansas), and Cow Creek.

The government adopted a system of contract freighting to serve the military forts and their occupants. Despite the delivery delays and damage to military freight, the transportation system that allowed for civilian contractors proved to be cheaper and more manageable than providing government trains. The relative success of these civilian contracts resulted in more contracts being awarded to serve the increasing number of military outposts that developed along the trail. As the competition among civilian contractors increased, the cost of transportation of military supplies decreased; even so, transported items still increased up to five or six times their original value when transportation costs were included. Since most (though not all) of the military freighting that did take place was fulfilled by civilian contractors, this activity presented the opportunity for military-civilian interaction.

Throughout the course of government contract freighting, the freighting companies varied and freighting rates fluctuated. In 1848, James Browne of Independence was the first to agree to transport military supplies over the trail; transportation expenses were set at $11.75 per 100 pounds. Contract freighting for the government officially began in 1849, however, when James Browne partnered with William H. Russell. They contracted to transport military supplies at $9.88 per 100 pounds. By 1850, several freighters transported military supplies from Fort Leavenworth to Santa Fe at an average rate of $8.87-1/2. By 1853, Alexander Majors and J. B. Yager had become the principal government contractors and were transporting goods at a rate of $16 per 100 pounds. Russell, Majors, & Waddell were contracted in 1857 to transport supplies at a rate between $1.25 and $4.50 per 100 pounds per 100 miles. The supplies were transported from Fort Leavenworth or Fort Riley, Kansas, to Fort Union, intermediate locations, or other posts in New Mexico. Russell, Majors, & Waddell became the principal government contractors in 1860 and 1861. By 1865, the total cost of military freighting by contractors was $1,439,538. Railroads – which were expanding ever westward

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381 Clapsaddle, "Toll Bridges," 16-17.


383 Miller, "Freighting for Uncle Sam," 12.

— slowly began to replace government contractors as the means of transporting military supplies to and between military posts in the Southwest; although, contractors in Colorado and New Mexico were still active until 1880.

After the Mexican-American War, expanding trade and the increase in traffic brought improvements in communication. Prior to 1846, the delivery of newspapers and letters was entrusted to traders and travelers. With the outbreak of hostilities between the United States and Mexico, the War Department organized a military pony express to various military units traveling in northern Mexico in order to maintain contact with its troops positioned in that region. An act of Congress in 1847 designated the Mountain Route of the Santa Fe Trail from Independence via Bent's (Old) Fort to Santa Fe as a postal route. As an example of an increase in communication, that same year, Captain Francois X. Aubry rode from Santa Fe to Westport, a distance of 775 miles, in five days and 13 hours from September 12 to 17 using relays.

Military and non-military express mail was used for communication between Fort Leavenworth, Kansas, and Fort Marcy in Santa Fe during and after the Mexican-American War. The irregularity of this mail service was a common complaint among New Mexicans. The establishment of a post office in Santa Fe in 1849 recognized the need for a more permanent system. In the following year, David Waldo and his partners successfully bid for the four-year contract to carry the mail, which was almost always accompanied by the development of passenger stage service to a region. From this time onward, stage traffic became an important component of Santa Fe Trail commercial traffic.

In 1850, the postmaster general ordered the establishment of a regular wagon mail service between Independence and Santa Fe. Waldo, Hall, and Company of Independence was awarded the contract, which required the 30-day transport of mail once a month in both directions beginning on July 1 of that year. Before 1850, Waldo, Hall, and Company used simple mail wagons to transport the mail; however, from 1850 onward, the government subsidized a contract mail service on the Santa Fe Trail, enabling the establishment of stagecoach lines along the trail. These stagecoach lines heavily depended on the revenues derived from contracts to deliver the mail. The contracts issued by the Post Office Department had a significant impact on the settlement and extension of US sovereignty over the West.

Of necessity, stage stations were established along the trail to provide repairs to stages and fresh draft animals. Eventually, limited services were offered such as food and lodging for passengers and stage company workers. Beginning the 1850s, with feed and exchange animals available at stations along the route,

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386 Morris F. Taylor, *First Mail West: Stagecoach Lines on the Santa Fe Trail* (Albuquerque: University of New Mexico Press, 1971), 23; Brown, *The Santa Fe Trail*, 56. The route was not named the Mountain Route in the Congressional act; rather Taylor describes it as the “route from Independence, Missouri, via Bent’s Fort to Santa Fe, capital of the recently occupied Mexican territory south of the Arkansas River.”
387 Simpich, 249. Though Francois X. Aubry is his given name; writers sometimes refer to him as Felix Aubrey or Felix Aubry. Fort Aubrey in Kearny County, Kansas was named for him, though the spelling of his last name was changed.
388 Taylor, *First Mail West*, 23.
390 Ibid.
391 A synoptic overview of stagecoaches on the Santa Fe Trail is provided in Brown, *The Santa Fe Trail*, 55-58. See also Taylor, *First Mail West*. 
Stagecoaches could travel the trail year round, making the trip in a matter of days. Stage stations and stops along the route provided simple meals for the passengers, sometimes a new driver, and a change of animals, though conditions were rough. WWH Davis describes a stop in Council Grove in the latter part of 1853:

The snow was falling fast when we drove up to the Grove, and all felt thankful we would have a roof to shelter our heads during the night. We took possession of a filthy old cabin, windowless and doorless, and which some of the boys named the ‘Astor House,’ in which we ate our supper. As soon as we arrived, the blacksmith was set at work shoeing the mules and mending up the wagons. ... Mr. Withington, the agent for the mail-contractors, treated us in the kindest manner...he furnished our party with all the beds he had to spare. The next morning Mrs. W. prepared us a warm breakfast, of which we partook with thankfulness.

Stations were established at Council Grove (1850), Fort Union (1851), and Diamond Spring (1852) during the Waldo, Hall, & Company’s contract.

Jacob Hall won the $10,990 mail contract in 1854 and the $39,999 mail contract in 1858. In these early years, the main purpose of the service was to transport mail, while passenger travel was only a subsidiary venture to the lucrative mail contract. The mail stagecoach could carry up to eight passengers at a cost of $150 a person. The stage was usually pulled by six mules and guarded by eight men, who collectively could fire 136 shots without reloading; each of the eight men carried one Colt revolving rifle, one Colt long revolver, and one small Colt revolver. Often the mail entourage consisted of three wagons, including one for passengers, one for mail, and one for provisions. In the 1850s, the trip usually took 25 to 30 days to complete. However, as late as 1860, irregularities in mail delivery still existed.

The 1854 mail contract evolved into a partnership between Jacob Hall and John Hockaday. The Hall-Hockaday partnership served official post offices in Independence, Westport, Santa Fe, Las Vegas, and Fort Union. Newer post offices were added to the route including eight Kansas post offices and one at Tecolote, New Mexico. Hall successfully bid for the next mail contract period in 1858 with Judge James Porter as a partner. Mail and stage routes proliferated throughout the Southwest and nationally as the new lands acquired through the successful conquest by the Americans during the Mexican-American War were opened for settlement and development.

Santa Fe Trail stage lines formed an important part of the national postal and passenger stagecoach system. The regular mail route followed the Cimarron Route of the trail up until 1860. The constant hazard of confrontation with the American Indians of the Plains, coupled with the increasing traffic from Colorado gold seekers, made the Mountain Route of the trail increasingly attractive to stage operators. The new Colorado gold camps were burgeoning with emigrants, and after military protection, mail service was one of the first demands of the new settlers. By late 1860 the partnership of Hall and Porter requested that it be allowed to move its mail

394 Taylor, *First Mail West*, 30, 33; see also Appendix E.
396 Taylor, *First Mail West*, 29; Brown, *The Santa Fe Trail*, 56; and Duffus, 223.
service to the Mountain Route.399 Shortly thereafter the Hall & Porter stage line was sold to the Missouri Stage Company, headed by Preston Roberts, Jr. Hall retained the current mail contract but transferred its operation to Roberts's firm. By early 1861 the postmaster general allowed the new firm to transfer the mail and stage route to the Mountain Route.400 From 1863, until they went out of business with the coming of the railroad in 1880, the Barlow-Sanderson Overland Mail & Express Company operated stages and mail services between Kansas City and Santa Fe. Employing the use of relay stations, delivery of mail could be completed in 13 days and six hours.401

The development of stagecoach firms typically involved a host of investors. Often the partners under one contract would increase or reduce their level of involvement in subsequent contracts. Consequently, the names of the firms changed as often as the contracts themselves. After the Hall-Roberts partnership, contracts were awarded to Slemmons, Roberts, & Company (1860-1862), which expanded stage lines to newly founded Colorado mining communities. Contracts were also awarded to Cottrill, Vickory, & Company, also known as M. Cottrill & Company (1862-1865), which expanded stage lines even farther to other western towns.402 The famous Concord stagecoaches did not appear on the Santa Fe stage lines until M. Cottrill & Company introduced them in 1864.403 A travel itinerary, published in 1867 as a circular from the depot quartermaster's printing office at Fort Union, New Mexico, was based on records kept by travelers Dr. John Locke and W. Wrightson in 1864. It includes measurements of distances between places on the Santa Fe Trail, many of which were stage stations, showing the prevalence of these amenities by 1864 (Appendix F).

Military protection was sought and obtained for the stagecoach and mail service,404 as Army escorts were regularly provided to protect the mail service.405 A fixed-point defense system, in the form of forts located at strategic points along the trail, was adopted in the 1850s and 1860s.406 Fort Atkinson (near present-day Dodge City, Kansas) was established in 1850 as a sort of "half-way house" on the trail. In 1851, Fort Union, approximately 20 miles from Watrous, New Mexico, became the second fort to open along the route. The success of this type of defense system was limited since sporadic violence against trail travelers continued for the following two decades.407

Mail service brought news from abroad and from other parts of the United States in addition to mail and express to trail merchants and other frontier inhabitants.408 While a daily stagecoach service had been available since 1862, mail was not carried on each stage.409 Mail service was increased to semi-monthly in 1857,

399 Ibid., 73.
400 Ibid., 77.
401 Brown, The Santa Fe Trail, 57.
402 Taylor, First Mail West, 94-95.
403 The Concord, New Hampshire firm of Abbot-Dowing Company was the first to build these coaches. The structure of this vehicle resembled the English coach of the eighteenth century; however, it was functionally suited to the rough terrain encountered in western territories. They weighed 2500 pounds and could carry nine passengers. Jack Rittenhouse, American Horse-Drawn Vehicles (Los Angeles, California: Dillon Lithograph Company, 1948), 46-48; Taylor, First Mail West, 103; and William Y. Chalfant, Cheyennes and Horse Soldiers: The 1857 Expedition and the Battle of Solomon’s Fork (Norman: University of Oklahoma Press, 1989), 78.
404 NPS, Management and Use Plan, 10.
405 Oliva, Soldiers, 93; Taylor, "The Mail Station," 28, 35.
406 Brown, The Santa Fe Trail, 60.
weekly in 1858, tri-weekly in 1866, and daily in 1868. The Santa Fe stage was the quickest means of communication and transportation between the more settled parts of the United States and the Southwest territories before the introduction of railroad and telegraph services. These United States’ westward territorial expansions, while resulting in greater confrontation and conflict with American Indian peoples, also contributed to the deepening sectional divisions between the North and the South.

IV. The Civil War and the Santa Fe Trail, 1861–1865

By the outbreak of the Civil War in April 1861, the Santa Fe Trail crossed portions of Missouri, Kansas, unorganized territory, Colorado Territory, and New Mexico Territory (Figure 10). The Civil War brought about many changes in the regional political divisions of the emerging nation. President Lincoln appointed pro-Union officials in the territories. Local volunteers and militia troops replaced or supported regular Union troops in much of the West, and Colorado volunteers supplemented regular troops guarding the Santa Fe Trail and fighting in New Mexico.

In the western United States, the Civil War had a much different appearance than in the eastern states. No great strategic battles were won or lost nor were there major engagements comparable to those in the East; although, fighting was not confined to the area east of the Mississippi River. While the conflict in the East was a defensive war for independence on the part of the Confederates, in the West it was an attempt at conquest. Both the Confederate and Union forces saw the need to control the expanding western regions, and the Native peoples sought to maintain possession of their ever-shrinking lands. The significance of the Civil War in relation to the Santa Fe Trail is limited to military matters, such as the increase in the numbers of soldiers, escorts, patrols, and forts along the trail and was closely tied to Indian relations.

While national attention was drawn to the struggle between the North and the South east of the Mississippi River, activities along the Santa Fe Trail contributed to the preservation of the Union. Two battles along the trail dashed Confederate attempts at territorial expansion. The Confederacy sought diplomatic recognition from other nations and allies, and through expansion, it sought access to a Pacific seaport and to the wealth from western mining districts. To these ends, Confederate forces invaded New Mexico in 1862. The initial stage of the invasion was a success. Under the command of Brigadier General Henry Hopkins Sibley, 3500 officers and men mostly from Texas marched up the Rio Grande Valley in January, occupying Albuquerque on March 8 and Santa Fe on March 11, 1862. The invasion of New Mexico was only the initial thrust of a campaign that was intended to capture New Mexico, seize the Colorado mines, and eventually conquer California.

The key to Confederate control of New Mexico was Fort Union, located on the Santa Fe Trail near where the Cimarron and Mountain routes converged, about 100 miles from Santa Fe. The capture of Fort Union would have considerably reinforced Confederate supplies and equipment. Under orders from Lieutenant Colonel Edward Sprigg Canby, the defensive position of Fort Union was improved by moving the post in 1861 from its original location near a mesa and rebuilding it a mile into the valley. The newly rebuilt Fort Union was a "square-bastioned fortification with earthen breastworks extending outward from the square to form the shape of an eight-pointed star"

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411 Ibid., 166.
412 Oliva, Soldiers, 131.
413 Oliva, Soldiers, 131-135.
414 Ibid., 131-132.
415 Ibid., 132.
Governor William Gilpin of Colorado sent the First Regiment of Colorado Volunteers, consisting of ten companies led by Colonel John P. Slough, Lieutenant Colonel Samuel F. Tappan, and Major John M. Chivington, to reinforce the garrison at Fort Union. Colonel Slough, in command of 1342 troops, marched from Fort Union towards Santa Fe on March 22, 1862. On March 26, Union forces, led by Major Chivington, and Confederate soldiers, under the command of Major Charles L. Pyron, clashed in the three-hour Battle of Apache Canyon. Union forces prevailed and dealt the Confederate invaders their first defeat since entering New Mexico. Following the battle, both armies fell back to regroup and gather reinforcements.

On March 28, 1862, these opposing forces met once again, a few miles east of Apache Canyon, at Glorieta Pass – a defile of the Sangre de Cristo Mountains through which the Santa Fe Trail passed. A hard fought and bloody six-hour battle ensued between 1100 Confederate soldiers, led by Lieutenant Colonel William R. Scurry, and Union forces, composed of a 1300 infantry, cavalry and artillery, led by Colonel John B. Slough. The result was a stalemate. However, a detachment of seven companies of Union soldiers under the command of Major Chivington was sent west to attack Confederate forces from the rear. Chivington's men, having done so, came upon and destroyed a poorly guarded Confederate supply train with 73 wagons and hundreds of horses and mules. Three Confederate soldiers were killed, several were wounded, and 17 were taken prisoner. Since the Confederates now lacked supplies, they were not fully prepared for combat and had little choice but to retreat southward into Texas. The Battle at Glorieta Pass (also known as the Battle of Pigeon's Ranch) turned out to be only a minor skirmish by Civil War standards. Nevertheless, it proved to be a decisive blow to the Confederate invasion of New Mexico, and its significance in the prevention of Confederate expansion westward cannot be overlooked. Unsupported by the New Mexican populace, pursued by Union soldiers, and with the approach of the California Column under General James H. Carleton providing reinforcements for the Union forces, the Confederates were driven from New Mexico during the late spring and early summer of 1862.

At least three of the ten Civil War battles that took place in Kansas were in close proximity to the Santa Fe Trail. On September 7, 1862, a large force of William Quantrill's proslavery raiders surrounded and staged a bold night attack on Olathe, a small community on the Santa Fe Trail in eastern Kansas. Male civilians and soldiers were rounded up, and many were killed; horses were stolen; large quantities of property were looted or destroyed, and the town was set on fire. The border ruffians escaped unharmed and stirred up panic along the Kansas border with Missouri. On October 17 of that year, the small community of Shawnee, located only a short distance southwest of Kansas City, was sacked and burned. Townspeople were held in the town square while raiders looted stores and set fire to buildings. Civilians blamed General James Blunt for failing to have troops in position to protect border communities. A third battle took place in May 1863 when Dick Yeager led 24 proslavery men in a raid on Diamond Spring, a Morris County town located more than 100 miles west of

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416 Ibid.
417 Oliva, Soldiers, 132; Duffus, 246.
418 Oliva, Soldiers, 132.
420 Brown, The Santa Fe Trail, 64; Rittenhouse, The Santa Fe Trail, 26.
421 Franzwa, Maps of the Santa Fe Trail, 154.
422 Brown, The Santa Fe Trail, 65.
423 Oliva, Soldiers, 139.
the Missouri border. The proslavery force made its way back to Missouri along the Santa Fe Trail, attacking and looting the communities of Rock Springs, Black Jack, Gardner, and Shawnee on the return trip. The Kansas militia pursued Yeager's party but failed to stop them.427

The Battle of Westport in October 1864 was one of the last and largest Civil War battles fought in the trans-Mississippi area. This confrontation ended in the defeat of General Sterling Price and his Confederate troops.428 Governor Thomas C. Fletcher announced the restoration of civil law in Missouri on March 7, 1865, even though hostilities did not cease until May of that year.429

The Civil War itself did not leave significant changes along the Santa Fe Trail. It did not change patterns of settlement or result in major political changes; however, violence related to the war did result in the temporary shift of the eastern terminus. The rise in violence from 1861 to 1863 between the border ruffians in Missouri and Jayhawkers forced the eastern terminus to be moved from Kansas City north to Fort Leavenworth.430 The fort was far enough removed from the turmoil in and around Kansas City that it was safer for travelers and freighters to embark from here. Leaving from Fort Leavenworth also allowed US soldiers to escort the wagon trains to Council Grove in an attempt to prevent guerilla attacks.431 The importance of the Santa Fe Trail as a military highway persisted and intensified throughout the course of the war.

Increased Military Presence along the Trail

On the whole, the Civil War years witnessed a continuation of lingering Indian wars that lasted until the 1880s. Both the loss of formally trained soldiers to the war in the East and the continuing pressure caused by advancing settlement have been cited as causes of the continuing American Indian hostilities. Fears of hostilities were so great that false rumors ran rampant through Kansas during the war that the various Indian tribes, acting in collusion with the Confederates, were planning major uprisings.432 Rather, American Indian resistance intensified during the war in an effort to close the Santa Fe Trail as a means of protection from Euro-American encroachment. Attempts were foiled, though, by the military presence at forts Larned, Wise, and Union.433

At the beginning of the Civil War, not all of the Plains Indians were considered a threat to Santa Fe Trail trade and traffic. At Fort Wise in September 1861, American Indian agent Albert Boone succeeded in securing an agreement between the Kiowa and Comanche tribes and the United States. The tribes agreed to suspend all resistance, including the disruption of mail coaches, wagon trains, settlements, and trail travelers, in return for annuities issued by the US government.434 Furthermore, the parties agreed to negotiate a permanent treaty of friendship at the end of the year.

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429 Wood, 246.
430 Brown, *The Santa Fe Trail*, 87. By the end of the Civil War in 1865, the eastern terminus was moved back to Kansas City, due to de-escalation in border violence. Jayhawkers were the name for the free-state guerilla fighters in Kansas.
431 Duffus, 248.
432 Marvin H. Garfield, “Defense of the Kansas Frontier, 1864-’65” *Kansas Historical Quarterly* 1, no. 2 (February 1932): 140.
434 Ibid., 142. Citation covers paragraph.
The intended permanent treaty did not materialize due to violation of the agreement by the United States. Hostilities between the tribes and the travelers, therefore, arose again. Adequate protection was afforded the mail coaches and supply trains by military escorts and patrols in 1861 and early 1862. However, along the stretch of the trail from Walnut Creek to Cow Creek in May 1862, attacks on caravans occurred by Kiowa, Apache, and Arapaho. Captain Julius Hayden, stationed at Fort Larned, brought this to the attention of Brigadier General James G. Blunt, commander of the Department of Kansas, and urged him to take "prompt action" to secure the route and avert a possible American Indian war. Reinforcements were sent to Fort Larned, increasing military numbers from 63 to 292, and the resulting patrols were effective in removing that threat. After Indian Agent SG Colley was successful in deescalating the tension between Indians and travelers, Colonel JH Leavenworth announced the violence was sparked due to travelers camping on Indian land, hoping to buy Indian annuities for next to nothing.435

The threat of American Indian attacks shifted farther west and emerged in late August 1862 in northeastern New Mexico when a wagon train was robbed of 115 mules en route to Fort Union.436 Steps were taken to protect the Cimarron Route, and minimal Indian opposition was evident during the winter of 1862-1863, likely because American Indians often suspended active opposition and warfare during the winter months. When spring arrived in 1863, the tribes began to assemble once again along the trail in pursuit of buffalo and to receive annuities promised in treaties.

By April 1864, interaction between Indians and trail travelers had erupted once again into open warfare. Cheyenne warriors attacked ranches along the Platte River and stole stock.437 During the spring and summer of 1864, other Plains tribes also maintained their efforts to close the trail. They wounded or killed a number of soldiers and civilians, killed or stampeded livestock, and burned wagons and settlements. Colonel JC McFerran traveled from Kansas City to Santa Fe and reported the situation as he saw it in a letter, written in Santa Fe, to Brigadier General James H. Carleton, dated August 28, 1864:

Both life and property on [the Cimarron Route] is almost at the mercy of the Indians. Every tribe that frequents the plains is engaged in daily depredations on trains, and immense losses to the Government and individuals have occurred, and many lives have already been lost. Several persons were killed and large numbers of animals run off during my trip of fourteen days from Kansas City to this place. Many contractors and private trains are now corralled and unable to move from their camps for fear of Indians [sic], and other trains have had their entire stock run off, and cannot move until other animals can be had….. This evil is on the increase, and the number of troops on the route is so small that they are unable to securely protect the public property at their respective stations. They have in several instances lost a large number of public horses and other animals, run off by these Indians, within a few hundred yards of their posts. Soldiers and citizens have been killed within sight of a large number of troops. You cannot imagine a worse state of things than exists now on this route. Women and children have been taken prisoners to suffer treatment worse than death.438

Indian resistance soon spread to other settlements and to traffic in different areas along the trail.

Perhaps as a result of the continuing warfare, additional military posts were established to provide escorts for wagon caravans. General Samuel R. Curtis established Fort Zarah in September 1864 on Walnut Creek.
approximately one mile from its confluence with the Arkansas River, to guard commerce and travelers along the Santa Fe Trail. The post was situated near the point where the military road from Fort Riley met the trail. This site had been used for military camps since at least 1853. 439 On July 18, 1864, a party of Kiowa had attacked two civilian freight trains within sight of the Fort Zarah site. Ten of the teamsters were killed and some of the animals were taken in the skirmish, which became known as the Walnut Creek Massacre. One of the survivors was Robert McGee, then a 13-year old in the employ of the freighting company, who was partially scalped. 440 Fort Ellsworth was established on the Smoky Hill Trail in 1864, and in 1867 it was moved a short distance and renamed Fort Harker. While located north of the Santa Fe Trail, this military post was on the Kansas Stage route, which linked the Santa Fe and Smoky Hill trails. A new system of escorting mail caravans was implemented whereby Fort Union troops escorted the mail trains halfway to the Arkansas River where Fort Larned troops took over the duties. 441 During the Civil War and the continuing American Indian resistance, military authorities at Fort Larned ordered caravans to take the safer Mountain Route where a patrol system was in operation. 442

With the approach of the winter of 1864-65, and despite the American Indians’ reported willingness to enter into peace negotiations, US troops attacked a large Kiowa camp near the ruins of the fort at Adobe Walls, William Bent’s old trading post on the Canadian River in northern Texas, and also an Arapaho and Cheyenne encampment on Sand Creek in eastern Colorado Territory, destroying both settlements. The period surrounding the Adobe Walls and Sand Creek attacks witnessed some of the most serious American Indian opposition in Santa Fe Trail history. 443 The winter of 1864-65 saw additional conflict between Indians, settlers, travelers, and the military. In January 1865, a large party of Cheyenne and Arapaho attacked a Santa Fe Trail wagon train at Nine Mile Ridge west of Fort Larned. 444 On April 10, 1865, Fort Dodge was founded along the course of the trail. This was soon followed the same year by Camp Nichols in late May and Fort Aubrey in September. 445 After spring and summer raids, the Cheyenne and Arapaho, Comanche, Kiowa, and Kiowa-Apache accepted US peace treaties in the autumn of 1865. The Treaties of the Little Arkansas, as they were known, encouraged these tribes to remain on reservations south of the Arkansas River and to not encamp within ten miles of towns, military posts, or the Santa Fe Trail in return for annuities for 40 years. 446 Though these treaties served to calm tensions along the trail through 1866, they did not bring a lasting peace. The terms of the agreement were violated by the Americans when the “reservations to be established never materialized.” 447

By the end of the Civil War, more than 20,000 troops were stationed in the West, protecting settlers and trade routes from Indians and Confederates. 448 Western development continued during the course of the war. The first transcontinental telegraph was completed in October 1861, and on July 1, 1862, a bill passed Congress calling for the construction of a transcontinental railroad. In 1865 the Santa Fe Trail had survived the

442 Ibid., 62.
443 Oliva, Soldiers, 160.
445 Oliva, Soldiers, 162.
446 Oliva, Soldiers, 166; Prucha, The Great Father, 150.
447 Prucha, The Great Father, 151. Also, see Appendix G for a table of land cession treaties related to the Santa Fe Trail.
Civil War, but the real threat to its survival had just begun. Over the next 15 years steel rails to Santa Fe would replace wagons.

V. The Santa Fe Trail and the Railroad, 1865-1880

The railroad boom altered the character of the Santa Fe Trail more than any other period in the life of the trail, eventually leading to the trail’s obsolescence as the wagon road to Santa Fe. Railroad expansion westward along the Santa Fe Trail began from its eastern terminus in 1866 (Kansas City, Kansas) and arrived in Santa Fe in 1880. By 1865, territorial and state boundaries had become more formalized, and these boundaries soon would be further refined to provide the basis for the continued formation of what would eventually become the 48 contiguous states (Figure 12). The development and implementation of the railroad network across the United States, particularly along the Santa Fe Trail, enabled freighters to ship larger and more frequent quantities of goods to and from the expanding territories, increasing profits and aiding in the settlement of these new territories. The importance of the railroad period is the fact that it produced the change in character of overland trade along the trail and throughout the country.

Advances in transportation technology were common along the trail before the railroad reached the Plains. Prior developments in transportation directly related to the Santa Fe Trail included the construction of larger wagons in the 1830s and the institution of regular mail delivery and stage traffic during the 1850s. However, these advances all were dependent on animal labor pulling some form of wagon or carriage. In the 1840s, an early east-coast railroad network was developed, and that new technology quickly was adopted in the Midwest, forever changing trade and travel.

Geographical Impacts on the Railroad to Santa Fe

The terrain of the Mountain Route provided many obstacles to wagon movement. One such obstacle was the tortuous 8000-foot, axle-breaking Raton Pass within the Raton Mountains. These mountains were a series of high mesas, separated by narrow, precipitous canyons, adjoining the Sangre de Cristo Mountains at right angles and extending eastward for over 100 miles along what is now the Colorado-New Mexico border. Raton Pass was by no means the only route over this mountainous terrain. There were four routes to its east - San Francisco Pass, Manco Burro Pass, Trinchera Pass, and Emery Gap - which could accommodate the passage of traders (Figure 1). Some of these routes remained difficult, if not impassable, for wagons. Recorded use of Raton Pass as an avenue of communication dates back to the early eighteenth century when Ulibarri (1706), Valverde (1719) and probably Villasur (1720), en route from Santa Fe via Taos, went over the Taos/Palo Flechado Pass through the Sangre de Cristo Mountains onto the plains of northeastern New Mexico and from there through Raton Pass into southeastern Colorado. New Mexico Governor Antonio Valverde y Cosio, who led an expedition through Raton Pass in 1719, documented that the difficulties of this route included “so many forests, ravines, canyons, and narrow places that it was necessary that day to divide the cavalry into ten groups to get over such a difficult trail.”

In 1865, Richens Lacy "Uncle Dick" Wootton assembled a group of Mexican laborers and commenced work on blasting overhangs and hairpin curves of the trail at Raton Pass. Wootton had obtained charters from the Colorado and New Mexico legislatures to build a 27-mile long toll road with bridges and improved grades over Raton Pass from Trinidad to the Red (Canadian) River. The toll road opened in 1866, allowing wagons easier

449 Lecompte, “Mountain,” 56-57. Citation covers paragraph.
450 Brown, The Santa Fe Trail, 71.
access to the Mountain Route. Even with these improvements, pioneer Henry Smith recalled, "The ascent of the Raton pass was slow and difficult, with our heavily loaded wagons, so that we were several days traveling a few miles."\textsuperscript{452} Wootton's venture proved to be extremely profitable with more than 5000 wagons using the toll road in 1866. In a one-year, three-month, and nine-day period in the 1860s, Wootton made $9163.64 on receipts alone.\textsuperscript{453} The Sangre de Cristo Pass fell into disuse while Wootton's road became the principal artery between Colorado and New Mexico until the coming of the railroad.\textsuperscript{454}

The railroad closely followed the Mountain Route of the Santa Fe Trail. While in 1863 the Atchison, Topeka, & Santa Fe Railroad (AT&SF) had planned to build over the Cimarron Route southwest to Santa Fe, this route's limited water availability for steam engines along \textit{La Jornada} forced the railroad to choose a different path.\textsuperscript{455}

\hspace{1cm} Kansas Pacific and Atchison, Topeka, \& Santa Fe Railroads

Given the cessation of Civil War-related violence, the years 1865 and 1866 saw Kansas City briefly reassert its prewar status of principal eastern trail terminus.\textsuperscript{456} That hegemony, however, soon was threatened by two railroads – the Kansas Pacific and the Atchison, Topeka, \& Santa Fe – that began building tracks westward into Kansas, shortening the trail as they raced to Santa Fe. Even though individual wagons left Kansas City for Santa Fe on the trail as late as 1868, the last large wagon caravans left Kansas City in the spring of 1866.\textsuperscript{457}

The US railroad network had crept westward, and during the late 1850s and early 1860s, it had spread across Missouri. The first train arrived in Kansas City, Missouri, on September 21, 1865, over the Missouri Pacific Railroad lines. During the decade following the Civil War, the Kansas Pacific (Figure 13) and the Atchison, Topeka \& Santa Fe railroads sped up construction, and stagecoach lines increased their services along the trail.\textsuperscript{458}

The Kansas Pacific Railroad was originally started in 1855 under the name Leavenworth, Pawnee and Western Railroad. On July 6, 1863 it was reorganized as the Union Pacific Eastern Division, as part of a second transcontinental railroad competing with the more northerly Union Pacific Railroad under the \textit{Pacific Railway Act}.\textsuperscript{459} At that time, the line that later became the Kansas Pacific was an entirely separate entity from the Union Pacific. Within Kansas, the Kansas Pacific acquired approximately 3,000,000 acres in land grants from the federal government. In September 1863 the railroad began building its main line westward from Kansas City toward Denver, Colorado. The tracks reached Lawrence in 1864. In 1866 the rails reached Junction City, which briefly became the shipping center for the Santa Fe trade. The Kansas Pacific continued west along the route of

\hspace{2cm} \textsuperscript{452} As quoted in Marc Simmons, ed., \textit{On the Santa Fe Trail}, (Lawrence: University Press of Kansas, 1986), 70.
\hspace{2cm} \textsuperscript{453} Henry P. Walker, \textit{The Wagonmasters: High Plains Freighting from the Earliest Days of the Santa Fe Trail to 1880} (Norman: University of Oklahoma Press, 1966), 27.
\hspace{2cm} \textsuperscript{454} Lecompte, "Mountain," 62.
\hspace{2cm} \textsuperscript{455} Ellis J. Smith, "When Rails Replaced the Santa Fe Trail," \textit{Wagon Tracks} 12, no. 2 (February 1998): 23.
\hspace{2cm} \textsuperscript{456} Switzler, \textit{Report on Internal Commerce}, 565.
\hspace{2cm} \textsuperscript{457} Wood, 258.
\hspace{2cm} \textsuperscript{459} For clarity, the name “Kansas Pacific” is used to denote this railroad in its various iterations.
the Smoky Hill Trail, reaching Salina, Ellsworth, and Hays City in 1867. In 1869, the Union Pacific Eastern Division changed its name to the Kansas Pacific, in order to avoid confusion with the Union Pacific Railroad, which at the time was associated with corruption, fraud, and stock swindles. In June 1868, the rails reached the Kansas town of Phil Sheridan, which remained a rail-end town until March 1870, when the rails reached Kit Carson in Colorado Territory. Finally, in August 1870, the Kansas Pacific rails reached Denver, Colorado.

Cyrus K. Holliday chartered the Atchison & Topeka Railroad in Kansas Territory in 1859 (Figure 14). In 1863 it became the Atchison, Topeka & Santa Fe Railroad (AT&SF). That same year, Congress voted a large land grant for the railroad, which in Kansas alone equaled some 2,931,247 acres in alternate sections along the AT&SF easement. This grant was contingent upon the completion of the railroad to the Colorado border by March 3, 1873. In 1868, the AT&SF acquired over 338,000 acres of the Potawatomie Reserve Lands, which they in turn began to sell to raise funds needed to finance construction. The sale of these lands also served to create additional markets for the railroad's services.

Planned to run from Topeka, Kansas to Santa Fe, New Mexico, construction began in 1868, but progress was slow. By July 1871 the AT&SF extended from Topeka to Newton, Kansas. The year 1872 saw a major construction push, with an extension completed from Topeka to Atchison, as well as westward expansion from Newton. The AT&SF reached Great Bend, Larned, and Dodge City in 1872. As construction continued in this area, the rails were laid directly over the wagon ruts from the old Santa Fe Trail in some places. The Colorado border was reached in December 1872, and the following year, the rails reached Granada, Colorado Territory, on May 10. Construction slowed significantly in Colorado after the federal land grant requirements had been met. The railroad reached the New Mexico-Colorado line at Raton Pass in November 1878, following the AT&SF’s acquisition of Wootton’s toll road.

The Colorado towns of Kit Carson, Granada, and Las Animas each briefly served as the eastern terminus of the wagon road to Santa Fe. Kit Carson remained the major Santa Fe Trail rail-end point until May 1873, when Granada, on the AT&SF, assumed that role. Kansas Pacific got the Santa Fe Trail traffic back when it opened a spur line to Las Animas (from Kit Carson) in October 1873. The Kansas Pacific remained in competition when it extended its spur to La Junta, Colorado, which opened in December 1875, two weeks before the AT&SF arrived. However, by September 1878, the Kansas Pacific gave up competing for Santa Fe Trail business when the AT&SF completed its line to Trinidad.

The AT&SF railroad line was laid in close proximity to the Mountain Route of the Santa Fe Trail. In 1878, Wootton sold his toll road through Raton Pass to the AT&SF. Since the AT&SF had won the race

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460 Hays, KS was established as Hays City, KS in 1867. In 1885 Hays City was incorporated and the name was changed to Hays, KS. Blackmar, , 832; Paul T. Hellmann, Historical Gazetteer of the United States (New York: Routledge, 2005), 264.
462 Phil Sheridan was a short-term name for the town, which was later known as Sheridan. The town, whose population peaked at 89, ceased to exist by around January 20, 1870.
463 Keith L. Bryant, History of the Atchison, Topeka, & Santa Fe Railway (Lincoln & London: University of Nebraska Press, 1982), 10.
464 Bryant, History of the ATSF, 12-13.
465 Wood, 275; Bryant, History of the ATSF, 22.
467 Smith, When Rails, 23.
468 NPS, Management and Use Plan, 10.
against the Kansas Pacific for the right-of-way through Raton Pass, it was their trains that were to arrive in Las Vegas, New Mexico, on July 4, 1879. The final stretch to Lamy and on to Santa Fe was completed February 16, 1880.\(^{469}\)

Rail-End Towns and the Contraction of the Santa Fe Trail

Construction of the railroads resulted in the creation of end-of-track towns that housed railroad construction workers and provided services for them. Some of these temporary construction communities were placed at or adjacent to existing military or civilian stops along the trails. In many cases these end-of-track railroad settlements lasted for only the weeks or months necessary for the construction of a new segment of track or to build a bridge. In a few cases they burgeoned into towns.

The arrival of the railroad had a significant impact on the places it connected. Stations were built to supply trains with coal and water and sometimes to provide passenger and freight loading and unloading. In the areas where major settlement had already created well-established towns, these stations and depots were usually placed within or near these existing settlements. However, in western areas, where fewer settlers and settlements already existed, the railroad company built stations where it was convenient to do so.

Existing cities and towns fought hard to bring railroads into their midst because the failure of the railroad to pass through an area had detrimental impacts on the development of these places. As the eastern terminus of the trail moved westward, former locations on the Santa Fe Trail that relied on the influx of traders and trading suffered. In the case of Council Grove, the AT&SF followed a more southerly route than the Santa Fe Trail, bypassing Morris County entirely. In August 1867, six months after the railhead moved beyond Junction City to points westward, the *Junction City Union* reported that:

> A few years ago the freighting wagons and oxen passing through Council Grove were counted by thousands, the value of merchandise by millions. But the shriek of the iron horse has silenced the lowing of the panting ox, and the old trail looks desolate.\(^{470}\)

In bypassing Council Grove, much of the trade and business followed the railroad, and the general economy of Council Grove and Morris County declined.

As the railroads stretched farther and farther westward, the effective length of the Santa Fe Trail contracted. Trail end towns became transshipment points with freight off-loaded from trains and loaded onto wagons to continue to their destination. With each new western railhead a new eastern trail terminus was created, albeit only temporarily. With the completion of the Kansas Pacific Railroad to Junction City in August 1866, for example, this small settlement grew in size and importance. Junction City was the end of the first division of the railroad. A railroad roundhouse and other workshops were constructed here and many people arrived to settle in the town. As the new eastern terminus of the Santa Fe Trail, freighters met trains at Junction City, then followed the Fort Riley–Fort Larned military road, first along the Smoky Hill Trail (the Butterfield Overland Despatch route) west to Fort Ellsworth, and then southwest on the military road, joining the Santa Fe Trail at Fort Zarah, near the great bend of the Arkansas River at modern Great Bend, Kansas. Prior to 1866 this route had been used by the Kansas Stage Company. Afterwards the Barlow & Sanderson Stage Company used this modified and shortened route of the Santa Fe Trail (Appendix H). The route from


\(^{470}\) Duffus, 258.
the Kansas Pacific railhead in Junction City to forts Zarah and Larned and then on to Santa Fe soon became the major freight route. Long distance freighting on the portion of the trail east of Fort Zarah discontinued. Stage stations and trading ranches in eastern Kansas ceased operations or turned their efforts toward local business and settlers.471

When the Kansas Pacific reached Hays City in October 1867, freight traffic followed the Fort Hays–Fort Dodge military road, rejoining the Santa Fe Trail at Fort Dodge. Stages operated three times per week to Santa Fe along this new and shorter route.472 The railroad reached the town of Phil Sheridan, about 12 miles from Fort Wallace, in June 1868, and the Fort Wallace–Fort Lyon military road assumed much of the freight and stage traffic. The Southern Overland Mail & Express Company moved its headquarters to Pond Creek Station near Fort Wallace, previously a station on the Butterfield Overland Despatch, and operated regular stages along this shorter route. In March 1870 the Kansas Pacific reached the town of Kit Carson in Colorado Territory. Wagon freight on the Santa Fe Trail started from Kit Carson during 1870 and 1871 on either of two routes: the stage route ran south, meeting the Mountain Route of the Santa Fe Trail at (New) Fort Lyon; the freight route ran southwesterly to the site of Bent’s Old Fort. Both crossed the Arkansas River about five miles west of Bent’s Old Fort and followed Timpas Creek southwest.473 In 1871 a new stage route ran east from Iron Spring to Bent Canyon. It passed stage stations located at the junction of Bent and Stage canyons, at Lockwood Canyon, and Hogback Station on W.R. Burn’s ranch. In October 1873 a spur line was constructed by the Kansas Pacific from Kit Carson to Las Animas, and the roads through Iron Spring were no longer used by the stage line. A new stage route following the Purgatoire hauled passengers and mail from Las Animas to Trinidad between 1873 and 1876. This route used a combination of old and new stations, running to Alkalai, Bent Canyon, Lockwood, Hogback, and M.G. Frost’s station near Hoehne, then into Trinidad.474

Soon after the AT&SF Railroad entered southeastern Colorado in 1872, the railhead towns of Granada, and later Las Animas, became eastern termini of the wagon road to Santa Fe.475 At first, the Kansas Pacific lost freight and passengers headed to Santa Fe, but the completion of the Kansas Pacific spur to Las Animas in October 1873 brought back business. The two railroads shared Santa Fe Trail business for the next two years. People and goods offloading from the AT&SF railroad at Granada went southwest on the Fort Union road in wagons, but Kansas Pacific business (to Las Animas) went west to La Junta and over Raton Pass. The Panic of 1873 dried up funds and stalled railroad construction. As a result, the Santa Fe Trail at this point, carrying both civilian and military freight traffic, remained in use for two years.

In the 1870s, the principal firms handling military freight for New Mexico were Otero, Sellar & Company and Chick, Browne & Company, which moved from Kit Carson to Granada to ship from the AT&SF railhead to Fort Union.476 When the railroad built west to Las Animas, freight was hauled over the Mountain Route.477


The route passed four locations with supposed stage stations, though primary documentation has yet to be found to describe them. They are listed here for future scholarship: Iron Spring, Hole-in-the-Rock at the head of the creek, Hole-in-the-Prairie, and Gray’s Ranch at the confluence of the Purgatoire and Rito San Lorenzo, only four miles from Trinidad. It is worth noting that Dr. Locke & W. Wrightson’s travel itinerary from 1864 lists these places, though it does not refer to them as stations (Appendix F).

David K. Clapsaddle, “The Stage Route From West Las Animas to Trinidad” Wagon Tracks 25, no. 2 (February 2011): 19.


Some traders responded to the impact of the railroad on wagon transport by moving their trading operations westward ahead of the railroad. One such trader was Don Miguel Antonio Otero who moved the eastern headquarters of his trading operations westward seven times in 11 years from Hays, Kansas in 1868 to Las Vegas, New Mexico in 1879.\(^\text{478}\) When the AT&SF finally reached the western terminus of the trail in 1880, transportation costs declined and wagon hauls grew shorter. Railroad transportation allowed for faster, more frequent shipment of supplies resulting in less spoilage, loss, and deterioration of goods often characteristic of long wagon hauls.\(^\text{479}\) With railroad service into Santa Fe, stages and wagon freight lines were no longer needed for long hauls.

**Post-Civil War American Indian Relations**

During the mid-nineteenth century, a number of factors increasingly outraged American Indians in the Plains. Treaty violations occurred in the form of increased numbers of Euro-American travelers, railroad construction crews, and settlers encroaching upon the reservations established in previous agreements. Further, the tribes agreed to smaller and smaller areas of land, sometimes ceding land previously promised to them (Appendix G). By 1880, the amount of land once claimed by various Indian tribes had shrunk dramatically (Figure 15). The destruction of the buffalo by Euro-Americans was also condemned by the American Indians, and in some cases, the killing of Euro-Americans by American Indians on the Santa Fe Trail was in direct response to this destruction.\(^\text{480}\) Old Lady Horse, a Kiowa, described the decimation of the buffalo in a folktale:

> Then the white men hired hunters to do nothing but kill the buffalo. Up and down the plains those men ranged, shooting sometimes as many as a hundred buffalo a day. Behind them came the skinners with their wagons. They piled the hides and bones into the wagons until they were full, and then took their loads to the new railroad stations that were being built, to be shipped east to the market. Sometimes there would be a pile of bones as high as a man, stretching a mile along the railroad track.\(^\text{481}\)

The Indians relied on the buffalo as a source of food and clothing, while traders sought the commercial benefits of buffaloes whether from the sale of hides or the mere act of sport hunting. The extinction of the buffalo meant the disappearance of the Kiowa’s, as well as other Plains tribes, way of life.\(^\text{482}\)

Additional forts were established in western Kansas and eastern Colorado in response to continuing hostilities. Fort Hays, Fort Dodge, and Fort Wallace were all established in 1865 to protect freighters and travelers on the Santa Fe and Smoky Hill trails, as well as to protect military roads, railroad construction crews building the western railroads, and the increasing numbers of settlers.

Even with the establishment of more forts, American Indians continued to pose problems for traders and travelers along the trail. In answer to attacks along the Santa Fe and Smoky Hill trails, attacks on Kansas Pacific railroad crews laying track west of Salina, and a general feeling of unease among the American travelers and

\(^{479}\) Miller, “Freighting,” 15.
\(^{482}\) Nabokov, *Native American Testimony*, 174.
settlers, a major military expedition was organized in the late spring and early summer of 1867. The expedition, under the command of Major General Winfield S. Hancock, consisted of approximately 2000 men, including the 7th US Cavalry, commanded by Lieutenant Colonel George Armstrong Custer, the 37th US Infantry under Captain John Rziha, Battery B of the 4th US Artillery, led by Captain Charles C. Parsons, and an Engineer Corps under command of Lieutenant Micah Brown. "Wild Bill" Hickok was attached as a scout, and a number of Delaware Indians accompanied the troops in the capacity of scouts, guides, hunters, and interpreters.483 General Hancock attempted to hold council near Fort Larned with representatives of the Cheyenne and Sioux tribes to threaten the Indians that the Army was “able to chastise any tribes who may molest people who are travelling across the plains,” and to assure them that he meant to treat “them with justice and according to our treaty stipulations.”484 Whether out of fear and distrust of the Army or because of preexisting provocation, the Cheyenne and Sioux continuously avoided a full council, meeting General Hancock only to determine where next to meet.485 Among the chiefs involved were Tall Bull, Pawnee Killer, White Horse, and Bull Bear.486 No formal meeting occurred; instead the Cheyenne abandoned their village during the night, which Hancock viewed as a hostile act. As a result, he ordered the village to be burned. Intended to "overawe" or defeat any hostile Indians, Hancock’s expedition failed to do either. The campaign instead only managed to provoke full-scale war during the summer of 1867, known as Hancock’s War.487

As the Santa Fe Trail was shortened with the westward construction of the railroads and as military concerns on the Plains faded, many of the forts that had protected the trail were closed. Fort Zarah was abandoned December 4, 1869. Fort Larned remained an active post until 1878 when the US military abandoned it. Fort Dodge was abandoned as an active military post on October 2, 1882. Fort Union continued to be the Quartermaster’s Depot, servicing garrisons in New Mexico, Colorado, and Arizona, into the late 1870s. From its location only a few miles from the junction of the Cimarron & Mountain routes in the Mora Valley at present day Watrous, thousands of wagonloads of military supplies arrived at Fort Union annually over the trail, to be stored and redistributed. Fort Union remained active until 1891 because of its usefulness as an established post near the railroad where troops could be garrisoned. Fort Lyon, previously Fort Wise, was relocated 20 miles up the Arkansas River in 1867 due to flooding issues. Some of the buildings at Old Fort Lyon were briefly used as a station by a stage line, but the old post was later burned by Indians. The new post, renamed Fort Lyon No. 2, was abandoned by the Army in 1897.488

VI. Reuse and Commemoration of the Santa Fe Trail, 1880-1987

Soon after the February 1880 completion of the railroad to Santa Fe, wagon use of the trail became obsolete as a means of long distance transportation; however, the trail was not completely abandoned. Territories and states incorporated trail sections into their road network, and local cities and counties used trail segments as city and county roads. Some partial stage and freight routes remained in service along portions of the trail after 1880 for local passenger and freight traffic, and settlers continued to travel along many segments. In some areas, local roadways sometimes followed the old trail next to the railroad tracks. As areas were settled and new state and county roads were planned, often along section lines, some of the Santa Fe Trail

484 Major General William Hancock, as quoted in Oliva, Soldiers, 185.
485 Oliva, Soldiers, 186; Custer, My Life, 23-27.
486 Custer, My Life, 26.
was plowed. Some trail sections remained in native sod with the ruts made by heavily loaded wagons still visible. Other portions of the old trail were incorporated into the modern road and highway system.

The concept of a national network of improved roads emerged in the 1890s, in part because the US Postal Service initiated Rural Free Delivery in 1896. Auto clubs formed throughout the country and several met in Chicago in 1902 to form the American Automobile Association (AAA), whose original intent was to explore a transcontinental road from New York to California. Early advocates of good roads – including local governments, farmers, businesses, and chambers of commerce – began selecting existing local roads to improve and link with others. Many roads were given a name and associations formed to promote them – such as the National Old Trails Road, the Lincoln Highway, and the Victory Highway, to name a few.

This discussion of the need for a national network of good roads coincided with nostalgic remembrance of those who traveled along one of the nation’s original highways – the Santa Fe Trail. In her memoirs written in 1897, Marion Russell poignantly recalled the end of the Santa Fe Trail:

> When the railroads came the old trail was neglected. Weeds sprang up along its rutted way. The old trail, the long trail over which once flowed the commerce of a nation, lives now only in the memory of a few old hearts. It lives there like a lovely, oft repeated dream… What the old grass-grown ruts could tell!489

Colonel Henry Inman ends his 1897 book, *The Old Santa Fe Trail: The Story of a Great Highway*, with a similar reminiscence on the occasion of the arrival of the railroad in Santa Fe:

> …and the Old Trail as a route of commerce was closed forever. The once great highway is now only a picture in the memory of the few who have travelled its weary course, following the windings of the silent Arkansas, on to the portals that guard the rugged pathway leading to the shores of the blue Pacific.490

Such were the memories held by those who played an active role along the Santa Fe Trail.

The arrival of the railroad in Santa Fe in 1880 signaled the end of the Santa Fe Trail as a trade route but not the end of the route’s local and national significance. The trail’s significance was extended as segments of the trail were converted to roadways and the adventures of the trail’s heydays were romanticized in American folklore.

### Roots of Nostalgia

Contemporary accounts, details of events, and sketches of places and people on the trail appeared in popular magazines such as *Harper's Weekly*, *Harper's New Monthly Magazine*, and *Frank Leslie’s Illustrated Newspaper*, many of which appeared while the trail was still an active, long distance route. A Theodore Davis sketch of the interior of the "Sutler's Store at Fort Dodge, Kansas" appeared in the May 25, 1867 issue of *Harper's Weekly*, and a painting of "An Army train crossing the plains" was printed in the April 24, 1868 issue of this popular magazine. An article entitled "The Old Santa Fe Trail and Railroad Switchback Over Raton Pass Near Trinidad," appeared in the August 23, 1879 edition of *Frank Leslie’s Illustrated Newspaper*. These magazines provided news about events that had happened recently in an age when news did not travel fast.

However, many of the pictures and stories resembled modern tabloid news. They allowed eastern readers to share vicariously the danger and excitement of trail life and meetings with exotic cultures.

Dime novels written contemporaneously with and after the Santa Fe Trail, like many western novels written more recently, also romanticized and popularized the trail, or a not very accurate version of it, in fictional form. The "dime novel" was inexpensive, generally costing less than the name implies, during the mid-nineteenth to early twentieth century. They were pulp fiction, but they provided a major form of entertainment in the 1800s. Their usually sensational stories of adventure were aimed at a young male audience. The heroes in these books were frequently cowboys, mountain men, explorers, soldiers, detectives, or Indian fighters. Beadle and Adams of New York published most of these books. In 1865 Beadle and company published a dime novel set along the trail entitled *The Two Hunters; or, The Canon Campus. A Romance of the Santa Fe Trail*. Many of the authors of these dime novels likely never had been west of New York, garnering their knowledge of western locales from newspapers and magazines. However, some dime novels were written by participants in the events, or the type of events, they depicted. An example of an early twentieth century dime novel is the story *Young Wild West and the Sand Hill "Terrors"; or, The Road-Agents of the Santa-Fe Trail*, which appeared in *Wild West Weekly*, issue number 293, published in New York City on May 29, 1908.  

The trail continued to provide a setting for novels, and later movies, through the mid-twentieth century. In 1940 Errol Flynn, Olivia de Havilland, Raymond Massey, and Ronald Reagan starred in a motion picture titled *Santa Fe Trail*. The plot has virtually nothing to do with the trail nor is it historically accurate. According to the IMBD website, the United Artists' film, directed by Michael Curtiz, was the "story of Jeb [J.E.B.] Stuart, his romance with Kit Carson Holliday, friendship with George Custer and battles against John Brown in the days leading up to the outbreak of the American Civil War." The Santa Fe Trail figured prominently in two books by Zane Grey (1872-1939), the best-selling author of western fiction in the first half of the twentieth century. In *Fighting Caravans*, published in 1929 by Harper & Brothers, the story moves along the trail from Council Grove to Santa Fe. This book was made into a movie of the same name in 1931 starring Gary Cooper as the guide of a wagon train fending off Indians and evil traders. The Cimarron Route is the setting for Grey's *The Lost Wagon Train*, published in 1936. Another twentieth century example of a novel that was set along the trail is Walker A. Tompkins' 1948 novel *Santa Fe Trail*, about the exploits of Bob Pryor, the Rio Kid, leading a wagon train to Santa Fe.

Marking the Trail

The first major collective effort to mark the trail and commemorate those who traveled it began with the Daughters of the American Revolution (DAR) in Kansas in 1902. The national organization had long emphasized the importance of local history and patriotism, and the Kansas Daughters sought to contribute their part. A 1915 history, compiled by then-DAR historian Almira Cordry of Parsons, recounts the Kansas project. Cordry credits State Regent Fannie Geiger Thompson of Topeka with first suggesting the idea of marking the trail in her annual address on November 5, 1902 in Ottawa, Kansas. Thompson died before the next state conference, but DAR

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491 University of Missouri Libraries, “Dime Novels,” *Special Collections and Rare Books Online* [Dime Novels page on-line]; available from http://mulibraries.missouri.edu/specialcollections/dimenovels.htm; Internet; accessed 6 October 2011.


members voted to undertake her project to place markers along the Santa Fe Trail. The project began in 1904 when the Daughters consulted the Kansas State Historical Society (KSHS) for assistance in finding a map of the trail, to which Roy Marsh agreed to help. Additional assistance came from DAR member and KSHS librarian Zu Adams. With the assistance of the KSHS, the Daughters raised enough money to contact county superintendents and/or women’s clubs in the various counties through which the trail passed to judge their interest and request their cooperation in marking the trail.494 Fundraising efforts included a request to schoolchildren for their pennies and to the Kansas Legislature, which appropriated $1000 toward the marker project.495 The Daughters even arranged for the markers to be shipped free of charge by the AT&SF railroad from Topeka to their final destinations. The summer of 1906 was spent finalizing the marker specifications and finding places to mark along the trail. In partnership, the DAR and the KSHS contracted with C. W. Guild of Topeka to complete an order of 70 red granite boulders; due to demand, the actual number was 89.496 The inscription was to read, in white lettering: SANTA FE TRAIL / 1822 – 1872 / MARKED BY THE / DAUGHTERS OF THE / AMERICAN / REVOLUTION / AND THE / STATE OF KANSAS / 1906.497 The contract further specified the dimensions of the markers to be “at least two feet in height and not less than sixteen inches in breadth” with an area of “not less than two square feet.”498

Payment included $16 per boulder, and the entire order was to be complete by February 1, 1907.499 The first markers were erected in 1906 along the trail in Rice County between Sterling and Lyons. In his annual report of the Kansas State Historical Society in 1907, Secretary George W. Martin recalls the completed project as “a most inspiring one.” He continues, “The markers have excited an historical interest never before reached,” and some people will “drive miles out of their way to see the markers.”500 In all, 95 granite markers were erected as part of this effort across the 500-mile trail route in the state from 1906 to 1914.501 Eighty-nine markers follow the basic wording pattern as described above (Figure 16). Four special markers were erected, each differing in scale or design from the 89 smaller granite markers. These special markers were erected at Baldwin City (Trail Park), Burlingame (Fannie Geiger Thompson Memorial), Lost Spring (Eunice Sterling Chapter), and Lyons (Sterling Chapter). Two additional markers were placed in Olathe and Gardner by The Old Settlers

email to Amanda Loughlin, KSHS Survey Coordinator, “From Lyons [Rice County] west … there were very few DAR chapters in 1906-14. Mrs. Cordry was a wonderful Kansas DAR historian but she never actually went out and surveyed the markers. She depended on others and the KSHS 1906 and 1908 minutes to identify where the markers were placed. She often misplaced the markers and we know now she didn’t identify all of them. We also know that the KSHS minutes are not accurate either.” Coupal and Patricia Dorsch Traffas located all existing markers in the state between 1995 and 1996.

494 Cordry, The Story, 29.
495 Ibid., 37, 43.
496 Ibid., 73, 99.
498 Cordry, The Story, 74.
499 Ibid., 73-74.
500 Ibid., 142.
501 According to Cordry, two of Morton County’s five markers were not placed until 1914 (the one at the state line and the one at Point of Rocks). Cordry, 130. Cordry gives the total number of markers as 96; this number includes markers that were counted twice and ones that were not accounted for.
Association as part of this effort. An additional marker was placed at Ralph’s Ruts in Rice County in 1996 in honor of the trail’s 175th anniversary.\footnote{Coupland and Traffas, \textit{The Century Survey}, 8. Oklahoma’s DAR erected a marker along the trail around the same time as the marker placed at Ralph’s Ruts. This is the only marker in Oklahoma.}

Kansas was the first state in which the DAR marked the trail, but chapters in Colorado, Missouri, and New Mexico followed Kansas’ example.\footnote{Cordry, \textit{The Story}, 142.} The DAR in Colorado began the process of marking their portion of the Santa Fe Trail in 1906. The last marker in Colorado was erected in 1912 at the site of Bent’s Old Fort. Mr. A.E. Reynolds of Denver, then-owner of the land where Bent’s Old Fort was located, donated the marker. A statewide DAR committee requested and received $2000 from the state legislature to aid in the project. Upon completion of the initial project to place 27 granite markers and after paying all costs, the Colorado DAR returned $600 to the legislature. The DAR also received contributions from the AT&SF Railroad, the Denver and Rio Grande Railroad, the city council of Trinidad, and many private citizens. A total of 36 DAR markers are now located along the route that Santa Fe Trail wagons traveled through Colorado: 33 on the Mountain Route and three along the Cimarron Route.\footnote{Mary B. Gamble and Leo E. Gamble, \textit{Santa Fe Markers in Colorado - placed by The Colorado State Society Daughters of the American Revolution, 1906-1909} (Spearville, Kansas: Spearville News, Inc., 1987), 13-50; Mary B. Gamble, “DAR Markers on the Santa Fe Trail, Part III: Colorado,” \textit{Wagon Tracks} 6, no. 2 (February 1992): 11-12.} In 1909, DAR members in Missouri began a project to commemorate the Santa Fe Trail by locating and marking its route through their state. Daughters met with the Independence City Council to announce their project, and on September 3, 1909, DAR members attended the first reunion meeting of the Old Plainsmen’s Association to garner public sentiment for the effort. The Old Plainsmen’s Association was established in 1909 by aging traders, wagon freighters, and bullwhackers, mostly from Missouri, who had crossed the Plains over the trail. The organization held annual reunions at a fair in Independence, Missouri, where they shared their memories of their heydays on the trails. The first reunion of the Old Plainsmen was held September 3, 1909, in conjunction with a gathering of long-time settlers of Jackson County, Missouri. The event was organized and hosted by local Independence historian W. Z. Hickman. The 168 registered Old Plainsmen were between 56 and 85 years of age. On August 25, 1916, the organization issued certificates to members, giving the member’s name, date of birth, the year when they “first crossed the Great American Desert,” and the number of trips made. The organization attempted to fund a project to erect a statue of a bullwhacker in Independence, but the plan never came to fruition. The last reunion was held in 1919, by which time only a few old timers who had experienced the trails firsthand were left.\footnote{Marc Simmons, \textit{The Santa Fe Trail Association: A History of its First Decade, 1986-1996} (Larned, KS: The Santa Fe Trail Association, 1997), 1; Donald R. Hale, “The Old Plainsman’s Association,” Mark L. Gardner, ed. \textit{Wagon Tracks} 14, no. 3 (May 2000): 15; and Morgan, “Oxen,” 10.}

The Missouri Legislature appropriated $3000 for the purchase of markers, and the state’s highway engineer, Curtis Hill, was asked to map the route so that markers could be located close to the Santa Fe Trail and within the right-of-way of existing roads. Markers were purchased from the Rice Monument Company of Kansas City in 1909, but they were not erected until 1912-1913. DAR members and dignitaries dedicated the 29 granite markers during a two-day auto tour from Kansas City to New Franklin in 1913.\footnote{Virginia Lee Fisher, “DAR Marker Moved,” \textit{Wagon Tracks} 5 (February 1991): 9.}

Missouri DAR project leaders included Elizabeth Butler Gentry and Mrs. John Van Brunt.\footnote{Jane Mallinson, “DAR Markers on the Santa Fe Trail,” \textit{Wagon Tracks} 5, no. 4 (February 1991): 8.} Gentry combined her interests in history and commemoration with efforts to improve roads by serving as the chairman of the national organization’s “National Old Trails Road Committee,” which was formed in 1911, and as Jackson
County’s chairman of the Missouri Good Roads Committee.\textsuperscript{508} As part of her DAR duties, she penned a regular column in \textit{Daughters of the American Revolution Magazine} during the early and middle 1910s.\textsuperscript{509} Excerpts from the column suggest DAR chapters throughout the United States were documenting and marking sites of local and national historical significance.

In New Mexico, the territorial government set aside funding for the “establishment of a public highway through the Territory of New Mexico.”\textsuperscript{510} Section 1 of the 1905 \textit{Session Laws of New Mexico} describes the location of the highway: “for its northern terminus a point in the Raton Mountains on the State Line between Colorado and New Mexico where the old Barlow & Sanderson stage road, known as the ‘Santa Fe Trail,’ crossed the State Line, running thence in a southerly direction and following the old Santa Fe Trail as nearly as practicable.”\textsuperscript{511} Further, Section 9 stipulates that commemorative stone monuments be placed “at suitable points along said highway...to be erected by the labor of penitentiary convicts.”\textsuperscript{512} The DAR placed 18 markers along the trail in New Mexico. On July 2, 1910, a large celebration was held in Las Vegas, New Mexico to dedicate a new concrete bridge over the Gallinas River at the site where the Santa Fe Trail had forded this stream a short distance from the Las Vegas Plaza. As part of this celebration, a reunion of “old trailers” was held at the event. Local city and county officials spoke. The chairman of the San Miguel County Board of Commissioners, Ramon Gallegos, noted that the bridge would “stand as an everlasting monument to that once great highway of commerce, the Santa Fe Trail.”\textsuperscript{513} Thomas Catron, who had traveled from Westport Landing to Santa Fe in 1866, vividly described the trail and its history. About 100 old trailers attended the gathering and participated in a parade, either walking or riding in carriages. As a lead up to this grand event, the \textit{Optic} printed lists of “pioneers who traveled the Santa Fe Trail,” eventually coming up with 450 individuals.\textsuperscript{514} A quick glance at the list suggests about 250 of the surnames appear to be of Hispanic origin.\textsuperscript{515}

These DAR-related markers in the states through which the trail passes have been well documented. Often, historic photographs and local newspaper articles document the original dedication and unveiling of the markers. Later efforts throughout the twentieth century to compile documentation on and photographs of the markers have been undertaken by DAR members and Santa Fe Trail enthusiasts, the result of which have been maps, travel guides, and even websites. Many markers have been relocated, usually just a short distance often due to road- or farm-related development. For instance, of the 27 original markers placed along the trail in


\textsuperscript{511} Ibid. Confusingly, this new road was to be called El Camino Real.

\textsuperscript{512} Ibid.


\textsuperscript{514} Ibid.

\textsuperscript{515} Ibid., 9-12.
Colorado by DAR chapters, at least 10 have been relocated. Similar patterns of relocation have been documented in the other states.

Efforts to mark the trail during the early twentieth century coincided with the dawn of the automobile era. Auto-related publications of the early 1910s, such as *Motor Age*, regularly printed articles about auto-treks and scenic routes that would appeal to local and cross-country travelers. The Daughters’ national publication printed similar articles promoting local history and travel. Cordry’s 1915 account of the marker project in Kansas suggests the Daughters were aware of the tremendous educational opportunity in erecting these monuments, as the public would be traveling roads that paralleled and crossed the trail. The fact that Missouri’s highway engineer was instrumental in determining locations for markers within rights-of-way provides more evidence of the importance of catching the eye of the motoring public.

In 1912, the National Old Trails Road Association was formed in Kansas City. The primary mission of this group was to garner political support for the creation of a new national highway system that would follow and commemorate routes such as the Santa Fe Trail and the Boonslick Road. Created out of the efforts of this organization, the National Old Trails Road became “the first transcontinental route to have an organization created for its improvement.” This road stretched from Maryland to California and generally followed four historic trails: the National Pike (from Washington, DC to St. Louis) the Boonslick Trail (from St. Louis to Old Franklin), the Santa Fe Trail (from Old Franklin to Santa Fe), and the Padres Trail (from Santa Fe to the Pacific Coast). Anton L. Westgard, chairman of the Committee on Tours of the Touring Club of America, was a strong proponent of using the Santa Fe Trail to form this automobile highway, stating, “In the far west, old trading routes, abandoned since the advent of railroads, had to be followed. While these old trails cunningly meandered along the line of least topographical resistance, they were, for the most part, owing to long years of disuse, in a condition which made them practically impassable.” In 1910, Westgard had traveled from New York to California to determine road conditions and possible amenities and the best route for the first transcontinental highway. The corridor was already in place, and its improvement and popularity were a result of the efforts of the motor car industry, the Good Roads Movement, and motor tourism. In 1914 alone, two million dollars were spent on the highway’s improvement, which had provided macadam paving for most of the section to Missouri and road construction throughout Missouri and Kansas.

The idea of a highway in Kansas that followed the Santa Fe Trail was discussed even before the National Old Trails Road Association was formed. Disputes arose over which route in Kansas would be best for the highway. Boosters in Hutchinson and Reno County, Kansas, for instance, organized in 1910 to map a route from Newton to the Colorado border. Using existing roads, they cobbled together a rather straight route that eventually became US Highway 50. A route connecting Newton to the state’s eastern border soon emerged and

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516 Gamble and Gamble, *Santa Fe Markers in Colorado*, 13-50
518 Ibid. Westgard notes that the portion of the 1825 National Pike west of Indiana was only surveyed and not constructed.
522 Ibid.
became known as the New Santa Fe Trail. In 1911, a competing association formed in Herington, Kansas and mapped the Old Santa Fe Trail, which attempted to follow the historic trail route as closely as possible. The two routes were largely the same west of Lyons, Kansas. As a result, the National Old Trails Road had two routes in the state, splitting at Edgerton. The National Old Trails Road Association disbanded during World War I but was revived in 1928 as the National Old Trails Association under the leadership of Independence judge and future US President Harry S. Truman.

The DAR, working with Truman from the National Old Trails Association, collected donations, and between 1928 and 1929, had 12 “Madonna of the Trail” or “Pioneer Mother” statues erected along the National Old Trails Road, mostly along Old US Highway 40. The 18-foot tall statues, created by sculptor August Leimbach, depict a 10-foot tall pioneer mother wearing a long dress and bonnet stepping forward, usually facing west (Figure 17). She is carrying a rifle in one hand, has an infant on her other arm, and clinging to her skirt is a small child. On one side of the base is inscribed “NSDAR Memorial / Pioneer Mothers / Covered Wagon Days.” On the north side are the words “Into the primitive West / Face upswung toward the sun / Bravely she came, her children beside her, here she made a home / Beautiful pioneer mother.” On the south side the inscription reads: “To the pioneer mother of America / Through whose courage and sacrifice / The desert has blossomed / The camp became a home / The blazed trail the thoroughfare.” The Madonna monuments were intended by the DAR to provide a symbol of the courage and faith of the women whose strength and love aided so greatly in conquering the wilderness and establishing permanent homes.

There was tremendous competition between communities within the 12 states of the National Old Trails Association designated to receive the Madonna statues. In New Mexico there was also opposition from some in Santa Fe to the placement of one of the statues there. Some Santa Fe citizens' objections were artistic in nature or due to not being involved in the selection of the artist or final appearance of the statue. Others in Santa Fe objected that the statue did not reflect the region’s Hispanic pioneer mothers. Finally the State Conference of the DAR in New Mexico chose to place the Madonna statue near downtown Albuquerque in McClellan Park on the corner of Fourth Street and Marble Avenue NW. While not solely commemorating the Santa Fe Trail, four of the statues were placed along or in proximity to the Santa Fe Trail in Lexington, Missouri; Council Grove, Kansas; Lamar, Colorado; and Albuquerque, New Mexico. The Madonna statue in Council Grove was dedicated on September 7, 1928. It has several local inscriptions on its base: 1) “Here, east met west when the Old Santa Fe Trail was established August 10, 1825 at a council between the United States Commissioners and Osage.

526 Simmons, The Santa Fe Trail Association, 1.
527 Ibid. According to KSDAR past-president, Shirley Coupal, these statues are still owned and maintained by the DAR and are the responsibility of the local chapters and state societies.
Indians;” 2) “1825-1866 Trailsmen camped on the spot. 1847-1873 Kaw Indians lived here. 1847 – first white settler Seth Hays. 1847 – Council Grove a trading post.” On September 7, 2007, the Kansas Society Daughters of the American Revolution hosted a 75th anniversary and rededication celebration of the Council Grove Madonna of the trail statue. The other eight Madonna of the Trail statues were erected in Bethesda, Maryland; Beallsville, Pennsylvania; Wheeling, West Virginia; Springfield, Ohio; Richmond, Indiana; Vandalia, Illinois; Springerville, Arizona; and Upland, California. Each statue erected by the DAR is still owned and maintained by the local chapters and state societies in which they are located.

In addition to the DAR, other organizations including museums, associations, and communities have erected markers, monuments, and memorials to acknowledge and commemorate the lasting legacy of the Santa Fe Trail. For example, three historical markers denote the location of “The Caches” on the Santa Fe Trail west of Dodge City in Ford County, Kansas. A large white concrete marker is located at the northeast corner of US-50 and 107 Road. In part this marker reads: “1823-CACHES-N.W. 1100. Ft., Famous Old Trail Campsite, Early Army Hdq.” The inscription on the base of the monument identifies the location of “The Caches” as being “N.W. 1100 Ft.” This large marker was manufactured and erected with funds donated by the citizens of Dodge City to preserve the memory of their pioneer heritage. It was dedicated at a ceremony on October 1, 1926 to honor the several sites and events inscribed on the monument. The other two historical markers are located together on the west side of 107 Road about 250 yards north of US Highway 50. The adjacent sign consists of a brass plaque on a limestone post that simply reads “The Caches / Santa Fe Trail.” “The Caches” in Ford County was one of 186 historic sites and structures within Kansas identified by the Kansas State Historical Society, during a survey conducted of such properties undertaken in compliance with a 1955 act of the state legislature. The 1957 report presented to the legislature described “The Caches” as “a famous landmark on the Santa Fe trail near these military posts [Fort Mann, Camp Mackay, and Fort Atkinson]” that was “first used by a pack train outfit in 1822 for temporary storage of supplies.” “The Caches” site was identified as being on “privately owned farm land” “about three-fourths of a mile northwest of the fort site.” The Society recommended that a historical marker be erected to mark the location of this site.

In 1948 the Kansas City Chapter of the American Pioneer Trail Association, a successor to the Oregon Trail Memorial Association, organized a project to mark the entire length of the Santa Fe Trail with oval metal signs, depicting a covered wagon pulled by mules above the words “Santa Fe Trail.” These markers were placed that same year on or near schools located along the Santa Fe Trail. Thornton Cooke was chairman of the association committee that worked on the trail marking plan. Irvin "Shorty" Shope, a western painter, illustrator, and muralist from Montana, created the image for the markers. Amateur historian Dean Earl Wood raised funds for the project. In 1950 an additional 27 signs were placed on trees and poles to mark the precise trail route through Kansas City. Very few of these oval signs remain where they were originally placed.
Beyond Monuments

After World War II, efforts to mark and re-mark the trail transitioned to producing brochures, maps, and related literature for locals and travelers. With the Kansas centennial approaching, the Santa Fe Trail Highway Association was founded in about 1960 and took advantage of historical interest in Kansas generated by the state’s upcoming commemoration. Grace Collier of Great Bend, Kansas was one of the leaders of this group. The organization lobbied the Kansas Legislature, and as a result, US Highway 56 was formally designated as the “Santa Fe Trail Highway.” Meanwhile, New Mexico State Senator William Wheatley of Clayton supported the lobbying effort in Kansas and later worked to get a string of trail sites near his hometown in New Mexico, the “Clayton Complex,” designated as a National Historic Landmark. In addition to lobbying efforts, the Santa Fe Trail Highway Association marketed the trail and its history using tourist brochures, maps, bumper stickers, postcards, restaurant place mats, and commemorative coins; in addition, it briefly published a bulletin. The organization also attached green and white signs with the words “Santa Fe Trail” to posts of US 56 Highway signs. With their efforts focused on US-56 roughly following the Cimarron Route, the Santa Fe Trail Highway Association virtually ignored the Mountain Route, which more closely followed US Highway 50.535 More than 300 members attended the 1961 meeting of the Santa Fe Trail Highway Association in Lyons, including the governors of Kansas and New Mexico.

The Historical Santa Fe Trail Association was formed on November 6, 1961, by Colorado residents who focused their efforts on the Mountain Route. Led by Fred Betz, Sr. of Lamar, the group wanted to publish a “colorful, informative trail brochure…to attract and hold tourist travel on Highway 50.” It does not appear that the group held further meetings or accomplished their goal.536

In 1974 the Fort Larned Historical Society built and dedicated the Santa Fe Trail Center, a museum and archive located just west of Larned, Kansas. The center began holding scholarly three-day conferences, referred to as Rendezvous, in even-numbered years. Presentations, tours, and historical entertainment focused on the Santa Fe Trail, frontier forts, and local and regional history.537

In 1984 Joy Poole, then-administrator of the Baca and Bloom Houses museum in Trinidad, Colorado, persuaded the Colorado Historical Society to sponsor a Santa Fe Trail symposium in Trinidad. While initially the idea was to invite historians, trail scholars, and museum personnel, the event was later thrown open to the public. The Santa Fe Trail Center helped by supplying contacts and a list of trail scholars and persons who might be interested in attending. Poole conferred with Marc Simmons concerning her hopes that the symposium would provide an opportunity to organize a new organization focused on the Santa Fe Trail. Simmons was asked and agreed to serve as president of such an organization. A number of trail luminaries were lined up to give presentations and serve on panels, including David Lavender, Sandra Myres, Jack D. Rittenhouse, Leo Oliva, David Dary, Ruth Olson, David Sandoval, and Bill Pitts.538

As efforts were underway to set up the Trinidad symposium and start a new Santa Fe Trail organization, Congress was considering legislation to designate the Santa Fe Trail as a national historic trail. The National Parks and Trails Act of 1978 amended the National Trails System Act by recognizing national historic trails as a new trail type and establishing criteria for its evaluation. In order for a trail to be designated as national historic trail, it needed to: 1) be a trail established by historic use and be historically-significant for that use; (2) be of

536 Ibid. Citation covers paragraph.
537 Simmons, *The Santa Fe Trail Association*, 3.
538 Ibid., 4-5.
national significance with respect to American history; and (3) have significant potential for public recreation use or historical interest based on historic interpretation and appreciation.\(^\text{539}\) In order to move the Santa Fe Trail along in this process, an advocacy group focused on the trail was needed. In light of this need— in September 1985, in advance of the symposium— Joy Poole incorporated the new organization as the Santa Fe Trail Council under the laws of the State of Colorado.

Just before the start of the 1986 symposium in Trinidad, Poole and Simmons met with Leo Oliva, Merrill J. Mattes, and others to discuss the new organization. At this meeting Oliva agreed to become the editor of a quarterly newsletter, and the name *Wagon Tracks* was selected. The future of the new organization hinged on the symposium attendees and their response. The symposium drew 230 individuals, with the original target group of scholars and museum professionals in the minority. Many of those who attended lived in communities along the trail; some owned property on the trail, and for many this was their first serious historical conference. Mark Simmons’s keynote address, which ended with the phrase “The Santa Fe Trail lives on!” proved prophetic. The symposium was the beginning of the Santa Fe Trail Association (SFTA). At an inaugural business meeting held on the evening of September 12, 1986, Simmons explained the birth of the organization and introduced the board of directors. Provisional bylaws drafted by Poole and based on those of the Oregon-California Trail Association (OCTA) were reviewed. It was decided that a biennial symposium should be held in odd-numbered years so as not to interfere with the Santa Fe Trail Center’s Rendezvous on even years. Attendees approved of the organization and the symposium was broadly considered a success.\(^\text{540}\)

On March 10, 1987, the US House of Representatives passed a bill in which the Santa Fe Trail was proposed as a National Historic Trail, and the Senate passed it on April 21, 1987. The bill was signed to become Public Law 100-35 on May 8, 1987, by President Ronald Reagan.\(^\text{541}\) Prior to the approval of this bill by the 100th Congress, Representative Bill Richardson (D-NM) first introduced a Santa Fe Trail National Historic Trail bill on May 8, 1986. His bill was passed by the House on September 16 and was moved to the Senate where Senator Nancy Kassebaum (R-KS) attempted to move it further. Her bill died but was ready to go in the early days of the new Congress. The status awarded to the trail meant that it joined the select group of trails that also enjoy this distinction.

The Santa Fe Trail Council board meeting, held just before the opening of the September 1987 Santa Fe Trail symposium in Hutchinson, Kansas, was productive. Membership in the young organization had grown to nearly 500 members, and finances were sound. It was decided to have a contest to design a logo for the organization. The bylaws were discussed and revised. The organization’s name had been a problem as it was easily confused with the Santa Fe Trail National Historic Trail Advisory Council organized after passage of the 1987 bill. The word “council” also had legal connotations that were limiting and inappropriate for the promotional group envisioned. The name of the organization was changed to the Santa Fe Trail Association at the 1987 symposium. David Gaines from the National Park Service reviewed the successful legislation, which added the trail to the National Historic Trails System. Gaines noted that a comprehensive survey of the trail would be undertaken and an advisory council (as noted above) would be set up to consult on the project. He indicated that SFTA members would be involved in both activities. At the general business meetings, the bylaws revisions were approved and new officers were elected. The framed original signed Santa Fe National Historic Trail bill was displayed and turned over to Ruth Olson to be put in the SFTA archives at the Santa Fe Trail Center.\(^\text{542}\)

\(^{540}\) Simmons, *The Santa Fe Trail Association*, 7-9.
\(^{542}\) Simmons, *The Santa Fe Trail Association*, 12-14.
Since its creation, the SFTA has continued to hold regular symposia and Rendezvous and to publish *Wagon Tracks*.

The commemoration and documentation of the Santa Fe Trail has occurred over a longer period than the number of years the trail was used to transport goods and people. As evidenced by the long and colorful history of commemoration along the trail, there are many ways in which an event, a place, a person, or a trail can be commemorated and remembered. For many years the Santa Fe Trail was held and shared through the memories of those pioneers who had traveled the route and had firsthand knowledge of the joys and hardships associated with it. Some of them saw fit to share their memories with their contemporaries and with future generations by leaving behind diaries, memoirs, articles, and books telling their stories. The government documents, wagon manifests, business records, and personal papers may tell the story far beyond what their creators had in mind when they were written, and will likely be reexamined and reinterpreted for generations to come. The trail has been memorialized through monuments, signs, and even the renaming of streets and highways. Its story has been told through historical tomes and fictionalized in books and movies for adults and children. The Santa Fe Trail has also been commemorated by the protection and preservation of trail segments, buildings, archeological sites, and associated properties along the route by private individuals, government bodies, museums, or historical societies. Some trail-related properties have been recognized locally or statewide as important historic places, or listed in the National Register of Historic Places, and a few nationally significant sites have been declared to be national historic landmarks.

### VII. The Santa Fe Trail in Missouri

The Santa Fe Trail was important in the early history of the State of Missouri. Missouri had been a United States territory since 1812 and attained statehood in 1821; therefore, unlike the other four states along the trail, Missouri was already a state when the trail opened. The trail and the trade with Mexico provided a much-needed boost to, and continuing support of, the economy of the young state. New settlements were formed and developed as outfitting points for the trail, and existing settlements such as St. Louis expanded and grew wealthy on the profits made from the trade.

The Santa Fe Trail crossed the western portion of Missouri, generally following the Missouri River. In total, as measured from Franklin in the central part of the state, Missouri contained 130 miles of the trail, with no distinction between the Cimarron and Mountain routes.543 The Osage Trace, a secondary route of the Santa Fe Trail, ran between the Arrow Rock ferry and Fort Osage. The tertiary route of the Boonslick Trail connected St. Louis with the Franklin area. Missouri towns, trails, and rivers provided the link between the Santa Fe Trail and the cities, merchants, and ports in the eastern US.

**Geographical Characteristics**

The Santa Fe Trail followed the Missouri River through the West Central Loess Hills in western Missouri.544 These rolling, silty hills extend about 25 miles on either side of the river and its broad flood plain.

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543 For clarification, Franklin refers to the current location of Old Franklin. At the time of its role in the trade, it was known simply as Franklin.

544 Loess is a windblown deposit. Deposits are “typically are very silty but may contain significant amounts of clay and very fine sand.” Soil Survey Division Staff, *Soil Survey Manual, Soil Conservation Service, US Department of*
Physiographically, the trail was situated at the sectional junction of the Central Dissected Till Plains and the Osage Plains within the Central Lowland province of the Interior Plains division. The Central Dissected Till Plains cover northern Missouri to a short distance south of the Missouri River, and consist of glacial drift deposits of loess atop limestone bedrock. The Missouri River was the southern limit of the last major glaciation in the state. The Osage Plains extend from the southern portion of the Kansas City area into southwestern Missouri, stopping north of Carthage. Vegetation on either side of the river, at least along the trail, consists of bottomland hardwoods and small section of tall-grass prairie, with big and little bluestem. Specifically, from Franklin to Arrow Rock in Saline County, the trail was in the bottomlands on the left bank of the river; the trail crossed the river at Arrow Rock. From here to the Kansas City area in northwest Jackson County, the area along the trail, which was itself on the high bluffs and ridges along the river, was mainly prairie except where it crossed the streams.

Pre-Santa Fe Trail Missouri

Prior to European incursions and settlement, seven principal Indian tribes resided in what became the State of Missouri. The two tribes claiming the majority of land in the state were the Missouri, located north of the Missouri River, and the Osage, south of the river. Other tribes were also present in the state. The Iowa, Sac and Fox claimed lands extending a short distance into north central Missouri; the Otoe were found in little more than Atchison County in the extreme northwest corner. Kansa tribal land crossed the Missouri River into western Missouri north of the confluence of the Kansas and Missouri rivers (in modern Kansas City).

The land contained within the boundaries of Missouri had, at various times, been claimed by France and Spain. Spanish claims to the Mississippi River valley stemmed from the 1542 explorations of Hernando de Soto. France laid claim to the Mississippi River Basin in 1682 for King Louis XIV, based on the explorations of Marquette and Joliet in 1673. French Canadian coureurs des bois and voyageurs traveled wilderness trails and rivers during the seventeenth and eighteenth centuries, trading with Indian inhabitants and trapping fur-bearing animals.

Claims to Missouri, which was part of France’s Province of Louisiana, changed from French back to Spanish ownership in the eighteenth century. In the 1750s the first French settlement in Missouri was established on the west side of the Mississippi River at Ste. Genevieve. In 1764 Auguste Chouteau, with a party of 30 employees of Maxent, Laclède, & Company, went up the Mississippi River to a point just south of the mouth of the Missouri River where Pierre Laclède had found a location for a settlement the previous year. Chouteau began to clear the site and build a new company trading post, which became St. Louis. In 1762 Spain assumed control of this land. Under the 1764 Treaty of Fontainebleau near the end of the Seven Years’ War, France officially gave up its claims and recognized Spain as the owner of the Province of Louisiana,

546 Ibid., 15.
547 Ibid., 25.
548 Meyer, *The Heritage of Missouri*, 188. Coureurs des bois literally means “woods runners.” Voyageurs were fur-trappers.
which at that time encompassed the lands between the Rocky Mountains and the Mississippi River. The first Spanish governor of the new territory did not arrive until 1766. Spanish land grants were located along the Mississippi River, including Missouri. In 1773, a census of Upper Louisiana, taken by Don Pedro Piernas, the Lieutenant Governor of New Mexico, found 444 white inhabitants and 193 slaves living in St. Louis; in Ste. Genevieve, there were 400 white residents and 276 slaves.

The Treaty of San Ildefonso, signed October 1, 1800, transferred title to Louisiana Territory from Spain to Napoleonic France. The United States acquired Missouri through the Louisiana Purchase a few years later, and the land included in the purchase was called Louisiana Territory. President Thomas Jefferson sent Robert R. Livingston to negotiate with French diplomat Bishop Talleyrand for lands in the northeastern part of the Province of Louisiana. Talleyrand offered to sell the entire province to the United States. Livingston quickly agreed, and a deal was negotiated for the Americans to assume claims against France, paying 60 million francs (approximately $15,000,000) in total. The treaty of cession was signed April 30, 1803. Congress ratified the purchase agreement, and the lands transferred to the United States on November 3, 1803, though the southern boundary was not settled until 1819. On March 10, 1804, Louisiana Territory, including the entire future state of Missouri, was officially transferred to US ownership, and US agent Amos Stoddard proclaimed US authority. By an act of Congress on March 26, 1804, the newly acquired lands were divided into the Territory of Orleans, which later became the state of Louisiana, and the District of Louisiana, which was initially placed under the jurisdiction of the Territory of Indiana. A March 2, 1805, act of Congress changed the District of Louisiana to the Territory of Louisiana.

In 1805, St. Louis, an important trading hub, became the seat of government for the new territory encompassing the southern half of the former Louisiana Purchase lands. St. Louis was already a major outpost for the fur trade by the time it became part of the United States. After 1804 the fur trade expanded under US control and settlements began to be established along the Mississippi and Missouri rivers. On May 14, 1804, Meriwether Lewis and William Clark began their journey of exploration from St. Louis, traveling up the Missouri River and on to the Pacific Ocean. The Lewis and Clark expedition returned to St. Louis September 23, 1806.

In 1807, Daniel Morgan and Nathan Boone began laying out a new trail from the Mississippi River at St. Charles west into the interior of the future state. In large part following migratory and Indian trails, the

550 Morris, Goins, and McReynolds, Historical Atlas of Oklahoma, 14. The Treaty of Fontainebleu was signed in 1762 but became public in 1764. The same transfer of territory was included in the Treaty of Paris in 1763.
553 Meyer, The Heritage of Missouri, 109. Napoleon wanted to acquire the area that became the Louisiana Territory, and Spain wished to hold title to Tuscany. In an exchange between France and Spain, the territories were traded via the conditions and signing of the Treaty of Ildefonso (1800) by both parties.
554 During its time under French ownership, the area encompassing Louisiana Territory was referred to as the Province of Louisiana. After the United States’ purchase, it was known as Louisiana Territory and was divided into two smaller districts: 1) The New Orleans Territory (which became the state of Louisiana), and 2) the District of Louisiana (which later was transferred to the Territory of Indiana after Louisiana gained statehood).
555 Socolofsky and Self, Historical Atlas of Kansas, 10.
556 Barry, The Beginning, 48.
Boonslick (Boone’s Lick) Trail extended west to the Boone family’s salt lick (Boone’s Lick), situated between modern Boonville, Glasgow, and Arrow Rock. From 1807 to 1812 this trail followed a more northerly route at some distance from the Missouri River. Towns along the route included: Warrenton, Danville, Fulton, Columbia, and Franklin (the trail’s end point). The Boonslick Trail helped to open up Boone’s Lick Country in central Missouri for settlement and development. Numerous resources (e.g. salt springs, timber, good soil, plenty of water, and the Missouri River) made this area attractive for settlement.\(^{559}\) After the War of 1812 the original route of the Boonslick Trail was used more frequently by travelers due to a decrease in Indian attacks. However, Boonslick Trail moved closer to the north bank of the Missouri River in 1822.\(^{560}\)

In 1808, Fort Osage was established to trade with the Osage Indians, who in September of that year inequitably ceded most of their land in Missouri and Arkansas – some 30 million acres – in return for $1200 worth of presents, an annuity of $500, and services of a blacksmith and grist mill at the fort. Fort Osage was one of 28 government Indian “factories” (trading posts) that operated between 1796 and 1822 as part of the government factory system, which attempted to control trade with the tribes.\(^{561}\) Under the command of William Clark, US Infantry and Territorial Militia built the post at a strategic location on the Missouri River. Fort Osage became an important location in the fur trade, collecting furs and pelts that were then shipped down the Missouri River to St. Louis. Until it ceased in 1827 to be an active post and military storage facility, Fort Osage also served as a convenient rendezvous for trappers, mountain men, explorers and, later, traders in the early years of the Santa Fe trade.\(^{562}\) Fort Osage was the site from which the 1825 Sibley Survey of the Santa Fe Trail embarked.\(^{563}\)

By the Territory of Missouri Act of June 4, 1812, the Territory of Louisiana became the Territory of Missouri to avoid confusion with the newly formed State of Louisiana.\(^{564}\) Under this Organic Act, Missouri Territory – now minus the state of Louisiana – was divided into five counties, and President James Madison appointed a governor.\(^{565}\) Benjamin Howard served as the first governor until his resignation in July 1813. At that time William Clark was appointed to the position, which he held until 1821, when Missouri became a state.\(^{566}\)

On June 18, 1812, the United States declared war on Britain. Hostility toward the British ran hotly in Missouri. The American inhabitants were particularly irate about British traders providing weapons for Indian tribes and inciting the tribes. As a result, many settlers in central Missouri moved east during the war. In the expectation of Indian attacks, Missourians built a series of stockade posts along the Mississippi frontier. The war between the US and Britain ended on December 24, 1814, with the signing of the Treaty of Ghent.\(^{567}\) The end of the war and signing of the treaty resulted in a steady decrease in warfare between the British and

\(^{559}\) Rafferty, Historical Atlas of Missouri, 33.


\(^{561}\) Factory is synonymous with trading post. However, the term “trading post” is rooted in America while “factory” has its origins in England. They mean the same thing. Kristie C. Wolferman, The Indomitable Mary Easton Sibley: Pioneer of Women’s Education in Missouri (Columbia: University of Missouri Press, 2008), 22-23.


\(^{563}\) Gregg, The Road to Santa Fe, 54.


\(^{565}\) McReynolds, Missouri, 60.

\(^{566}\) Barry, The Beginning, 69.

\(^{567}\) Meyer, The Heritage of Missouri, 763; McReynolds, Missouri, 57.
Americans, however, the US government did not immediately make peace with the Indian nations, so hostilities between Indians and Missourians continued. Not until 1816, after the signing of peace treaties with several tribes, was immigration to Missouri renewed.

The first few years of the 1820s were very important for Missouri. A stagecoach line was established in 1820, linking St. Louis to Franklin (organized in 1816) in Howard County. This stage line helped to increase the number of people in central Missouri. That same year, the US Congress finalized the first Missouri Compromise. This agreement stated that in order to maintain the balance of free and slave states in the Senate, the admission of a new pro-slavery state required the admission of a new free state. Maine, a free state, became the 23rd state; pro-slavery Missouri was the 24th. On March 6, 1820, the Missouri Enabling Act, which allowed the people of Missouri to form a state constitution, was passed by the US Congress and subsequently signed by President James Monroe. Saline and Lafayette (then Lillard) counties were organized later that year. On August 10, 1821, President Monroe admitted Missouri, with its pro-slavery constitution, into the Union. In 1821, François and Bérénice Chouteau traveled up the Missouri River to a point near the confluence of the Kansas River; they established a new trading post there. Clay County was organized in 1822, and Jackson County was laid out in 1826. In the June 2, 1825 Treaty with the Osage (7 Stat., 240) negotiated at St. Louis, the tribe ceded their remaining lands in western Missouri, including modern Jackson, Cass, Bates, Vernon, Barton, Jasper, Newton, and McDonald counties. This opened the way for increased settlement in the state. On October 1, 1826, Jefferson City became the capital of Missouri.

Missouri’s Role in the Santa Fe Trade

The same year Missouri became a state, Mexico gained its independence from Spain, and legal trade between the United States and Mexico began. The profits made by Becknell’s first trading trip brought much needed money and valuable goods into central Missouri where the Panic of 1819 had a devastating effect on the economy. This economic depression was caused, in large part, by a short supply of money. With no banking system, paper money was considered worthless in Missouri, so only gold and silver coins were accepted as payment. No markets existed for farmers to sell their produce or for merchants to peddle their wares, and many people were in debt. The influx of Mexican specie significantly helped Missouri’s economy.
as farmers and local merchants found a new market for their goods.\textsuperscript{577} The advent of legal trade with Mexico promised to counteract the effects of the economic panic in Missouri.

The gold and silver coins brought into the state by Becknell’s expedition from Mexico spurred additional trade along two previously established Missouri trails: the Boonslick Trail and the Osage Trace. Travelers and traders followed the Boonslick Trail from the Mississippi River in the St. Louis vicinity overland to Franklin, located on the Missouri River. The river west of Franklin then was crossed by ferry at Arrow Rock – a landmark where the town of Arrow Rock was founded in 1829. From Arrow Rock, the Osage Trace provided an overland route to Fort Osage, which was approximately 100 miles west. The trace was created soon after Fort Osage was established in 1808 and followed the south side of the Missouri River. The river was often muddy in the spring, and several tributaries had to be crossed.\textsuperscript{578} From Fort Osage, travelers followed the Santa Fe Trail to Santa Fe and Chihuahua, Mexico. Franklin, with direct access to both St. Louis and Fort Osage became an important trading center in the region, albeit only briefly. Becknell’s 1821 expedition left from the Franklin area, and soon after his successful trip, ferry traffic in the region increased, hauling US and Mexican traders heading to and from Santa Fe.\textsuperscript{579}

In the decade leading up to 1821, Missourians began utilizing the Missouri River to transport trade goods from St. Louis into central Missouri. The first boats on the Missouri River were ferries, but steamboats slowly followed these. A ferry may have been in operation across the Missouri River at Arrow Rock by 1813, but Judiah Osman is the first documented ferry operator here, under a license from Howard County in April 1817. The ferry at Arrow Rock was one of at least two major ferries at this location of the river where the riverbanks were narrower and rocky, providing a stable, solid landing.\textsuperscript{580} On August 2, 1817, the first steamboat, the \textit{Zebulon M. Pike}, arrived at St. Louis – nearly two years before a steamboat, the \textit{Independence}, made it up the Missouri River to Franklin.\textsuperscript{581} This was the beginning of an increase in travel and trade along the lower portion of the Missouri River.

Steamboats became the preferred means of transportation in the late 1820s, and as a result, the eastern terminus of the Santa Fe Trail moved west. Before 1826, there were virtually no civilian steamboats maneuvering the river. Central Missouri towns along the Missouri River, which was navigable between March and November, provided the perfect eastern termini for the Santa Fe Trail. Merchandise for the trade could be brought in from St. Louis by riverboat at lower rates than those offered by overland routes. In the 1820s, the Arrow Rock ferry was heavily used by both Euro-American traders leaving Franklin bound for Santa Fe and Mexican merchants heading to Franklin.\textsuperscript{582} At least until 1827, some travelers may have used the landing at Fort Osage near Sibley, Missouri. With the establishment of Fort Leavenworth in May 1827, a new steamboat landing was available for military freight, which could then be transported along the Santa Fe Trail via a military trail, linking the post to the trail. By 1830 new river towns with steamboat landings had been established along the Missouri River between Arrow Rock and Fort Leavenworth, including: the town of Arrow Rock, Glasgow, Chariton, Brunswick, Lexington, Liberty, and Independence. Above the Kansas River, the only landing at this

\textsuperscript{577} Dickey, \textit{Arrow Rock}, 63; Sandoval, “Gnats.” 23.
\textsuperscript{579} Dickey, \textit{Arrow Rock}, 65.
\textsuperscript{580} Dickey, \textit{Arrow Rock}, 56-57.
\textsuperscript{581} Meyer, \textit{The Heritage of Missouri}, 763.
\textsuperscript{582} Dickey, \textit{Arrow Rock}, 65
time related to the Santa Fe Trail was Fort Leavenworth.\textsuperscript{583} The various trailhead towns and St. Louis all experienced rapid growth in part due to providing for the needs of traders and travelers on the Santa Fe, Oregon, and California trails. Travelers needed supplies for the journey across the plains, including fresh livestock, food, camp supplies, and some trinkets for trading with Indians encountered along the way. As a result of this demand for supplies, various stores, warehouses, freight company offices, and homes were built in Missouri trail towns to outfit Santa Fe traders and other travelers. Traders needed the access to manufactured goods for trade from cities on the east coast and imports from European markets that was possible from St. Louis.

Steamboat landings near the big bend in the Missouri River in Jackson County, Missouri, offered the greatest advantage to traders. By freighting goods farther on the river, nearly 100 miles of unimproved and often muddy roads could be avoided.\textsuperscript{584} The town of Independence was platted in Jackson County in 1827 a few miles southwest of the Blue Mills landing and southeast of the Independence landing. For two decades after that, it served as the principal eastern trailhead and outfitting point for the Santa Fe trade.\textsuperscript{585} The new town soon boasted a number of settlers and a store run by James Aull. In 1832 Westport Landing was established on the Missouri River a short distance east of the confluence of the Kansas River, on the site of present-day Kansas City, Missouri. The Chouteaus' trading post, established in 1821, flooded out in 1830 and was moved to Westport Landing.\textsuperscript{586} In 1833 John Calvin McCoy established a store focused on trading with Indians west of Missouri in what later became Kansas Territory. On February 13, 1835, McCoy platted the Town of Westport about four miles south of the landing, and over the next few years, he significantly improved the trail leading from Westport Landing to Westport. Westport Landing was acquired by the Kansas Town Company, of which McCoy was a member, in 1838.\textsuperscript{587} With a better river landing than Independence, some traders began stopping at Westport Landing and using Westport as an outfitting point by about 1840.\textsuperscript{588} By the mid-1840s trail traffic, using Westport as an outfitting point and trailhead, had caught up with and possibly exceeded Independence.\textsuperscript{589} The growth of Westport as an outfitting point can be partially attributed to the Mexican traders that stopped here en route from Santa Fe. Compared to Independence, the landscape of the Westport area offered better areas for herds to graze and water while these traders awaited the arrival of their goods purchased in the eastern United States to arrive at the various river landings. To accommodate the travelers themselves, outfitting operations opened in Westport itself.\textsuperscript{590} In 1846 McCoy drew the first plat map of the Town of Kansas (including Westport Landing), which became an official municipality in 1850. By this time, the town was beginning to develop into a significant place.\textsuperscript{591} Kansas City's location on the elbow of the Missouri River gave the town an advantage over inland trailheads such as Independence and supply points such as Westport, making it a substantial terminus for the Santa Fe Trail.\textsuperscript{592}

\textsuperscript{584} Crease, “Trace,” 9.
\textsuperscript{585} Goodrich and Gentzler, \textit{Marking Missouri}, 98-99.
\textsuperscript{586} Meyer, \textit{The Heritage of Missouri}, 764; Earngey, \textit{Missouri Roadsides}, 138.
\textsuperscript{587} Earngey, \textit{Missouri Roadsides}, 138.
\textsuperscript{588} Miller, \textit{Westport}, 37-39.
\textsuperscript{591} Barry, \textit{The Beginning}, 575, 1293; Earngey, \textit{Missouri Roadsides}, 138.
With the establishment of new Missouri River landings and trailhead towns in the greater Kansas City area, the Santa Fe Trail evolved to follow three main alternate routes through the area (Figure 6). The use of these routes depended on which river landing and trailhead was used and where the Big Blue River was crossed. This tributary of the Missouri River was the major impediment to travel through Jackson County because of its steep banks. In the early years of the trail, when most traders used pack animals, there were several possible crossings of the Big Blue. The lower crossing, which was less frequented than the upper crossing, was located in modern Swope Park near 73rd Street. The upper crossing was situated near the Missouri-Kansas state line, just north of the Jackson-Cass county line, 18 miles south of the Kansas River, and about four miles south of the later town of New Santa Fe.\footnote{Crease, "Trace," 9. New Santa Fe is now part of south Kansas City.}

Two early routes existed in the 1820s before the three main routes were frequented. One early route left from Fort Osage heading southwest, passing southeast of the later location of Independence. This route crossed the Big Blue River at the lower crossing and continued west across the Missouri border approximately nine miles south of the Missouri River, passing Round Grove (later Lone Elm) near modern 167th and Lone Elm Road in Johnson County, Kansas. The other early Santa Fe Trail route through the Kansas City area left from Blue Spring some 12 miles south of Fort Osage on Harmony Road, the generally north-south road between Fort Osage and Harmony Mission to the Osage Indians. Traders followed this mission road south several miles before heading southwest along the high ground. The route then crossed the Big Blue River at the upper crossing. These two early routes converged near present-day Gardner, Kansas.\footnote{Ibid. Crease mentions Round Grove which is near present-day Gardner, Kansas.}

The three major routes through Kansas City were the Blue Spring Route, the Independence Route, and the Westport Route. The easternmost route was the Blue Spring Route. This left the Missouri River at Fort Osage and traveled south-southwest, passing the east side of Raytown. It then crossed the Big Blue River at the upper crossing and the Missouri-Kansas state line south of New Santa Fe before joining the trail in eastern Kansas. To the west of this route was the Independence Route, which carried the majority of traffic. Typically leaving the Missouri River at Independence Landing, traders passed through Independence Square, Minor Park in Kansas City, and New Santa Fe, Missouri before joining the trail near Gardner, Kansas. The westernmost of the three major routes was the Westport Route, which avoided the Big Blue River by leaving the river west of the mouth of the Big Blue. Merchandise was off-loaded from steamboats at Westport Landing, and traders headed south-southwest, crossing the Missouri border nine miles south of the Missouri River and continuing west to modern Olathe. The Westport Route then joined the other routes near Gardner in Johnson County, Kansas. The eastern trail routes from Blue Spring and Fort Osage were used and modified up to about 1840. After 1828 more traffic bypassed Blue Spring and left from Independence; however, traffic continued south out of Independence and crossed the Big Blue at the upper crossing. This route was shortened by about 1839 when the Red Bridge crossing of the Big Blue, near modern Red Bridge Road in southern Kansas City, Missouri replaced the upper crossing.\footnote{Crease, "Trace," 14.} \footnote{Nagel, Missouri, 67.}

### Trail into Missouri Roads

Until the railroad reached western Missouri in the late 1850s, Kansas City remained the major eastern terminus for the Santa Fe Trail. The Pacific Railroad – Missouri’s first – arrived in St. Louis in 1851; by February 1859, the Hannibal & St. Joseph railroad had reached St. Joseph, Missouri. At the outbreak of the Civil War, the Hannibal & St. Joseph railroad was the only line completed across Missouri. After the war,
Missouri saw a boom in railroad construction, with the Pacific Railroad reaching Kansas City in 1865. Shortly after the railroad reached the trailhead towns of Independence, Westport, and Kansas City, the eastern terminus of the trail continued to move westward into Kansas and Colorado, ending Missouri’s major role in the Santa Fe trade. However, portions of the trail were converted into public roadways soon after the trail left Missouri.

An April 1869 Jackson County, Missouri road order signed by road commissioner James Yeager and reviewed by the county court, clearly described incorporating the lower Big Blue River crossing, referred to in the document as “the old Santa Fe Crossing” that “has fallen nearly into disuse,” into a proposed public road right of way. In the Kansas City Area (inclusive of Independence), several modern roadbeds overlay portions of the Santa Fe Trail system. These include Westport Road as it leaves Independence Square, heading southwest until it hits Blue Ridge Boulevard. At this junction, the Blue Ridge Cutoff heads south to the Rice-Tremonti house at present-day E 66th Street. The Rice-Tremonti house is also the location where the main branch of the Santa Fe Trail reunites with the cutoff as present-day Blue Ridge Boulevard. The boulevard follows the trail south and east to this location from approximately where it intersects with I-70 and US-40 Hwy in eastern Kansas City until E 83rd Street in southern Raytown. Portions of Broadway Boulevard, Westport Road, and US-40 Hwy, along with other minor streets in the Kansas City area were also portions of the Santa Fe Trail.

Missouri’s role in the Santa Fe trade began with the first legal trading expedition to New Mexico in 1821 and lasted until the railroad removed the eastern terminus from the state in 1866. As the oldest state of the five through which the Santa Fe Trail passed, Missouri was an important intermediary between Mexico, the frontier, and the rest of the country. Both Independence and Kansas City owe their beginnings to the successful role they played in this important trade.

VIII. The Santa Fe Trail in Kansas

The Santa Fe Trail is highly significant to the history of what became the State of Kansas. During the course of the trade, the land now encompassing Kansas changed from being partly under the control of Mexico, to Indian Territory under the governance of Missouri, to Kansas Territory, and eventually into the 34th state of the United States. This trail, other major trails, and subsequent railroads increased the Euro-American population while at the same time decreasing the American Indian populations, forever changing the state’s demographics.

Unlike the other four states along the trade route, the trail crossed the entire length of the present-day state of Kansas and included both major routes that shared 358 miles as measured from the Missouri border. From the Middle Crossing of the Arkansas River (near Ingalls) to the border with Oklahoma, the Cimarron Route totaled 88 miles in Kansas and included the 60-mile waterless stretch known as La Jornada. The Mountain Route totaled 43 miles from Upper Crossing of the Arkansas River (near Lakin) to the Colorado state

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597 Nagel, Missouri, 68; Rafferty, Historical Atlas of Missouri, 62.
598 Crease, "Trace," 10-11.
599 Franzwa, Maps of the Santa Fe Trail, 29.
600 Ibid., 29, 43-45.
601 Ibid., 45. Actually, this junction occurs one-half block north of the Rice-Tremonti house where Blue Ridge Boulevard intersects with Blue Ridge Cutoff.
602 Ibid., 43-45.
line. Several alternate route segments also linked to the trail; some of these were used primarily by the military prior to the mid-1860s. After the Civil War, these trail linkages were used by freight wagons and stagecoaches to carry cargo and passengers from railheads on the Kansas Pacific Railroad south to the Santa Fe Trail. These alternate routes included the Fort Riley-Fort Larned military road via Junction City and Forts Harker and Zarah, the Fort Hays-Fort Dodge military road, and the northeastern (Kansas) portion of the Fort Wallace-Fort Lyon military road. Each of these routes could be considered the eastern portion of a shortened Santa Fe Trail until the railroad built farther west and other linking routes replaced them.

Geographical Characteristics

The Santa Fe Trail crossed the entire length of Kansas from east to southwest. It passed through at least two physiographic provinces within the Interior Plains division: the Central Lowlands and the Great Plains. The Central Lowlands in eastern Kansas is a varied and well-watered landscape. The trail crossed the southern edge of the Glaciated Region and through the Flint Hills and Smoky Hills before reaching the Great Bend Prairie in the Arkansas River Lowlands near the Arkansas River. Vegetation along the eastern border of the state consists of mixed bluestem prairie and oak-hickory forest, until reaching the bluestem prairie of the Flint Hills and bluestem-grama prairie of the Smoky Hills. The Great Plains region in the western two-thirds of Kansas has a more even ground surface which gradually rises toward the Rocky Mountains in the west. Along the north side of the Arkansas River, the trail passed through northern floodplain forest immediately adjacent to the river and bluestem-grama prairie to the north. In extreme western Kansas to the north of the river was a grama-buffalo grass prairie. South of the Arkansas River on the Cimarron Route, the trail crossed through the Sand Hills and High Plains. Along this section of the trail was grama-buffalo grass prairie interspersed with sandsage and bluestem.

The route of the Santa Fe Trail through the state crossed several major drainages. In eastern Kansas the trail generally remained on the ridge between the Kansas and Marais des Cygnes rivers but crossed several of their tributaries. At Council Grove, the Neosho River was crossed. In central Kansas, the trail crossed tributaries of the Smoky Hill and Arkansas rivers. In western Kansas, tributaries of the Arkansas were crossed. The Cimarron Route crossed the Arkansas River in western Kansas and the Cimarron River in the southwestern part of the state.

Pre-Santa Fe Trail Kansas

When trade between Missouri and Santa Fe began in 1821, the area now comprising the State of Kansas was neither a state nor even a territory, yet several groups claimed ownership to the land. At least seven Indian tribes claimed portions of Kansas: the Kansa in the northeast, the Osage in the southeast, the Pawnee in the north central, the Cheyenne and Arapaho in the northwest, and the Kiowa and Comanche in the southwest. Land was also claimed by England, France, and Spain at various times, based on early explorations, charters granted by monarchies, and results of armed conflicts and treaties in Europe and America. Among the early Spanish explorers who crossed through the area in the sixteenth and seventeenth centuries were Francisco Vásquez de Coronado and Juan de Oñate. French explorers in Kansas during the

603 NPS, Management and Use Plan, 15. The management plan gives the total miles of the Cimarron Route as 446 and the total miles of the Mountain Route as 401. These numbers include the specified miles of the individual routes plus the shared mileage in the state.

604 Socolofsky and Self, Historical Atlas of Kansas, 5.

605 Ibid., 17.

606 Ibid., 11.
early eighteenth century included Étienne Veniard de Bourgmont, Paul and Pierre Mallet, and Claude Charles du Tisne. Between 1744 and 1764 a French fort and fur-trading outpost, Fort de Cavagnial, operated on the west bank of the Missouri River approximately three miles north of Fort Leavenworth, Kansas. Under the 1763 Treaty of Paris at the end of the Seven Years’ War, France gave up its claims and recognized Spain as the owner of the Province of Louisiana, which was comprised of the lands between the Rocky Mountains and the Mississippi River and included Kansas. The Treaty of San Ildefonso in 1800 transferred title to this province from Spain to Napoleonic France, and the official transfer of control from France to the United States took place on March 10, 1804 through the Louisiana Purchase.

When acquired from France, the boundaries of the Louisiana Territory were not well defined. This was particularly true of the boundary with Spain’s New World territories. As part of the 1819 Florida Purchase (or Adams-Onís Treaty with Spain), US Secretary of State John Quincy Adams and Spanish diplomat Luis de Onís established the boundary between the United States and Spain as the right (west) bank of the Sabine River, the right (south) bank of the Red River, the 100th meridian, the right (south) bank of the Arkansas River, a line from the headwaters of the Arkansas to the 42nd parallel, and then west on this parallel to the Pacific Ocean. These boundaries placed all but the southwestern corner of the modern State of Kansas, that part lying south of the Arkansas River and west of the 100th meridian, within the United States.608

Beginning shortly after the United States acquired this territory from France in 1803 through the Louisiana Purchase, numerous American explorers – civilian and military – and frontiersmen began to investigate the region and map the territory. Official early expeditions by the military included: Captain Zebulon Pike’s expedition in 1806, Major Stephen H. Long’s party in 1819-1821, and Colonel Henry Dodge’s expedition to the Rocky Mountains in 1835.609 In 1811 George C. Sibley, a government factor (or trader), traveled west from Fort Osage, Missouri, to trade with the Kansa and Pawnee.610 Unofficial exploration was also conducted by civilians, most of whom were fur trappers and traders. These individuals soon established profitable commercial relations with the various Indian tribes and contributed to efforts to open trade with Santa Fe. Among the early trappers and traders were Robert McKnight, James Baird, Benjamin Shreve, Michael McDonough, and Samuel Chambers in 1812.

The Santa Fe Trail in Indian Territory

William Becknell is credited as being the first legal trader to enter Santa Fe in 1821. Jacob Fowler closely followed him in 1821-22. Other early traders were Sylvester Pattie in 1824 and Jedediah Smith, who completed multiple trips between 1824 and 1831. Portions of the routes followed by many of these travelers later closely resembled parts of the Santa Fe Trail. In the 1820s, with the establishment of the Santa Fe Trail as an important and busy route of commerce between the Missouri and Mexican frontiers, numerous American and Mexican traders crossed the area.611

During the first week of June 1825, William Clark, acting for the United States government, signed treaties with the Osage and Kansa Indians at St. Louis. The treaties ended Indian title to some three to four million acres of land in Missouri and Arkansas and to nearly 100 million acres west of Missouri and Arkansas.

607 Barry, The Beginning, 22-23.
610 Barry, The Beginning, 65.
611 Socolofsky and Self, Historical Atlas of Kansas, 17.
Reservations were established for both tribes in these western lands. The remaining land was opened for the resettlement of emigrant eastern Indian tribes.\footnote{Barry, \textit{The Beginning}, 119-121.}

During the 1820s and 1830s, treaties made between the government and various tribes residing east of the Mississippi River resulted in the removal of large numbers of American Indians west onto reservations in what became eastern Kansas. On May 28, 1830, Congress passed the \textit{Indian Removal Act}. This act embodied President Andrew Jackson’s Indian policy, calling for the voluntary emigration of Indians in the eastern US to reservations on lands west of the Mississippi River. These lands were actually west of the western boundaries of Missouri and Arkansas. Generally, eastern tribes residing north of the Ohio River removed to what later became Kansas and Nebraska, while tribes living south of the Ohio River moved to lands in what is now eastern and central Oklahoma. A few eastern tribes were removed by 1817 before the act was passed; some into eastern Kansas. Many tribes moved during the 1830s, but a few did not remove to Kansas until the 1840s.\footnote{Lamar, \textit{The Reader’s Encyclopedia}, 866.} In all, 28 eastern Indian tribes (either entire tribes or factions of the tribes) took up new lands in eastern Kansas. By 1846 these tribes were settled on 15 reservations, mostly situated immediately west of the western border of Missouri, and included: the so-called New York Indians (Seneca, Onondaga, Cayuga, Tuscarora, Oneida, St. Regis, Stockbridge, Munsee, and Brothertown), as well as the Otoe and Missour, the Iowa, the Sac (Sauk) and Fox of Missouri, the Sac (Sauk) and Fox of Mississippi, the Kickapoo, the Delaware and Wyandot, the Shawnee, the Chippewa, the Ottawa, the Peoria and Kaskaskia, the Wea and Piankashaw, the Pottawatomi, and the Miami. In addition, the Kaw and the Osage had reservations in the future state. There were also three other parcels of land set aside for Indian tribes, the Cherokee Neutral Lands, the Quapaw Strip immediately to the south of the Cherokee reservation, and the Cherokee Strip extending west of the Quapaw lands on the south border of the future state.\footnote{Socolofsky and Self, \textit{Historical Atlas of Kansas}, 13.} The route of the various Santa Fe Trail branches in northeast Kansas passed through or in close proximity to several reservations, including those of the Delaware, Wyandotte, Shawnee, and Sauk and Fox of Mississippi. A branch of the trail originating in Westport, Missouri, passed close to the Shawnee Methodist Mission just west of the Missouri state line in what is now Fairway, Kansas.\footnote{NPS, \textit{Management and Use Plan}, 94.}

During the first half of the nineteenth century, as established by the \textit{Indian Trade and Intercourse Act}, white settlement in present-day Kansas legally was limited to the military, missionaries, workers at the mission farms and shops, a few licensed traders, and family members of these individuals. This act was actually a series of laws enacted between 1790 and 1847 to improve relations with American Indians by granting the United States government sole authority to regulate interactions between Indians and non-Indians. An 1834 renewal of this act designated all US lands west of the Mississippi River, with the exception of Louisiana, Missouri, and Arkansas Territory, as Indian Territory.\footnote{Prucha, \textit{The Great Father}, 104.}

On July 2, 1836, President Jackson signed a law providing for construction of frontier military posts situated along a north-south line roughly following the western border of Missouri, and for survey and construction of a military road linking these forts.\footnote{Barry, \textit{The Beginning}, 311.} Fort Scott, named for General Winfield Scott, was established May 30, 1842 at the Marmaton River crossing on the Fort Leavenworth-Fort Gibson military road,
which was laid out in 1837. Fort Scott's mission was to prevent encroachment into the "permanent Indian frontier" to the west and to protect settlers, Indians, and the military road.618

Despite these well-intentioned efforts, the end of the "permanent Indian Country" was in the works as early as the spring of 1853. This Indian country encompassed land west of the Missouri River and west of the western borders of Missouri and Arkansas. A rider attached to an Indian appropriation bill on March 3, 1853, authorized negotiations with Indian tribes west of Missouri to extinguish Indian title to the land and to get the tribes to agree to allow US citizens to settle there.619 The new generation of politicians focused on western expansion over permanent Indian policy, with progressive plans such as railroad expansion and new town sites.620

Fort Riley was established on the north bank of the Kansas River near the junction of the Smoky Hill and Republican rivers on May 17, 1853. Originally designated as Camp Center due to its location near the geographical center of the country, it was renamed on June 27 of that year to honor Colonel Bennett Riley, 1st US Infantry, who had died on June 9. This fort, along with later forts Larned and Zarah, was intended to protect commerce and travel along the Santa Fe and other overland trails. Fort Riley, which was closer than Fort Leavenworth to the location of much Indian activity, became a point of departure for many mounted expeditions against the tribes.621 Commissioner of Indian Affairs George W. Manypenny visited eastern “Kansas” between September 2 and October 11, 1853. In his report of the tour he noted:

On the 11th of October, the day on which I left the frontier, there was not settlement made in any part of [Kansas and] Nebraska. From all the information I could obtain, there were but three white men in the territory except such as were there by authority of law, and those adopted, by marriage or otherwise, into Indian families.622

It was not until 1854, with the passage of the Kansas-Nebraska Act, that non-Indian permanent settlement was officially allowed within Kansas Territory.

The Santa Fe Trail in Kansas Territory

On May 30, 1854, President Franklin Pierce signed the Kansas-Nebraska Act into law. The act created the territories of Kansas and Nebraska, opened the new territories to white settlement, repealed the Missouri Compromise, and introduced the principle of popular sovereignty, allowing residents to decide whether the states would enter the Union with or without slavery.623 The boundaries of Kansas were established by this act as the Missouri border to the east, the 40th parallel to the north, the 37th parallel to the south, and the summit of the Rocky Mountains to the west (Figure 18).624 President Pierce, a staunch pro-slavery Democrat, appointed the territorial officials: a governor, a secretary, a marshal, a chief justice, two associate justices, and a district attorney. Two legislative bodies were also created: a council consisting of 13 members and a house of

620 Miner and Unrau, End of Indian Kansas, 5.
622 Barry, The Beginning, 1178.
623 Ibid., 1192-1193, 1218.
624 Ibid., 1218.
representatives with 26 members. These were to be elected positions. The president’s choice of governor of Kansas Territory was Andrew Reeder, from Easton, Pennsylvania, who was appointed on June 26, 1854. Upon arriving in Kansas on October 4, Reeder expressed his support for “popular sovereignty,” the right of citizens of the territory to vote on territorial matters, including the issue of slavery. Under provisions of the Kansas-Nebraska Act, the first temporary capital of Kansas Territory was established at Fort Leavenworth, though it remained there for only 49 days, as Governor Reeder considered the “accommodation for the executive departments…too limited” and removed to Shawnee Mission in Fairway.625

Even before Kansas Territory was officially opened for settlement and long before Indian claims to the lands were cleared, white settlers began arriving. Among the first white settlements were trading ranches along the Santa Fe Trail, including Diamond Spring (established circa 1852). Within only a couple of years after passage of the Kansas-Nebraska Act, at least nine new service stops along the Santa Fe Trail were added. These included trading ranches and stage stops at 110 Mile Creek, 142 Mile Creek, and Rock Creek, all in 1854, Walnut Creek and Running Turkey Creek in 1855, Cottonwood Creek and Station Little Arkansas in 1857, and Cow Creek and Great Bend of the Arkansas River by 1858.626

Among the first acts of the early Kansas Territorial Legislature were a number directly related to the Santa Fe Trail and locations along the route. The 1855 legislature passed acts making portions of the “Santa Fe Road” a territorial road. The first of these, “An Act to declare the Santa Fe road a territorial road,” described the new territorial road as:

Commencing at the eastern territorial line of the territory of Kansas, near the house of Samuel McKinney, of Johnson County, Missouri; thence by the way of R. McCamish’s, on Bull Creek; thence by the way of the town of Salem, at Hickory Point; thence by the way of McGee’s, on One Hundred and Ten creek; thence by the way of C. Withington’s, on One Hundred Forty-Two creek; thence by way of A.J. Baker’s, at the crossing of Rock Creek, to Council Grove, in the territory of Kansas, and the same is hereby declared a territorial road.627

According to this act, the counties through which the road passed were ordered to keep the road in good repair and not less than 100 feet wide. Another territorial act in 1855, “An Act to declare the road leading from Fort Atkinson to Bent’s Old Fort a territorial road,” did not further describe the route or the width of the road but did require it to be maintained.628 Several other acts passed by the territorial legislature in 1855 established roads that either departed from or into the “Santa Fe road,” connecting the preexisting trail to other destinations in the growing territory. Among these connecting roads were: “a territorial road from the point where the Atchison, Kickapoo and Leavenworth roads converge by way of Osawatomie and Tecumseh, to intersect the Santa Fe road at or near One Hundred and Ten Creek;” “a road from One Hundred and Ten, via Glendale and the town of Douglas, to intersect the Military road from Fort Leavenworth to Fort Riley;” “a road from Black Jack Point, on the Santa Fe road, thence by the way of Joel M. Bernard’s store, to a point on the Santa Fe road, at or near

625 George W. Martin, ed., Collections of the Kansas State Historical Society, 1911-1912, Vol. XII (Topeka: State Printing Office, 1912), 332-333. This movement was not made by an act of Congress, so the official capital remained Ft. Leavenworth until the territorial legislature appointed another location.
627 Kansas Territorial Legislature, first session, Chapter 118, Special Laws, The Statutes of the Territory of Kansas; Passed at the First Session of the Legislative Assembly, One Thousand Eight Hundred and Fifty-Five (Shawnee Manual Labor School, KT: John T. Brady, 1855), 960.
628 Ibid., Chapter 128, 967.
McGee’s, on the One Hundred and Ten creek;” and “a territorial road from Leavenworth city to the town of Salem, on the Santa Fe road, in Kansas territory."629

The 1858 Kansas Territorial Legislature passed several acts relating to towns and bridges along the Santa Fe Trail. Several of these acts incorporated town companies and authorized them to make bylaws and regulations for towns that had already been located along the trail, including Brookline [Brooklyn], Gardner, Burlingame, and Wilmington.630 One 1858 act granted “sole and exclusive privilege” for a bridge across the Little Arkansas River to:

E.F. Gregory and his associates, and their assigns, for the period of twenty-one years, to build, erect, and construct, a bridge across the Little Arkansas river, where the Santa Fe road from Westport, Missouri, to Santa Fe crosses the same; Provided, that said bridge shall be completed within one year.631

The bridge company was to maintain the bridge in good repair “at all times and held in readiness for the accommodation of the traveling public.”632 No one else was to build or maintain another bridge or a ferry within four miles of this bridge for the same period. The bridge company was further authorized to collect the following tolls for the use of the bridge:

For every wagon or other vehicle, fifty cents; for every animal attached thereto, ten cents; for every loose or drove head of horses, cattle, mules or jacks, ten cents; for every head of swine, sheep and goats, and for every person, five cents; and no more.633

It would appear that Gregory failed to meet the one-year deadline for completion of the bridge across the Little Arkansas as the 1859 territorial legislature passed an “Act to authorize William T. Williamson and others to build a bridge across Little Arkansas River.”634 The wording of this act is nearly identical to that passed in 1858, except that the bridge privileges were granted to William T. Williamson, Columbus Hornsby, Thomas Lounds, and James C. Horton. The same stipulations remained: the 21-year privilege, the one-year construction deadline, the four-mile buffer, and the toll rates.635 Additional acts in 1859 authorized construction across several other streams along the Santa Fe Trail and included the same or very similar wording and stipulations. Asahel Beach, Samuel K. Huson, R.W. Eddy, and James C. Horton were authorized to erect and maintain a toll bridge “across Cow creek, where the Santa Fe road, leading from Westport in Missouri to Santa Fe in New Mexico, crosses the same, near Beach’s Trading Post.”636 Alvin N. Blacklidge and his associates were authorized to build a toll bridge “across Pawnee fork of the Arkansas river, at or near where the great Santa Fe road, leading from Westport, Mo., to Santa Fe, crosses said Pawnee fork,” but were given only six months to complete the structure.637 Another act passed by the territorial legislature in 1859 incorporated

629 Ibid., Chapters 99, 139, and 140, 947.
630 Kansas Territorial Legislature, fourth session, Chapter XCVII, Private Laws of the Territory of Kansas; Passed at the Fourth Session of the Legislative Assembly (Lecompton, KT: S.W. Diggs & Co., 1858), 305-306; Chapter CXXIII, 338-339; Chapter XCIX, 309-310; and Chapter CLXVII, 395.
631 Kansas Territorial Legislature, fourth session, Chapter XVII, 35.
632 Kansas Territorial Legislature, fourth session, Chapter XVII, 35.
633 Ibid.
634 Kansas Territorial Legislature, fifth session, Chapter III, Private Laws of the Territory of Kansas; Passed at the Fifth Session of the Legislative Assembly (Lawrence, KT: Herald of Freedom Steam Press, 1859), 15-16.
635 Ibid.
636 Ibid., Chapter VI, 18-19.
637 Kansas Territorial Legislature, fifth session, Chapter XV, 26-27.
During the 1860 session of the Kansas Territorial Legislature, three additional bridge authorization acts were passed: “William D. Harris and Alexander Street to build a bridge across the 110 Creek, at the town of Washington;”639 “I.E. Moore, M.L. Wood, A.J. Chipman, George Crawford and others to build a bridge across the Cottonwood River, at the Santa Fe Crossing;”640 and the authorization of “the Rock Creek Bridge Company.”641

The history of the Santa Fe Trail within the state of Kansas is vast. The entire length of the state was crossed either by the trail itself or the railroads as they pushed through into Colorado. In the span of less than 60 years, the landscape and demographics of Kansas were significantly altered. As a result, established American Indian populations were disrupted as Americans established themselves. The trail also significantly contributed to the growth and development of the area from unorganized territory to US territory to the 34th US state in 1861. After the end of the Civil War, the railroads began to push their way through the new state, shortening the actual length of the trail in Kansas. By 1872, the railroads had pushed into Colorado, making the portion of the trail in Kansas obsolete.

IX. The Santa Fe Trail in Oklahoma

Of the five states located along the Santa Fe Trail, Oklahoma’s growth and development was least affected by the historic trade route. However, Oklahoma played an important role in sustaining travelers along the Cimarron Route – after their encounter with the 60-mile La Jornada – by providing abundant water and campsites.

The smallest portion of the Santa Fe Trail was in Oklahoma. Of the two major trail branches, only the Cimarron Route crossed into the state through the western portion of the Oklahoma panhandle, in modern Cimarron County. The Cimarron Route within Oklahoma was only 46 miles long from the northern border with Colorado southwest to the border with New Mexico.642 The lesser-used Aubry Cutoff was also partially within Oklahoma. This route started near Fort Aubrey in western Kansas, crossed the Arkansas River at the crossing downstream from the fort, ford the Cimarron River in northern Cimarron County, Oklahoma, and ended near Cold Spring Campground, northwest of modern Boise City.

Geographical Characteristics

The Santa Fe Trail in Oklahoma passed through the High Plains physiographic section of the Great Plains. The Cimarron River to the north and the North Canadian to the south drain this portion of the Arkansas River Basin. This section is characterized by its extensive, broad plain with occasional tablelands.643 It is a

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638 Ibid., Chapter LVIII, 77.
639 Kansas Territorial Legislature, special session, Chapter XII, Private Laws of the Territory of Kansas, Passed at the Special Session of the Legislative Assembly, 1860 (Lawrence, KT: S.A. Medary, 1860), 18.
640 Kansas Territorial Legislature, special session, Chapter XVI, 21-22.
641 Ibid., Chapter XXI, 29-30.
642 NPS, Management and Use Plan, 15.
643 W. Henry McNab and Peter E. Avers, comp., Ecological Subregions of the United States (Washington DC: USDA Forest Service, 1994, updated 1996) [electronic copy on-line]; available from USDA Forest Service Online,
Early Ownership and Occupation of Oklahoma

When trade between Missouri and Santa Fe began in 1821, the lands now comprising the State of Oklahoma were not a state. Like Missouri and Kansas noted above, England, France and Spain had each laid claim to these lands at various times. When France recognized Spain as the owner of the Province of Louisiana at the end of the Seven Years’ War, this land came under Spanish jurisdiction. From 1763 to 1800 Spain maintained ownership, but with the Treaty of San Ildefonso in 1800, title was transferred to Napoleonic France, and by 1804, the U.S owned this portion of North America.

However, when acquired from France, the boundaries of the Louisiana Territory were not well defined. This was particularly true of the boundary with Spain’s New World territories, including the Oklahoma panhandle. As part of the 1819 Florida Purchase (or Adams-Onís Treaty), US Secretary of State John Quincy Adams and Spanish diplomat Luis de Onís established the boundary between the United States and Spain as the right (west) bank of the Sabine River, the right (south) bank of the Red River, the 100th meridian, the right (south) bank of the Arkansas River, a line from the headwaters of the Arkansas to the 42nd parallel, and then west on this parallel to the Pacific Ocean. As the Red River and 100th meridian now form parts of the south and western boundaries of Oklahoma, this placed all but the panhandle within the United States.

Indian Country

Before the emigration of eastern tribes, at least four indigenous tribes were located in Oklahoma, including the Wichita, Arapaho, Cheyenne, and Comanche. The Wichita were located in northern Oklahoma, and the Comanche lands were in the short grass plains in the general vicinity where the states of Kansas, Oklahoma, Colorado, and New Mexico come together. The Cheyenne and Arapaho were located on the west edge of the High Plains in western Kansas, eastern Colorado, and western Oklahoma.

From 1803 until 1830 the US portion of Oklahoma was left as part of Indian country – an unorganized region to which eastern Indian tribes were removed as white settlers encroached upon tribal lands. In fact, the same year that the US government purchased Louisiana, President Thomas Jefferson considered the possibility of exchanging land in the west for tribal lands in the east. Some Indian factions and tribes viewed ceding their land as a way to maintain their culture without continual pressure from whites, but others objected, causing tribal rifts. Voluntary removal of consenting tribes occurred in the first decades of the nineteenth century, with members of the Five Civilized Tribes arriving in Arkansas by 1817. When Missouri petitioned


McNab and Avers, *Ecological Subregions*, website.


Morgan and Morgan, *Oklahoma*, 21-22; Lamar, *The Reader’s Encyclopedia*, 866. The Choctaw, Chickasaw, Creek, Seminole, and Cherokee tribes were known as the Five Civilized Tribes because of their willingness to conform to the Euro-Settler socio-political structure. Each tribe was organized into a republic that represented a similar structure to
for statehood in 1819, Congress established Arkansas Territory, which included all of the present state of Arkansas and the part of Oklahoma east of the 100th meridian. Beginning in 1820, most of what would become the state of Oklahoma “was divided among the Five Civilized Tribes.”

Before 1825 the boundary between Indian lands and white settlement areas included a strip of present-day eastern Oklahoma. Two forts near this border were established to replace Fort Smith, Arkansas, in guarding traders and travelers from Indian attacks along the Indian frontier. The more northern of these was Fort Gibson, located at the forks of the Arkansas, Verdigris, and Grand rivers. To the south was Fort Towson that was situated near the mouth of the Kiamichi River. In 1825, due to objections from the Cherokee and Choctaw about the encroachment of white settlers, a new treaty was negotiated to adjust the western boundary of Arkansas Territory to the current Arkansas-Oklahoma state line and remove settlers to the area east of the border. Under this Treaty with the Choctaw, 1825 (7 Stat., 234), the western half of Arkansas Territory remained officially unorganized Indian Territory, as created under the 1834 renewal of the Indian Trade and Intercourse Act. The only Euro-Americans legally residing within Indian Territory were Indian agents, missionaries, military personnel, and a few whites who had married into tribes. Despite that ban, Euro-American settlers, primarily from Texas and southern states, began entering this area illegally in the 1820s-1830s. The panhandle remained part of Spain until Mexican independence in 1821 when it came under Mexican authority.

Indian resettlement within Oklahoma mostly involved the southeastern Indian nations (i.e. Cherokee, Choctaw, Chickasaw, Muscogee [Creek], and Seminole) known together as the Five Civilized Tribes. With the election of President Andrew Jackson in 1828 the issue of Indian removal reached a climax. On May 28, 1830, Congress passed the Indian Removal Act. This act embodied President Andrew Jackson’s Indian policy, calling for the voluntary removal of Indian tribes from the eastern US. By the end of the 1830s, however, this policy shifted from voluntary to forced cession of Indian lands in the East to the United States and the emigration of eastern tribes to reservations west of the boundaries of Missouri and Arkansas. Precedent for this policy change came as eastern Cherokee, objecting to the move that had been agreed to by a faction of the tribe in the 1835 Treaty of New Echota (7 Stat., 478), refused to voluntarily leave their lands, fields, homes, and towns in Georgia. During the spring of 1838, Major General Winfield Scott was dispatched by the War Department to forcefully remove the Cherokee. In what became known as the Trail of Tears, more than 1000 Cherokee eventually died en route from the heat, unfamiliar diet, unsanitary conditions,

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655 Generally, eastern tribes residing north of the Ohio River moved to what later became Kansas and Nebraska, while tribes living south of the Ohio River moved to land in what is now eastern and central Oklahoma. Lamar, *The Reader’s Encyclopedia*, 866.
and grief over the move. The other four tribes had been forced to remove from the lands in the southeastern US before the Cherokee; although, smaller groups of Seminole arrived in Oklahoma by 1842.657

After the Civil War and into the 1880s, additional Indian tribes were removed to Indian Territory. These included indigenous tribes from the west and north, as well as tribes that had previously been removed to Kansas. Among these tribes were the: Delaware, Sac and Fox, Potawatomi, Shawnee, Peoria, Otoe and Missouria, Kickapoo, Iowa, Ottawa, Miami, Illinois, Mowhawk, Kaskaskia, Chippewa, Cayuga, Seneca, Piankashaw, Wea, Tuscarora, Wyandotte, Quapaw, Ponca, Kaw, Pawnee, Arapaho, Cheyenne, Comanche, Kiowa, Kiowa-Apache, and Wichita.658  Forts Sill, Reno, and Supply were established in the western portion of Indian Territory in an attempt to discourage Indian attacks, especially by the Kiowa, Comanche, Cheyenne, and Arapaho.

The land now comprising the Oklahoma panhandle became part of the Republic of Texas in 1836, as a result of the defeat of Santa Anna’s army at the battle of San Jacinto and Texas independence from Mexico. In 1842 Fort Washita was established on the Washita River about 15 miles north of the Red (Canadian) River – the Texas border. President James Polk signed a proclamation on December 29, 1845, making Texas a state. It was not until the Compromise of 1850 that Texas relinquished the Oklahoma panhandle to the United States, and Texas’s present boundaries were set. Due to the late acquisition of the panhandle by the United States, it was not a part of any state or territory.660

Increasing numbers of whites entered Indian Territory after the Civil War. Many of them worked on railroads, in mining, in the cattle trade, and as agricultural tenants on Indian lands. White ownership of land in what became Oklahoma was not permitted until 1889. At this time, white settlement was limited to the “Unassigned Lands” in the central portion of the future state. White settlers in significant numbers did not arrive in central and western portions of Indian Territory or in the panhandle (known as No Man’s Land) until the last decade of the nineteenth century.661  The Organic Act of May 2, 1890, created Oklahoma Territory from the Unassigned Lands, the area west of the Five Civilized Tribes that was not assigned to any tribe, and from No Man’s Land.662  Additional lands were added as Indian lands were surveyed and made available under the 1887 Dawes Act (24 Stat. 388) and the Curtis Act of 1898, which broke up reservations, gave individual title to up to 160 acres for each Indian, then allowed remaining "surplus" lands to be sold to non-Indians.663  The Oklahoma land rushes between 1889 and 1905 opened surplus Indian land from the old Indian Territory to the east and unorganized land in Oklahoma Territory to homesteaders, disposing of millions of acres. The Oklahoma Enabling Act, signed June 16, 1906, allowed for the formation of the new state of Oklahoma, though the question of what to include within the new state was debated. There was strong support, especially among the Five Civilized Tribes, for two separate states – Oklahoma (a non-Indian state) and Sequoyah (an Indian state).664  However, on November 16, 1907 during the administration of President Theodore Roosevelt,
Oklahoma Territory and Indian Territory were joined and Oklahoma became the 46th state, subsequently dissolving Indian Territory.\textsuperscript{665}

The Civil War and the Santa Fe Trail in Oklahoma

During the Civil War, Union forces withdrew into Kansas Territory, leaving Indian Territory to the Confederacy. Some factions within the Five Tribes, led by John Ross of the Cherokee and Opothle Yahoa of the Creek, argued for neutrality during the war. With the exception of the Choctaw, the Five Tribes did not unanimously agree to side with the Confederacy at first; however, with the removal of Union forces and federal allotment monies—an alliance was sought. The decision to side with the Confederates after Union removal was driven by negotiations and treaties made with the Five Tribes by Albert Pike, a Confederate.\textsuperscript{666} In his negotiations he promised that each tribe would hold title to their lands that they lived on.\textsuperscript{667} Confederate president Jefferson Davis had other ideas. He stated clearly in a report that the lands owned by the Five Tribes would be “turned into a state.”\textsuperscript{668} Deception was both the driving force behind the joining with and the controversy over aligning with the Confederacy; thousands of individuals from the Five Tribes joined the war effort, divided between the opposing forces. No major Civil War battles were fought in Oklahoma, but there was heavy fighting in a number of skirmishes, mostly in the eastern quarter of the future state. During the war both Union and Confederate forces and guerilla bands plundered the tribal fields, orchards, and livestock and burned homes, schools, and churches. By the end of the conflict, much of the area was devastated. The tribes’ alliance with the Confederacy was used against them as the rationale for annulling and abrogating earlier treaty agreements. Eventually, in 1866, Congress decided to authorize the cancellation of all existing treaties with the Five Tribes. They were forced to cede large portions of their lands in Indian Territory to immigrant tribes being expelled from Kansas.\textsuperscript{669}

Established just after the Civil War, Camp Nichols was the only military post along the Oklahoma portion of the Santa Fe Trail. In May 1865 General James H. Carleton, commander of the Department of New Mexico, ordered Colonel Christopher “Kit” Carson to establish a post about halfway between the Cimarron Crossing of the Arkansas River and Fort Union in New Mexico. Founded as the western terminus of the Aubry Route, the intent of this new post was to protect wagon trains traveling along the Cimarron and Aubry routes from Indian raids.\textsuperscript{670} The small fortified post was located on high ground between two forks of South Carrizo Creek about one half mile north of the Santa Fe Trail and a short distance east of Cedar Spring. The post was constructed and manned by three companies of New Mexico and California volunteers who escorted wagon trains along the trail and protected traffic primarily from raids by Kiowa, Comanche, Cheyenne, and Arapaho. Lieutenant Richard Russell and his wife Marion arrived at the post in June 1865 about two weeks after construction began. Marion noted that the soldiers built several stone walled dugouts with dirt floors and dirt roofs supported by logs. The stone walls of the dugouts formed an enclosure, outside of which was a moat. These structures housed the seven officers and had other functions, such as a hospital. Some 300 soldiers lived in tents and dugouts within the enclosure. There were also ten Indian scouts, two Indian women, and two laundresses who were wives of Hispanic soldiers at the post.\textsuperscript{671} Wagon trains outbound from New Mexico assembled at this post situated about 130 miles east of Fort Union. From here they were escorted by

\textsuperscript{665} Lamar, \textit{The Reader’s Encyclopedia}, 868; Wishart, 682; and Prucha, \textit{The Great Father}, 262.

\textsuperscript{666} Morgan and Morgan, \textit{Oklahoma}, 34.

\textsuperscript{667} Ibid.

\textsuperscript{668} Ibid.


\textsuperscript{670} “Council Trove-Documents: Camp Nichols” \textit{Wagon Tracks} 3, no. 3 (May 1899): 13.

\textsuperscript{671} Russell, \textit{Land of Enchantment}, 106.
detachments of troops to the Arkansas River. Camp Nichols was only occupied for a few months before being abandoned in late September by the Army when raids by Indians decreased.\textsuperscript{672}

Although the Santa Fe Trail crossed Cimarron County in the Oklahoma panhandle, it had little impact on trade and development of Indian Territory, Oklahoma Territory, or the future county or state. The route from Missouri to Santa Fe was less significant to Oklahoma than to the other states through which it crossed. The less well-known route used by Josiah Gregg’s livestock traders, which ran across Oklahoma from Van Buren, Arkansas, into New Mexico generally following the Canadian River had a greater impact on this state than did the Cimarron Route. No towns were laid out along the Santa Fe Trail in Oklahoma while the route was active. The unincorporated town of Wheelless, the only populated place in the general trail corridor, was not settled until 1907 and was a few miles south of the trail – about three miles from Camp Nichols. The only manmade structures built during the 59-year Santa Fe Trail period were Camp Nichols and Cold Spring stage station, both of which were semi-permanent and of short duration. A branch of the Atchison Topeka & Santa Fe Railroad was built across Cimarron County; however, it did not follow the route of the trail. No roads or highways follow the route of the trail through the Oklahoma panhandle. Some individuals from the Indian Nations were likely employed by trail freighters as teamsters or drovers, and some who worked or traveled along the trail may have subsequently settled in Oklahoma.\textsuperscript{673}

\textbf{X. The Santa Fe Trail in Colorado}

The Santa Fe Trail is significant to the history of what became the State of Colorado. When legal trade began in 1821, over half of the land now comprising Colorado was under Mexican ownership; the other half was unorganized territory. Southeastern Colorado’s dramatic landscape inspired the name for one of the main routes of the trail; the Mountain Route became especially important as the railroads moved into the state.

Both the Mountain and Cimarron routes of the Santa Fe Trail crossed the southeastern corner of Colorado, though the Cimarron Route traversed approximately only 14 miles of Baca County. In contrast, the Colorado segment of the Mountain Route was much longer, totaling 181 miles.\textsuperscript{674} This route crossed present Prowers, Bent, Otero, and Las Animas counties before entering New Mexico.

\textbf{Geographical Characteristics}

The Santa Fe Trail passed through three physiographic sections within the Interior Plains. Much of southeastern Colorado lies within the Great Plains province and includes the High Plains and the Colorado Piedmont sections.\textsuperscript{675} The extreme eastern edge of Colorado is semi-arid High Plains. The Colorado Piedmont is a basin comprised of dissected hills and valleys situated between and separating the High Plains and the front range of the Southern Rocky Mountains. Vegetation communities consist of shortgrass steppe, floodplain shrubland, and salt meadow. While blue grama is the dominate plant cover, buffalo grass (\textit{Buchloe dactyloides}), prickly pear cactus, rabbitbrush (\textit{Chrysothamnus nauseosus}), and saltbush (\textit{Atriplex canescens}) are also present.\textsuperscript{676} Most of the trail within Prowers, Bent, and Otero counties, especially the portion following

\textsuperscript{672} NPS, \textit{Management and Use Plan}, 103.
\textsuperscript{674} NPS, \textit{Management and Use Plan}, 15.
\textsuperscript{676} Colorado State University, “About the Shortgrass Steppe, \textit{Shortgrass Steppe (SGS) Long Term Ecological Research (LTER) project Web site} [Shortgrass Steppe page on-line]; available from http://sgs.cnr.colostate.edu/about_location.aspx; Internet; accessed 23 March 2012.
the Arkansas River, passed through the Colorado Piedmont section. Southern Otero County and most of Las Animas County lie within the Raton section of the Great Plains province. This section is a relatively flat inclined plain that slopes up to the west and has major intrusive igneous features.

The principal river basin along the Santa Fe Trail through Colorado was the Arkansas River, whose headwaters originate from the Colorado Rocky Mountains. This river has many tributaries within the state, including Big Sandy, Adobe, and Horse creeks to the north, as well as Two Buttes Creek, the Purgatoire River, and Timpas Creek to the south. Both the Purgatoire River and Timpas Creek generally flow east-northeastward from their sources. The Purgatoire River joins with the Arkansas River near the city of Las Animas in Bent County, while Timpas Creek empties into the Arkansas River near the town of Swink in Otero County.

Pre-Santa Fe Trail Colorado

When trade between Missouri and Santa Fe began in 1821, the area now comprising the State of Colorado was claimed by several groups. Prior to the arrival of white settlers, the lands in what is now eastern Colorado were claimed by at least four different Indian tribes. The Northern Cheyenne and Northern Arapaho were located in the northeastern portion of the future state; the Kiowa, Comanche, and Jicarilla Apache/Apache extended into the southeastern portion. With the Louisiana Purchase in 1803, a vast area that included what is now most of eastern Colorado was claimed by the United States. The Louisiana Purchase did not specify the southwestern boundary with Spain, so in 1819, the Adams-Onís Treaty, established the boundary between the United States and Spain as the right (west) bank of the Sabine River, the right (south) bank of the Red River, the 100th meridian, the right (south) bank of the Arkansas River, a line from the headwaters of the Arkansas to the 42nd parallel, and then west on this parallel to the Pacific Ocean. The Arkansas River divided eastern Colorado with the land north of the river belonging to the United States and lands south of the Arkansas to Spain. Following Mexican independence from Spain in 1821, the Arkansas River formed the border between US and Mexico in the portion of the future State of Colorado lying east of the continental divide until 1848.

Political Development

The area now known as Colorado went through various claim and boundary phases before becoming a state in 1876. When Texas became an independent republic in 1836, it claimed a narrow strip of mountain territory extending northward through Colorado to the 42nd parallel. During the early 1840s, Mexico granted lands to some of its wealthy citizens in the San Luis Valley, south of the Arkansas Valley and within the Rocky Mountains, hoping to secure claims against Texas or the United States. Through the Treaty of Guadalupe-Hidalgo following the Mexican-American War in 1848, Mexico ceded to the United States most of that portion of Colorado that had not already been acquired through the Louisiana Purchase. Between 1848 and 1861 the border between New Mexico Territory and Colorado was an east-west line just south of Bent’s Fort. In 1850, the Federal Government purchased Texas’ claims in Colorado.

678 Abbott, Colorado, 43.
679 Ibid.
On May 30, 1854, President Franklin Pierce signed the Kansas-Nebraska Act into law. The act created the territories of Kansas and Nebraska. This act defined the boundaries of Kansas Territory as the Missouri border to the east, the 40th parallel to the north, the 37th parallel to the south, and the summit of the Rocky Mountains to the west. Lands in what is now eastern Colorado were part of Kansas Territory until the 1859 Wyandotte Constitutional Convention placed the western boundary of Kansas Territory a few miles west of the 102nd meridian – 18 months before Kansas statehood.

The discovery of gold on the slopes of the Colorado Rockies was the occasion for a sudden immigration into a deserted stretch of mountains and plains. Early in 1859, gold was found by George A. Jackson along Chicago Creek on the present site of Idaho Springs. On May 6 of the same year, John Gregory made the famous gold-ledge strike on North Clear Creek, stimulating a rush of prospectors, who established the camps of Black Hawk, Central City, and Nevadaville. Rich discoveries caused a stampede of miners to California Gulch on the present site of Leadville in 1860. In the first three years after the Jackson and Gregory discoveries, 100,000 people made the pilgrimage to the diggings. Half of them reached the mountains, and half of those who arrived survived the disappointments and decided to settle here. This small population of prospectors and settlers, totaling only 25,371 in 1861, became a community, then a territory, and 15 years later, a state. Before Colorado Territory was established, it included portions of the Nebraska, Utah, Kansas, and New Mexico territories. Along with admitting the state of Kansas, Congress finally established Colorado's current boundaries, forming Colorado Territory in 1861. In 1876, Colorado was finally admitted to the Union as the 38th state.

The Santa Fe Trail in Colorado

After Mexican Independence in 1821, American and Mexican traders developed the Santa Fe Trail. It quickly became a commercial and cultural link between the United States and Mexico. It also served as a road of conquest during the Mexican-American War and later the Civil War. Early in the history of the Santa Fe Trail, the Cimarron Route was used by wagon traffic. The Mountain Route could be used by pack animals, but was rarely used before 1846. This route of the trail included several notable sites.

In the late summer of 1832, a Bent, St. Vrain & Company wagon train eastbound out of Santa Fe pioneered what would become the Mountain Route (or Bent's Fort Route) of the Santa Fe Trail. The party left Santa Fe via Taos, crossed Raton Pass into what is now southeastern Colorado, and reached the Arkansas River near the future location of Fort William eight miles northeast of present-day La Junta. From there they traveled down the Arkansas River, joined the Cimarron Route and reached Independence, Missouri in

680 Barry, The Beginning, 1192-1193, 1218. Popular Sovereignty was first introduced in the Compromise of 1850.
681 Ibid., 1218.
685 Abbott, Colorado, 43.
November. Fort William, named for William Bent and later known as Bent's Old Fort, occupied an area that at the time was the border between the United States and the newly independent Mexico. The rectangular adobe fort faced eastward and had towers at each corner and 14 foot walls of three foot thickness. Constructed by Mexican laborers employed by brothers Charles and William Bent and partner Ceran St. Vrain, the fort was completed in 1834. It was a trading post from late 1833 – before the fort was completed – through 1849.

In 1849, William Bent became the sole owner of the fort, but the prosperity of Bent’s Old Fort was dwindling due to a decrease in trade and an increase in American Indian hostilities. Bent held the Army partially responsible for the decline of his business due to their presence at the fort before and during the Mexican-American War, which led to increased tensions with and between the neighboring American Indians. In response to the increased tensions, the US Army considered establishing a fort in the area; Bent attempted to sell his fort to them but considered the Army’s offer too little recompense for his losses. Concurrently with his attempt to sell the fort to the Army, a major cholera epidemic attacked large groups of American Indians – including the Southern Cheyenne whom Bent considered his strongest ally in the region. When the epidemic passed, half of the Southern Cheyenne had died. In August 1849 after sending his employees and family off with the remaining trade goods, Bent set fire to the adobe fort's wooden substructure and rolled powder kegs into the main rooms of the fort in order to destroy it. Several conjectures exist as to why he would see the fort destroyed: 1) to deny the Army occupancy of the fort; 2) to prevent the Ute, Apache, Comanche, and Arapaho from using it in the fight against the US Army; and 3) in response to the cholera epidemic. Whatever the reason, he moved 38 miles down the Arkansas River to the Big Timbers.

At the Big Timbers, Bent resumed trading with the local Indians. He built three log structures joined together to form a U with the open side facing the river. In the winter of 1852-1853, however, he built a more impressive fort of stone having 12 rooms around a central courtyard and 16 foot tall walls. He operated this smaller post from 1853 to 1860. Although he failed to sell Bent's New Fort to the US Army, they did lease it for use as the Upper Arkansas Indian Agency and commissary and quartermaster storehouse for nearby Fort Wise (Old Fort Lyon).

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689 Ibid.
691 Lavender, *Bent’s Fort*, 312.
693 Lavender, *Bent’s Fort*, 315.
694 Ibid., 315, 318.
697 Ibid., 323-324.
Old Fort Lyon, established as Fort Wise, was built less than one mile west of Bent’s New Fort by the Army in 1860. It was named for Henry Wise, Governor of Virginia; however, in 1861 the name was changed to Fort Lyon in honor of General Nathaniel Lyon, who was killed at the Battle of Wilson’s Creek in Missouri. Fort Wise/Old Fort Lyon served as an important military link on the Santa Fe Trail between Fort Leavenworth, Kansas and Fort Union in New Mexico, being the “principal guardian of the Mountain Branch.”\textsuperscript{699} It was deeply involved in the Indian troubles of this region during and after the Civil War. The 1861 Treaty with the Arapaho and Cheyenne (12 Stat., 1163) was signed here, but it was not honored by either side. Due to its location in the Arkansas River flood plain and subsequent flooding, the fort was relocated to its present location east of Las Animas in 1867.\textsuperscript{700} New Fort Lyon was active from 1867 to 1889, being abandoned as a fort by an act of Congress in 1890.\textsuperscript{701} Beginning in 1867, New Fort Lyon served as part of the Army’s Department of the Missouri, a regional network of forts and military facilities in the Missouri River drainage. This post replaced Old Fort Lyon and helped guard the Santa Fe Trail and later the railroad line.\textsuperscript{702}

Approximately two miles south of Las Animas is the location of Boggsville, which is one of Colorado’s earliest extant agriculture and trade centers. This small complex of two trading stores, owned separately by John W. Prowers and Thomas O. Boggs, was a stage stop on the Santa Fe Trail.\textsuperscript{703} Boggsville was founded in 1862 on the west bank of the Purgatoire River, three miles from New Fort Lyon. It was built on 2040 acres of the original four million-acre 1843 Vigil & Saint Vrain, or Las Animas, Mexican Land Grant, comprising most of southeastern Colorado. Boggsville served as a center of commerce and agriculture between 1867 and 1873; it was also the first county seat of Bent County. Thomas and Rumalda (Luna) Boggs, John W. and Amache (Ochinee) Prowers, and Kit and Josepha (Jaramillo) Carson called Boggsville their home.\textsuperscript{704}

Las Animas City was the first town established in southeastern Colorado and was located on the Arkansas River across from Fort Lyon. It served as the home station for the Barlow and Sanderson Stage Company and later became the county seat for Bent County. It was abandoned after 1873 when the Kansas Pacific Railroad built West Las Animas (present-day Las Animas).\textsuperscript{705}

Raton Pass sits astride the existing Colorado-New Mexico border. Although the Mountain Route of the Santa Fe Trail had been in use since the 1830s, its terrain provided many obstacles to wagon movement. One such obstacle was the tortuous 8000-foot, axle-breaking Raton Pass. Both a barrier and a gateway, the Raton Ridge symbolized the Mountain Route of the Santa Fe Trail.\textsuperscript{706} This pass was difficult to cross until the Army made improvements during the Mexican-American War.

The Mountain Route and its most important feature, Raton Pass, played a significant role in military history. Kearny’s Army of the West used this route in 1846 on its way to the conquest of New Mexico. Also, in 1862, Colorado Volunteers poured through Raton Pass on their way to Glorieta Pass, where they defeated troops of the Confederate Army. However, the pass was not widely used until “Uncle Dick” Wootton started

\textsuperscript{699} Brown, \textit{The Santa Fe Trail}, 179.
\textsuperscript{700} Brown, \textit{The Santa Fe Trail}, 179; “Bent’s Fort Chapter,” website; and “Mountain Route of the Santa Fe Trail,” website.
\textsuperscript{701} Brown, \textit{The Santa Fe Trail}, 180. Subsequent continued use of the site has included status as a Navy hospital and occupancy by the Veterans Administration.
\textsuperscript{702} “Mountain Route of the Santa Fe Trail,” website.
\textsuperscript{703} Brown, \textit{The Santa Fe Trail}, 180.
\textsuperscript{704} “Bent’s Fort Chapter,” website.
\textsuperscript{705} Ibid.
\textsuperscript{706} Brown, \textit{The Santa Fe Trail}, 185.
improving it in 1865 as part of his toll road. The improvements continued to promote many travelers, including the operators of the stagecoach lines, to use to the Mountain Route instead of following the Cimarron Route.

Railroad Impacts on the Santa Fe Trail in Colorado

After the completion of the Atchison, Topeka, & Santa Fe Railroad in 1880, the trail was abandoned as a national route. The railroad closely followed the Mountain Route of the Santa Fe Trail. While in 1863 the Atchison, Topeka, & Santa Fe Railroad (AT&SF) had planned to build over the Cimarron Route southwest to Santa Fe, this route’s geography forced the railroad to adjust its route due to limited water availability for steam engines along La Jornada. Further, the lack of settlement along the Cimarron Route would limit traffic through the area. The AT&SF railroad line instead was laid in close proximity to the Mountain Route of the Santa Fe Trail. In 1878, Wootton sold his toll road through Raton Pass to the AT&SF.

The Mountain Route was a significant route of the Santa Fe Trail and continued to be a significant route for the railroad. Once called the Raton or Bent’s Fort Route during trail days, the Mountain Route was longer and more difficult than the Cimarron Route, but it was considered safer due to the abundance of water and lack of Indian attacks. Though the railroad boom led to the trail’s obsolescence as the wagon road to Santa Fe, it maintained – and produced a change in character of – overland trade along the trail. The development and implementation of the railroad network across the United States, particularly along the Santa Fe Trail, enabled freighters to ship larger and more frequent quantities of goods to and from the expanding territories, increasing profits and aiding in the settlement of these new territories.

XI. The Santa Fe Trail in New Mexico

The establishment and growth of the Santa Fe trade was a turning point in the history and development of what is now the State of New Mexico. In less than 30 years, Santa Fe went from being a northern outpost of Spain in North America, to a city in the Mexican state of Nueva Mexico, to the capital of the American Territory of New Mexico. Finally, in 1912, it became the capital of the State of New Mexico.

Both major routes of the Santa Fe Trail (i.e., the Cimarron Route and the Mountain Route) crossed the northeastern corner of New Mexico. The Mountain Route entered the state on the northern border at Raton Pass and traversed 197 miles within the state, while the Cimarron Route entered on the eastern border near the Corrumpa Creek (North Canadian River) and traversed 228 miles. In conjunction, the routes went through five counties in New Mexico, including Colfax, Mora, San Miguel, Union, and Santa Fe counties.

Geographical Characteristics


709 Bryant, *History of the ATSF*, 44.


New Mexico has a complex geography due to its variety of landforms, which include parts of the Rocky Mountains and the Great Plains, in addition to plateaus, basins, and ranges. Two portions of the Rockies intrude into the state: the San Juan and Jemez Mountains on the west side and the Sangre de Cristo Mountains on the east. A 140-mile wide plateau separates the two ranges. Plains are found between the mountains and made from deposits of sedimentary matter, such as sand or mud, washed down the uplifted rim over a long period of time. These numerous alluvial basins have been very important in developing the state’s agriculture.712

The six life zones of native vegetation in New Mexico include: the Lower Sonoran, the Upper Sonoran, the Transition, the Canadian, the Hudsonian, and the Arctic-Alpine (listed from warmest to coldest and driest to wettest). Altitude – more than latitude – accounts for climatic differences within the state. The Lower Sonoran makes up most of the southwestern part of New Mexico, spanning 19,500 square miles. It contains mesquite and black grama grass; at altitudes below 4500 feet, the grass coverage in this zone permits more grazing than would be possible at higher elevations, making it more economically valuable. The Upper Sonoran covers about three-fourths of the state and has a considerable variation in vegetation due to the vast region. Most of the plains, foothills, and valleys lying above 4500 feet are included within this zone. At lower altitudes, vegetation is scanty as a result of arid conditions; at higher altitudes (8000 to 8500 feet), blue grama and buffalo grass, sagebrush, piñon, and juniper show the obvious effect of more rainfall. The Transition zone makes up 19,000 square miles of New Mexico and is identified by the ponderosa pine found on the middle mountain slopes of the high ranges at altitudes of 7000 to 8500 feet on the northeast slopes and 8000 to 9500 feet on the southwest slopes. The Canadian spans 4000 square miles, contains blue spruce and Douglas fir, and is known for lumbering; it is the most humid area in the state and its precipitation feeds the streams that irrigate the more arid region. The Hudsonian takes up only 160 square miles of New Mexico and is identified by dwarf spruce occurring in a narrow shabby timberline belt around the higher peaks (above 9500 feet); pasture for sheep in the summer is its only commercial use. Finally, a small portion of the state is within the Arctic-Alpine zone is the treeless zone of the low and hearty alpine plants associated with arctic tundra, found on the caps of the highest peaks; these areas are important because they frequently retain snow until late summer, when moisture is most needed in the dry valleys below.713

The major drainages crossed by the route of the Santa Fe Trail through New Mexico were the Canadian and Dry and Wet Cimarron rivers. The headwaters of the Canadian River lie on the east side of the Sangre de Cristo Mountains in southeastern Las Animas County, Colorado, and from there it quickly flows east-southeast into New Mexico.

Pre-Santa Fe Trail in the Province of New Mexico

Before the Spanish had begun exploring what is now New Mexico in the 1500s, among other areas in North America, Puebloan Indians had established villages along the Rio Grande and its tributaries. Between 1609 and 1610, Spanish Governor Pedro de Peralta established a new capital at Santa Fe and construction began on the Palace of the Governors. The seventeenth century was full of conflict between the church and

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the government and also between the Puebloan Indians and the Spanish colonists, amidst other raiding tribes.714

Throughout the colonial period, New Spain’s northern frontier was distant and isolated, and its citizens struggled for their region to become an integral part of the Spanish empire. Almost 1700 miles separated Santa Fe and Mexico City. This distance was daunting because of the obstacles to travel, such as the rugged terrain of northern and central Mexico, did not help to encourage communication and mutual understanding between the separated regions. New Mexicans searched for a means to relieve their isolation and bring an end to their dependency on an economic system that was designed to benefit the mother country and was ill-suited to the conditions that prevailed in their remote territory. They began alleviating their problems principally by engaging in a widespread network of trade activities among various ethnic groups. With time, New Mexicans came to rely on a variety of licit and illicit commercial strategies to bypass the government policies that stifled the economic development of their New Mexican province.715

New Mexican dependence on Spain was guaranteed by the complex monetary system that handicapped the settlers. Starting in 1609, mission supply trains were officially sanctioned and became the standard link between Mexico City and its northernmost province. Contact with French traders, though illegal, became an important means of relieving the isolation of the province; by the 1720s interaction became more frequent. In 1739, the Mallet brothers reached Santa Fe to begin limited trade with the Spanish.716 Contact with non-Hispanics was sporadic until the 1780s but became more frequent as the ex-British colonists moved west looking for new hunting grounds, land, and opportunity.

Zebulon Pike led the first Anglo-American expedition into New Mexico in 1807 and published an account of the way of life in New Mexico upon his return to the United States.717 The flourish of exploratory activities around the turn of the nineteenth century led to the integration of a large regional commercial system between Indian tribes, Mexicans, New Mexicans, Americans, and eventually Europeans. One of the early explorers was Pedro Vial, whose expeditions occurred from 1786 to 1793 between San Antonio, Santa Fe, Natchitoches, and St. Louis. The form of mercantile capitalism that evolved in New Mexico was dependent on cooperation between the various ethnic groups that participated in the trade.718 New Mexico would become a key commercial link between the United States and Mexico.

The Santa Fe Trail in New Mexico Territory

Once Mexico declared independence from Spain in 1821, New Mexicans sought economic freedom, and the Santa Fe Trail was opened to international trade. However, it took time for the New Mexican mercantile system to successfully develop. Within 10 years of the “opening” of the Santa Fe Trail in 1821, local New Mexican merchants did not participate in any direct large-scale commercial activities with businesses from the United States. This changed by the end of the 1830s at which time they were venturing to the east to cities including New York, Baltimore, Philadelphia, and Pittsburgh, where they invested their sizable accumulated capital. The New Mexican traders became part of a widespread commercial network, which

716 Rittenhouse, The Santa Fe Trail, 5; Brandon, Quivira, 202.
717 “Timeline of New Mexico History,” website.
718 Boyle, Los Capitalistas, 111.
offered them substantial returns. Their complex transactions eventually included merchants in the United States, Europe, and Mexico.\textsuperscript{719}

Because New Mexico was an area that linked two young, ambitious countries – the United States and Mexico – conflict arose. In 1841, Texas soldiers invaded New Mexico and claimed all of the land east of the Rio Grande, but their efforts were thwarted by Governor Manuel Armijo. Then, in April 1846, Mexico declared war against the United States. For the United States, General Stephen Watts Kearny commanded the Army of the West, which marched westward following a portion of the Santa Fe Trail toward the city of Santa Fe.\textsuperscript{720} Upon arriving at Apache Canyon in New Mexico on August 16\textsuperscript{th}, where Governor Armijo previously said he would meet him, General Kearny found that the Mexican troops had dispersed and fled to the mountains. Armijo had an army of 7000 Mexicans, with six pieces of artillery, and the advantage of location within the terrain, yet he allowed General Kearny, with a force of less than 2000, to march through the almost impregnable gorge and on to the capital of the province, without any attempt to oppose him. As a result of meeting with several merchants sent by Kearny, and faced with dissension among his assembled force, Armijo abandoned any military resistance to Kearny, allowing them to seize Santa Fe without firing a shot on August 18, 1846. After the Mexican-American War was over, Armijo was tried in Mexico City for cowardice and desertion for his actions or lack thereof.\textsuperscript{721} The Treaty of Guadalupe-Hidalgo officially ended the Mexican-American War in 1848.

In 1850, New Mexico (which at this time included present-day New Mexico, Arizona, southern Colorado, southern Utah, and southern Nevada) was designated a territory but denied statehood. The Gadsden Purchase from Mexico in 1853 added 45,000 square miles to the territory. By the 1860s the nature of the Santa Fe trade had changed dramatically. As the volume of trade increased, the prices of the merchandise declined. Profits per unit also plunged.\textsuperscript{722}

With the advent of the Civil War in 1861, Confederates invaded New Mexico Territory (which now included the present day states of New Mexico and Arizona) from Texas. Also at this time, Colorado Territory was created, eliminating the extreme northernmost section from New Mexico Territory. Many of the new settlers in New Mexico Territory were Southern sympathizers.\textsuperscript{723} President Jefferson Davis was persuaded by Brigadier General Henry H. Sibley to issue orders for him to lead and follow through with his plan for westward expansion for the Confederacy by conquering all of New Mexico Territory during the winter of 1861-1862.\textsuperscript{724} Sibley’s campaign had potential to be a military success until the skirmish at Apache Canyon on March 26, 1862, which was the first Union victory in New Mexico Territory.\textsuperscript{725} Ultimately, after the Battle of Glorieta Pass on March 28, the defeated Confederate force retreated back to Texas, and Confederate occupation of New Mexico Territory ended. In 1863, the territory of Arizona was created, which partitioned the territory of New Mexico in half; this brought the territory closer to the area we now consider the state of New Mexico.

The Railroad in the State of New Mexico

\textsuperscript{719} Ibid.
\textsuperscript{720} Inman, \emph{The Old Santa Fe Trail}, 102-103.
\textsuperscript{721} Ibid., 112.
\textsuperscript{722} Boyle, \emph{Los Capitalistas}, 100.
\textsuperscript{723} Cottrell, \emph{Civil War in Texas and New Mexico Territory} (Gretna, Louisiana: Pelican Publishing Company, 1998), 22.
\textsuperscript{724} Ibid., 29.
\textsuperscript{725} Ibid., 52.
In 1876, the Atchison, Topeka, and Santa Fe Railroad (AT&SF) reached Pueblo, Colorado at the foot of the Rockies. In the meantime, the tiny, narrow-gauge trains of the Denver and Rio Grande Railroad (D&RG) were running up and down the Rocky Mountain front from Denver to El Moro, a company-developed town just outside Trinidad, Colorado. The stage was set for the railroad penetration into New Mexico. The AT&SF commenced its rapid advance south through New Mexico beginning in November 1878; the line reached Las Vegas in July 1879, and service to Santa Fe began February 16, 1880. When the railroad reached Santa Fe, the Santa Fe Trail came to a practical end. New Mexico was finally admitted to the Union as the 47th state in 1912.

Significant Sites in New Mexico

In addition to hosting the western terminus of the Santa Fe Trail, the state of New Mexico also contains numerous recorded trail sites of importance. As previously mentioned, both the Cimarron Route and the Mountain Route ran significant lengths through New Mexico toward or from the city of Santa Fe. Along each route were many stopping points and landmarks pertaining to the trail.

A number of significant sites exist along the Cimarron Route in New Mexico, which entered the state from the present-day Oklahoma panhandle. Some of these sites include McNees Crossing, Point of Rocks, and Rock Crossing of the Canadian River. The McNees Crossing of Corrumpa Creek in Union County is 3.8 miles southwest from the Oklahoma state line. This rock crossing, which is still visible, was named for a young trader, Robert McNees, who was killed here by Indians in 1828; the site was also used as a campground, and a group of traders celebrated the Fourth of July here in 1831. The Point of Rocks in Colfax County was a popular campsite with a nearby spring. As mentioned earlier, there was occasional violence at this site; of the 11 known gravesites, only one has been identified. The Rock Crossing of the Canadian River, also in Colfax County, was used by Indians from early times as well as later by travelers on the Cimarron Route. The crossing has a natural stone floor for a short distance only. Upstream it is sandy and hard to cross, while downstream a deep, rocky canyon makes it impossible to cross. This spot was considered to be the real entry into Mexico, and Mexican troops were sometimes sent this far to escort traders back to Santa Fe. It was also the site of several Indian raids on the caravans. Other notable sites in along this route in New Mexico include: Rabbit Ears, Rabbit Ears Creek Camp, Round Mound, Wagon Mound, Santa Clara Spring, and Pilot Knob. Trading ranches and stage stations along the Cimarron Route included the Samuel B. Watrous Ranch House and Store, Barclay’s Fort Site at Phoenix Ranch, and Sapello Stage Station (also known as Gregg Tavern-Stage Station or Barlow & Sanderson Stage Station).

Along the Mountain Route, which entered New Mexico from Colorado, significant sites include Lucien Maxwell House, Ocate Crossing, and Fort Union National Monument. Lucien Maxwell House is located in Rayado, 12 miles south of Cimarron, in Colfax County. Rayado started from a Santa Fe Trail campsites established by Lucien Maxwell in 1848; it was the point at which the Mountain Route and two of its side trails rejoined. There was a military camp at Rayado in the early 1850s to help protect this portion of the Mountain Route. The Ocate Crossing in Mora County was a watering point and campsite. This route was heavily used during and after the Civil War, and it was often mentioned by trail travelers. Kearny’s Army of the West crossed here in 1846 and camped nearby. The Fort Union National Monument, also in Mora County, is near the

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The Cimarron and Mountain routes converged at La Junta (present-day Watrous). One of the most significant sites along the route from Watrous to Santa Fe is Pecos National Historic Park in San Miguel County. This is the site of the Pecos Pueblo, which was the easternmost pueblo visited by Francisco Coronado in 1541. The pueblo was still inhabited when the Santa Fe Trail opened in 1821, but it was abandoned around 1838. The abandoned pueblo was used as a campsite by trail travelers; it was well known and often mentioned in their journals. Other sites along this stretch of the combined trail include Las Vegas Plaza, Tecolote, San Miguel del Vado, Apache Canyon, Kearny Gap, and Glorieta Pass. Trading ranches included Kozlowski's Stage Station, Pigeon's Ranch, and Johnson's Ranch Site.

Significant sites within the city of Santa Fe, New Mexico include the Santa Fe Plaza, the Palace of the Governors, and Fort Marcy. The plaza is in the middle of Santa Fe and was the traditional terminus of the Santa Fe Trail for westbound travelers. The Palace of the Governors is on the north side of the Santa Fe Plaza. Built in 1610, it served as the seat of government in New Mexico for 300 years. After occupying New Mexico for the United States in 1846, Kearny raised the US flag over the palace and took up residence inside. It now houses the Museum of New Mexico. Fort Marcy was built on the hill overlooking the city of Santa Fe in 1846, and some features are still visible; this was the headquarters for troops in New Mexico until Fort Union was built in 1851 to get the troops out of the Santa Fe environment.

Along with the important buildings and structures located within New Mexico are numerous extant trail segments and crossings. The lack of cultivation around the trail has helped to preserve these remains, as has the fact that many segments are located within the 9 million surface acres held in the New Mexico State Land Trust. The Trust is charged with protecting, conserving, and maintaining the lands within its holdings. Significant trail segments and crossings within Trust lands include the Magazine Ruts north of Sophia, Holkeo Creek Crossing and a 3 mile trail segment near Point of Rocks, El Vado de las Piedras Segments in the Springer vicinity, Mora County segment northeast of Wagon Mound, and Apache Mesa Trail Segment near Ocate Creek.

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729 Ibid.